
Documents 1565AB

Captain Salcedo and Fr. Urdaneta find the return route

AB1. Logbook kept by Estéban Rodríguez

Sources: AGI Papeles de Maluco (1564-1608), Legajo 2; transcribed by Muñoz in April 1794; reproduced in Col. de Nav., t. 17, doc. 18, fol. 210+; cited by Navarrete, Bibl. mar. esp., i, p. 405, also in Col. Ultramar, ii, p. 456, note 2, and in B&R 53:244. This may be the same document as MN ms. 141, doc. 18, folios 296-319. Also published in Col. de diarios, vol. 5, pp. 113-120.

Note: Covers the period 1 June to 14 September 1565 only, because the author became sick and died at sea off the coast of New Spain on 27 September 1565.

We left Zubu, as I have said, on Friday 1 June of this year of 1565 with the ship named **San Pedro** well supplied with food for 8 or 9 months to return to New Spain. Mister Felipe de Salcedo was aboard as Captain of the said ship. The Chief Pilot was Esteban Rodríguez, a resident and native of Huelva; his mate was Rodrigo de la Isla [Espinosa], the master was Martín de Ibarra, a resident of Bilbao, and the boatswain was Francisco de Aztibarribia. We took three days to come out of the Zubu Strait, which would be about 3 leagues in length in an ENE direction.

As soon as we were out of it, we steered to ENE for about 6 leagues and came upon the west coast of Abuyo [i.e. Leyte I.]; from there on we coasted it heading northward between the island of Abuyo and the island of Zubu. Beyond the island of Zubu there are many small islands that appear towards the N and ENE; then there appear, one after another, along the coast of Abuyo and Tandaya, some large bays full of small islands. Between these islets and the others which, as I have said, project northward, there is a good pass, 2-3 leagues, through which the ships can go out. They do not have to fear shoals, except those that were seen in the eye of the pass which were simply avoided.

[The Battle of Escarpada Island]

In this vicinity there are strong currents that run among these islands when the tide is receding; here we were carried by a strong current westward to the middle of three islets. We anchored by a small islet that would be about 3 leagues in circumference. We went ashore with 40 men to look for water. We found 2-3 houses on the beach and 4 proas pulled up; there were something like 50 Indians in the houses. As soon as they

saw us come, they came out to the water's edge with their spears, shields and daggers, warning us by signs not to land, and threatening us. We ran the boat aground and began to step ashore with our weapons. We had 20 soldiers with arquebuses and 20 with shields. As soon as the Indians saw this, they began to flee uphill. We followed them up and we saw some houses that they had on a high crag¹ and in order to climb there there was only one narrow road, very hard to climb. Here we were attacked by the Indians. If it had not been for the shields we carried, they would have mistreated us a lot more, because the stones really rained down upon us from above. Here they knocked down one soldier badly and many others came out badly bruised. However, in spite of all this, we made it on top after much effort and the Indians retreated to a fortified crag that was artificial, very high, next to the houses. Once they were on top of it, they dominated the whole village. They had stored some stones up there, and they would throw them down at the men. We were forced to retreat to the safety of the houses until the fury of the stones had passed, and from there we were shooting at them, whenever one of them was out of cover. After we had kept this up for a while, we decided to go up to the fort. So, some of us provided a cover for the climb from the houses and others attacked the fort. As soon as they saw us determined, they abandoned the fort and fled down a road that existed at the back of the fort. It was carved in such a way that I wondered how one could go down using hands; they were using it to go up and down. This fort had only one entrance and much useless; in fact, if the Indians had had courage and had not abandoned the fort, I understand that we would not have been able to climb to it, because to get to it we climbed almost as if we were climbing a ladder and they could have done us much harm.

Once on top and upon entering it, we found one dead Indian and the fort full of blood. They had collected up there all their small effects and a quantity of coconuts; we took some of them and some rice and fish, and a small deer, and then we left. We did not find water at this island. The islanders drank from wells dug by hand.

Soon after we got back to the ship, we got some easterly wind and we sailed from here at noon. We gave the name of *El Peñol* to this island. That afternoon we went to touch at another island; its circumference was about 4 leagues. Here we could see two small villages on the seashore. We anchored in 20 fathoms at 1/4 league from the shore. Five big proas came toward where we were with about 200 Indians aboard them, but they did not dare approach to where we were. So, 42 of us boarded the boat, with our weapons, in order to go to the village in search of water. As soon as we left the ship, all the five proas came together and they raised their war banners. We steered directly toward them, as we had to do so in order to get to the village. As soon as they saw us, they fled with a rowing start, in such a way that not even galleys could have caught them, and we went to the village. The proas were nearby, in sight, and thinking that if we stepped ashore, they would take away our boat. Twenty-two men stepped ashore

1 Ed. note: As will be mentioned below, this island was called "the Cliff" or "the Crag" by the Spanish.

and 20 of them remained in the boat. The Indians of the village abandoned it. We did not find water here, except a little, because the Indians were bringing it from afar. We found rice, many coconuts, pigs, chickens; we placed enough of this aboard our ship. The next day we sailed along the coast looking for water but did not find any. We gave the name of **Ascension** to this island.¹ There were about 3 to 4 leagues between here and Peñol Island, along a bearing of E 1/4 NE—W 1/4 SW [i.e. E by N or an angle of 78°45'].

From this Ascension Island, we weighed anchor at noon on Thursday with a breeze, and having gone out some distance we caught the currents and they took us to the island of the Volcanoes [i.e. Luzon] which is a very big island and has two volcanoes; we saw one of them emitting smoke. Once we had arrived at it, we were already just with the foresail intending to come to an anchor, so that the currents would not take us toward many other islets that were to leeward. After we had anchored in 40 fathoms, we were hit by a very big squall, much wind and a heavy sea. If the ship had not been good with the rudder, which was quickly turned full alee, we would have hit the coast here; another reason was the speed with which the sails were set to leave the coast because the wind was a cross-wind. God was served that we got out of this tight spot near the coast and a cross-wind. As soon as we had gone out, the wind shifted and came from the land, but we did not dare go and anchor, fearful of another squall; we coasted along until daybreak.

On this day, we went to anchor at another medium-sized island that is 3 leagues from the entrance of the strait. We remained anchored there all night. In the morning, we set sail to come out of the strait to leave all these islands. We came out of the strait on Saturday at noon. Inside the mouth there is a tiny islet 2 leagues from the big island; from the big island to that of the Volcanoes, there are 2 more leagues. We exited the mouth between this islet and the one which is to the NE. In the middle of it there was such a great boiling of water that we thought it was [caused by] a shoal; we sent the boat ahead to see if it was a shoal but they made signs to us that it was not and we passed on top of it. That water was running out; it usually runs in and out with the tides. Inside this mouth, I took the sun in a little over 13 degrees.

From here we steered to E, which was the general direction of the coast for about 10 leagues. At this point the coast was trending westward [sic] for 8 leagues and here the trend of the coast was NW—SE, so we did not coast along it but we took our departure from it on our course for New Spain, and we left the land of the Philippines behind and we steered to the E, the wind being southerly.

On Sunday we ran for 20 leagues along this course.

Monday, 11th of the said month, we ran for 30 leagues to the E by N. The wind was SSW.

Tuesday, 12th of the said month, we ran 27 leagues to ENE. The wind was SW. I took the sun in 14°.

1 Ed. note: It corresponds to Capul Island, as is made clear in Espinosa's account below.

Wednesday, 13rd of the said month, we made 13 leagues to ENE. The wind was SW with 1 point to S [i.e. SW by S].

Thursday, 14th of the said month and Friday 15th, we ran one tack to ESE and another to NE. We would have gained 15 leagues along a straight line.

Saturday 16th, we ran 30 leagues to NNE, with the wind E. I took the sun in 17°.

Sunday 17th, we made 27 leagues to NE. The wind was SE by E. I took the sun in 18°.

Monday 18th, we made 27 leagues to NE by E. The wind was SE. I took the sun in 19°.

Tuesday 19th, we made 20 leagues to ENE. The wind was SE. Here the needles were varying to NE by 1/2 point.

Wednesday 20th, we made 21 leagues toward the E. The wind was SSE. I took the sun in 19° and 1/2.

[Discovery of Parece Vela]

Thursday 21st, Corpus Christi Day, in the morning, at dawn, we came upon a shoal. We first sighted it from one league out. It appeared like a **rock island** on top of the water like a boat and we thought that it was a canoe [sail] because we did not see more of this rock. I climbed to the topmast and I saw the sea breaking over everywhere and in the direction where we were heading. Then we came up to the shoal and coasted it. It would be about 2 leagues, all covered by the sea, except for the above-mentioned rock. We took the sun here in 20°. We made 20 leagues on this day toward the NE by E. The wind was SE by E.¹

Friday 22nd, we made 25 leagues to ENE. The wind was SE. I took the sun in 21°.

Saturday 23rd, we made 25 leagues to E by N. The wind was SSE.

Sunday 24th, we made 30 leagues to E by N. The wind was SSE. I took the sun in 21° and 1/2.

Monday 25th, we made 15 leagues to E by N. The wind was SSE.

Tuesday 26th, we made 16 leagues to E. The wind was SSE. I took the sun in 21° and 3/4.

Wednesday 27th, we made 10 leagues to NE. The wind was ESE.

Thursday 28th, we made 31 leagues to ENE. The wind was SSE.

Friday 29th, we made 30 leagues. The wind was SSE. We ran to E. I took the sun in 23° and 1/3.

Saturday 30th, we made 23 leagues to ENE. The wind was SE.

Sunday, 1st of July, we made 30 leagues to ENE. The wind was SE. I took the sun in 24°.

Monday 2nd, we made 26 leagues to NE by N. The wind was E by S. I took the sun in 25° and 1/4.

¹ Ed. note: A remarkable estimate given the circumstances. Parece Vela, nowadays labelled Okino-Tori Shima by the Japanese, lies at 20°25'N and 136°E. Parece Vela means "Looks Like a Sail, or Ship". The same resemblance was to be reported as accurate by so many later navigators.

Tuesday 3rd, we made 25 leagues to NE by N. The wind was E by S. I took the sun in 26° and $3/4$. Here the needle was varying NE by 1 point.

Wednesday 4th, we made 20 leagues to N by E. The wind was E by N. I took the sun in 28° plus.

Thursday 5th, we made 21 leagues to N. The wind was ENE. I took the sun in 29° and $1/4$.

Friday 6th, we made 15 leagues to NE by N. The wind was E. I took the sun in 30° .

Saturday 7th, we made 18 leagues to NE by N. The wind was E by S. I took the sun in 30° .

Sunday 8th, we made 15 leagues to ENE. The wind was SE [sic]. I took the sun in 30° and $3/4$.

Monday 9th, we made 15 leagues to E by N. The wind was SE by S.

Tuesday 10th, we made 30 leagues to E. The wind was S. I took the sun in 30° and $3/4$.

Wednesday 11th, we made 40 leagues to E. The wind was S.

Thursday 12th, we made 35 leagues. The wind was S.

Friday 13th, we made 30 leagues to E. The wind was S.

Saturday 14th, we made 35 leagues to E by N. The wind was SSE. I took the sun in 30° and $2/4$ [sic].

Sunday 15th, we made 20 leagues to NE. The wind was ESE. I took the sun in 31° and $2/3$.

Monday 16th, we made 15 leagues to NE. The wind was ESE. I took the sun in 32° and $1/2$. Here the needle was pulling NE by 1 point.

Tuesday 17th, we made 11 leagues to SE by S. The wind was ENE.

Wednesday 18th, we made 8 leagues to S by E until midnight, and then we tacked back until noon and made 8 leagues to NE. I took the sun in 31° and $3/4$.

Thursday 19th, we made 20 leagues to N by E. The wind was E by S. On this day I took the sun in 33° .

Friday 20th, we made 22 leagues to N by E. The wind was E by N. I took the sun in 34° .

Saturday 21st, we made 20 leagues to N by E. The wind was E by N. The above headings are given without correction for the variation of the needle. I took the sun in 35° .

Sunday 22nd, we made 20 leagues to NE by N. The wind was ESE. I took the sun in 36° .

Monday 23rd, we made 20 leagues to E. The wind was S. I took the sun in 36° .

Tuesday 24th, we made 35 leagues to E. The wind was S.

Wednesday 25th, we made 35 leagues to E. The wind was S.

Thursday 26th, we made 22 leagues to E. The wind was S. I took the sun in 36° .

Friday 27th, we made 25 leagues to E by N. The wind was S.

Saturday 28th, we headed ENE. The wind was SE. I took the sun in 36° and $3/4$.

Sunday 29th, we made 20 leagues to E. The wind was S. I took the sun in 36° and $3/4$.

Monday 30th, we made 15 leagues to E. The wind was SSW. I took the sun in 36° and $3/4$.

Tuesday, 31st and Wednesday 1st of August, we ran with a scant wind on one tack and another; we gained 12 leagues to E.

Thursday 2nd, we made 18 leagues along a N by E heading. I took the sun in 38° .

Friday 3rd, we made 17 leagues to N by E. I took the sun in 39° plus.

Saturday 4th, we made 12 leagues to SE by E. I took the sun in almost 39° .

Sunday 5th, we made 25 leagues to SE.

Monday 6th, we made 25 leagues to SSE.

Tuesday 7th, we made 25 leagues to SSE. I took the sun in 35° and $1/4$.

Wednesday 8th, we made 23 leagues to SSE. I took the sun in 33° and $2/3$.

Thursday 9th, we made 20 leagues to SSE. I took the sun in 32° .

Friday 10th, we made 18 leagues to SE by S. I took the sun in 31° and $1/2$.

Saturday 11th and Sunday 12th, we made one tack after another; we gained 20 leagues to SSE. I took the sun on Sunday in 30° and $1/2$.

Monday 13th and Tuesday 14th, we were becalmed; we would have gained 12 leagues to NE. I took the sun in 31° .

Wednesday 15th, we made 25 leagues to E. I took the sun in 31° plus.¹

Thursday 16th, we made 15 leagues to NE by N. I took the sun in 31° and $2/3$.

Friday 17th, we made 15 leagues to NE.

Saturday 18th, we made 27 leagues to NNE. I took the sun in 34° and $1/4$.

Sunday 19th, we tacked back and forth; we gained 10 leagues to NE. I took the sun in 34° and $2/3$.

Monday 20th, we made 17 leagues to SE by S.

Tuesday 21st, we ran for 12 hours to SE by S and the other 12 hours to NE by N; we gained 12 leagues to E. I took the sun 33° and $2/3$.

Wednesday 22nd, we made 20 leagues to NE. I took the sun in 34° and $1/2$.

Thursday 23rd, we made 16 leagues to NE. I took the sun in 35° and $1/4$.

Friday 24th and Saturday 25th, we made 12 leagues. We had some calm and westerly winds. We made 12 leagues due E.

Sunday 26th, we made 20 leagues to E. I took the sun in almost 35° .

Monday 27th, we made 12 leagues to ESE.

Tuesday 28th, we headed SE and then NE; I found that we had gained a headway of 12 leagues to E by N. I took the sun in 34° and $3/4$.

Wednesday 29th, we made 30 leagues to NE by E.

Thursday 30th, we made 24 leagues toward the NE.

Friday 31st, we made 22 leagues.²

Saturday 1st of September, we made 15 leagues to NE by N. I took the sun in 38° and $1/2$.

1 Ed. note: Espinosa estimated a distance of 16 leagues for that day.

2 Ed. note: No heading given by Rodriguez. Espinosa says to NE by N.

Sunday 2nd and Monday 3rd, we made one tack after another; we would have gained a headway of 22 leagues to the NE by E. I took the sun in 39° and 1/2.

Tuesday 4th of September, we made 20 leagues toward the ESE.

Wednesday 5th, we made 32 leagues toward the SE by E.

Thursday 6th, we made 20 leagues toward the SE. I took the sun in 37° and 1/4.

Friday 7th, we made 17 leagues to E. I took the sun in 37° and 1/4.

Saturday 8th, we made 25 leagues to E by N. I took the sun in 37° and 1/2.

Sunday 9th, we made 18 leagues toward the E.

Monday 10th, we made 6 leagues toward the E by S.

Tuesday 11th, we made 7 leagues toward the E by S.

Wednesday 12th, we made 18 leagues to E.

Thursday 13th, we made 28 leagues to ESE.

Friday 14th, we made 16 leagues to E.¹

AB2. Logbook kept by Rodrigo de Espinosa

Sources: AGI Papeles de Maluco (1564-1608), Legajo 2 (now in 1-1-1/23); transcribed by Muñoz on 26 April 1794; Col. de Nav., t. 17, doc. 19; Col. de Ultramar, ii, doc. 34, pp. 427-456; also in Col. diarios, vol. 5, pp. 121+; summarized in B&R 2:129-131. There is a facsimile reproduction of the AGI ms. in Wagner's Spanish Voyages, pp. 464-480.

In the name of Jesus and of his blessed Mother.

Narrative and logbook kept by Rodrigo de Espinosa, Pilot of the galleon [sic] named San Juan, whose captain had been Juan de la Isla, and later on by order of the Illustrious Miguel López de Legazpi, Governor and Captain General of the Islands of the West for His Majesty, I was ordered to come aboard the flagship named **San Pedro**, as a pilot in the company of Pilot Major Estévan Rodríguez. At present, we are at the port of Zubu [sic], about to try our luck in voyaging to New Spain. The captain is the Magnificent Felipe de Salcedo. The logbook is as follows:

Friday morning, 1 June. We set sail with the Galleon **San Pedro** from the port of Zubu to go on a venturesome voyage to New Spain. We went out [by the channel] between the island of Zubu and the island of Matan [Mactan]. This island of Matan is on the south [sic] side of Zubu and the channel between one island and the other has a length of 2-1/2 leagues. Although it is very narrow in spots, there would be something like an arquebus shot from one island to the other and be advised that from Zubu it runs to the ENE. Within the channel, be advised that the closer you get to the island of Matan the deeper it becomes, and without any declivity, whereas if you get near the island of Zubu, there are a few banks, and close to the island of Matan there are [depths] next to it [of] 6, 7 and 8 fathoms.

1 Ed. note: End of Rodríguez' logbook. He died of sickness a few days later, before they reached Acapulco.

We came out from between these two islands on Sunday morning, and the said island of Zubu continues to the north for 7 to 8 leagues. You should take care, upon coming out from between these two afore-said islands, to steer ENE until reaching part of the west side of Abuyo [=Leyte], and from there run along the coast, which is oriented N by W, for about 12 leagues. All along this coast you have no declivity to guard against, except what you will see visually. Along this coast, there are two big bays¹ that open up to the east; as they are a little beyond the land [of Leyte] they will appear as passes. From this island to that of Zubu there would be between one island and the other about 8 leagues. Be advised that by steering north between these two islands, at the end of the islet of Zubu, 1 league north of its end, there is a low island 2 leagues in length. This island is low, full of trees.² Between this island and the other [island] of Abuyo which is east of it, you will find a round, small island full of trees.³ By steering between these two islands, you will see a high land⁴ which is where the above-said 12 leagues come to an end, which is on the coast of the above-said island of Abuyo. You will see a high land full of wood, and in the foothills that come down to the sea, you will see a big bay about which the Indians whom we carry aboard the said Galleon to New Spain⁵ say that there is a passage that goes to Tandaya⁶ and there ends the island of Abuyo.

At the mouth of this passage, there are two islets that will seem to you to be [part of] the mainland⁷ and it is all one, and at about 2 more leagues the coast of Filipina [i.e. Samar], which is the island where Tandaya is located toward the east, comes back. Here, where the coast turns eastward, I took the sun in 11° and 2/3. Here you will then see two [more] islets stuck to the coast oriented E—W, and further north, about 1-1/2 leagues, you will see a high and round island whose peak is divided into two tits, one of them bigger than the other.⁸ In the southern part of this island there is a savanna. This island is inhabited because houses were seen in it. Also, eastward of it there are many islands, some small and some big. Also, be advised that on the west side of this

1 Ed. note: On either side of the Camotes Islands.

2 Ed. note: Malapascua Island, and/or Carnasa Island. A line may be missing in the text.

3 Ed. note: Gigatangan Island.

4 Ed. note: Biliran Island whose highest peak is 4,396 feet.

5 Ed. note: Unfortunately, history has not recorded the names of these intrepid Filipinos who were the first confirmed Filipino sailors to cross the Pacific Ocean. The first Chamorro to cross the Pacific was also aboard; however, he, and three of the Filipinos, did not survive the crossing, according to Father Urdaneta (See Doc. 1565AC1).

6 Ed. note: Caribara Bay and, via the Banibatas Channel, into San Pedro Bay where Tandaya, i.e. the SW coast of Samar, can be reached.

7 Ed. note: Islets off the coast of Biliran Island, lat. 11°38'N.

8 Ed. note: Maripipi Island, whose higher peak reaches 3,032 feet.

island, there is rock islet showing three heads. This rock islet is next to the island itself and it appears that there is a passage between this islet and the rock islet. Also, west of the said island, at about 6 leagues, there is an island running N—S, and you will see in it many savannas and it appears very developed because I, the said pilot, could not see the cape at the north end of it.¹ From the said island to that of Zubu, which lies to the south, there are 4 or 5 other, small, islands. From the islet with the two tits [i.e. Maripipi] you will go steering N and yawing 1/4 NE [i.e. N by E] and, having passed the said island, then you will see another one north of the said island², about the same size as the one left behind. To the west, you will see another island, somewhat bigger.³ With the galleon heading N by E, we passed with this island bearing west and the other that is to the east. Between these two islands, there would be about 3 leagues.

Later on, we discovered land that is in the same direction as our heading, which is the island of Filipina [i.e. Samar]. When I was E—W with of the point [i.e. abreast of it], I took the sun in 12° and 3/4⁴ and from here I turned west, toward a large bay.

While at this point which is in 12° and 3/4, there is like a very small island that lies N—S off the coast at about 1/4 league.⁵ Between this islet and Filipina Island, we saw 7 or 8 **proas** [busy] fishing. Between this island and another which is west of it⁶ at about 3 leagues, is where the galleon San Pedro passed. From this island which is west of this islet, toward the NW, you will see at about 5 leagues a large island which has two tall **volcanoes**.⁷ When abreast E—W of the point of the island with the volcanoes, we were caught by a current that carried us SW for over 6 or 7 leagues, and we put in among three islets⁸ and there we anchored at one of them which is furthest from the island with the volcanoes. Here the boat went ashore to get water. When the men had stepped ashore, the Indians came out and knocked out one soldier. When they saw this, the men went after them but they fled and sought shelter inside a fort they had. That is where

1 Ed. note: This larger island is Masbate.

2 Ed. note: Almagro Island.

3 Ed. note: Tagapula Island.

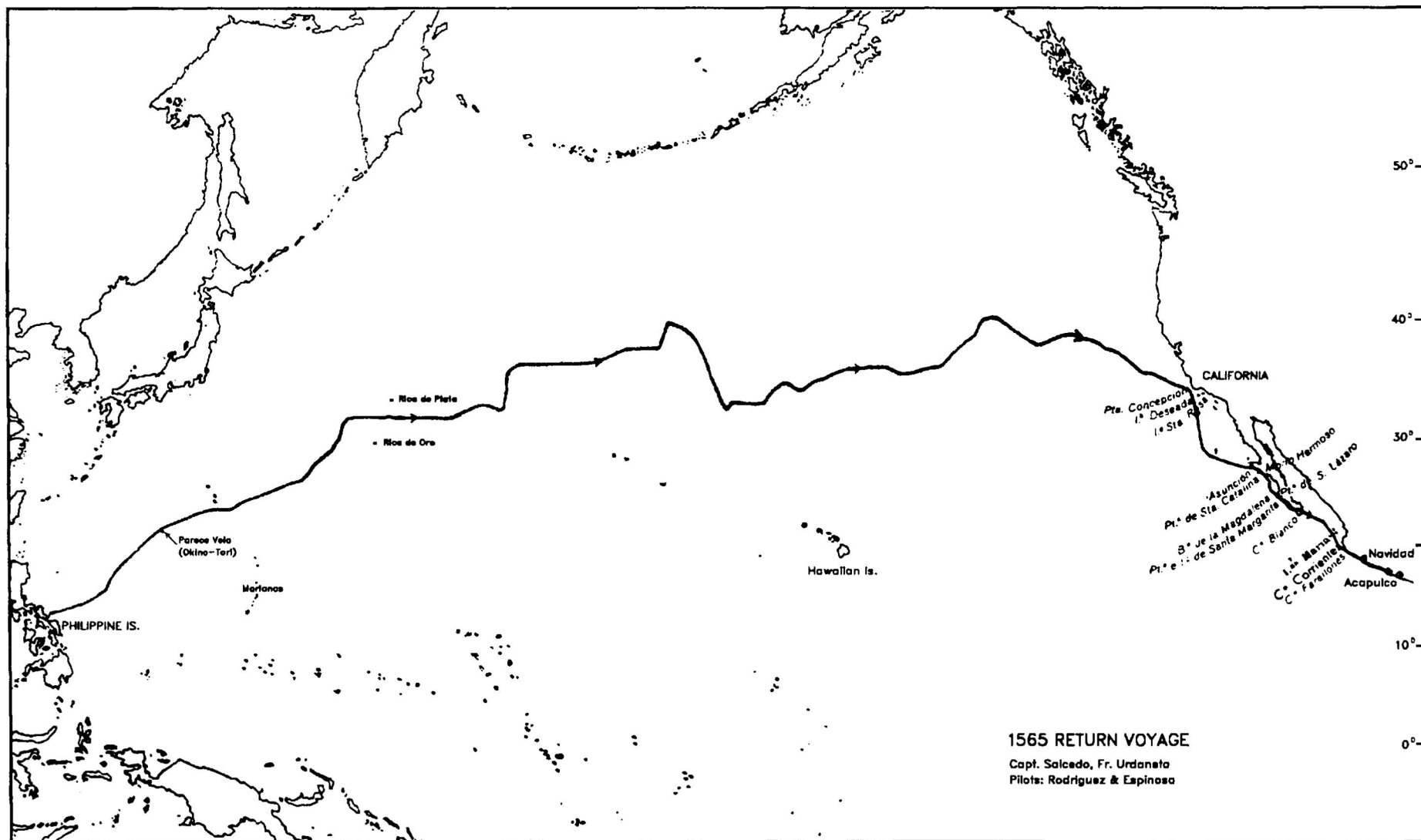
4 Ed. note: He had then reached the NW tip of Northern Samar and was within the San Bernardino Strait.

5 Ed. note: Dalupiti Island.

6 Ed. note: Capul Island.

7 Ed. note: Bulusan and Irosin Volcanoes in the Sorsogon Province at the southern tip of Luzon Island.

8 Ed. note: San Andrés, Escarpada and Naranjo Islands.



the men reported having killed 2 or 3 Indians when they abandoned the fort. We baptized this island the **Peñol**.¹

From here we set sail steering ENE because the wind was northerly and there the currents again carried us and we went to anchor at the [Capul] island which is on the west side of Felipina Island, that is the island that is E—W with the [Dalupiri] islet which is up close to Felipina [Samar] Island, which is where I took the sun in 12° and $3/4$. At this islet where we now anchored, we placed the name of **Ascension**.² This island is well populated. Here we took a few pigs, coconuts and water although there was not much of it. This islet would be about 2-1/2 leagues from North to South.

From this island named Ascension, on Thursday 7th of the present month, we set sail bound for Felipina Island in order to exit from the strait and pursue our voyage. We headed NE and went toward Felipina Island.

On Saturday 9th of the said month, I took the sun in a little over 13° which is where Felipina Island comes to an end and then the coast turns eastward.³ Here, where the Felipina Island ends up, there are 2 or 3 small islets to the NE, about 6 or 7 leagues toward the island of the Volcanoes.⁴

Inbetween these, about 6 or 7 leagues, there is a very small islet.⁵ Between this islet and Felipina island, we came out on this present day, heading E by N. The coast of this Felipina Island runs east for about 10 leagues and the eastern coast of Felipina Island ends there.

Sunday next, at noon, Felipina Island was still in sight and I marked it; it bore W by S at about 12 leagues.

Monday 11th of the said month, I took the sun in 13° and $3/4$.⁶ On this day, I estimated the daily run of the ship at 32 leagues to E by N; this daily run is understood from Sunday noon to Monday noon.

Tuesday, I took the sun in 14° and $1/6$, and I estimated the daily run of the ship as 28 leagues to ENE.

Wednesday next, I reckoned 15 leagues to E by N.

Thursday next, I reckoned another 15 leagues on the same heading.

Friday next, the SW wind abated and turned to a southerly, and I reckoned a run of 12 leagues.

1 Ed. note: Which means the Rock, or Crag. Today it is called Escarpada, which means the Steep One, or the Cliff.

2 Ed. note: Name given to Capul Island. The date was Tuesday 5 June following Ascension Day, the 6th Sunday after Easter of that year.

3 Ed. note: He was off his usual good mark, because he had measured it earlier at $12^{\circ}40'N$ which is closer to the exact latitude.

4 Ed. note: They are the islets north of the present towns of Lavezares and San Jose, i.e. Biri, Bini, etc.

5 NW of Biri and E of Bulusan, there is a rock island, used to place a navigational aid in modern times.

6 Ed. note: He was obviously reading high. From his given position with respect to the NE tip of Samar, his latitude was at most 13° .

Saturday next, I took the sun in 17° plus. I reckoned the run of the ship at 25 leagues to NE by E.

Sunday next, on the 17th, I took the sun in 18° plus, and estimated a daily run of 25 leagues.

Monday next, I took the sun in 19°, and reckoned 30 leagues to NE by E, because the wind was SW.

Tuesday next, I reckoned 22 leagues to E by N. Here the wind increased.

Wednesday next, I reckoned 16 leagues to E.

[Discovery of Parece Vela]

Thursday, on the day of Corpus Christi, which was the 21st of the month, when I, the said pilot, was next to the *gizola* [cockpit?] where the compass is, I saw a **rock island** to starboard that looked like a boat that was anchored. This rock, according to the point it occupies on my chart is at a latitude of 20°, because on this day, the sun could not be taken, the same as for the previous 2 or 3 days, on account of the rains. This shoal has an extension of about 2-1/2 leagues NE—SW, and be advised that the said shoal is a very small rock and the rest a reef over which the sea breaks. On this day, I reckoned the daily run of the ship as 25 leagues. The said shoal is 300 leagues from Zubu, and 240 leagues eastward from the point of the Philippines which we have labelled as **Cape Espiritu Santo** in the direction NE-SW 1/4 E-W [i.e. NE by E] with the said cape, according to the reckonings on my chart.¹

Friday next, I estimated a run of 20 leagues to ENE.

Saturday next, I estimated a run of 18 leagues to E by N. On this day the wind blew from SE.

Sunday next, I estimated the run of the ship as 18 leagues on the same heading.²

Monday next, I estimated a run of 14 leagues on the same heading.

Tuesday next, I estimated a run of 12 leagues to NE by E.

Wednesday next, I estimated the daily run of the ship as 12 leagues to NE by E.

Thursday next, I estimated the run as 20 leagues on the above-said heading.

Friday next, I estimated a run of 30 leagues to NE.

Saturday next, I estimated a run of 20 leagues on the above-said heading. Since we came out of the Philippine Islands until the present day, which was the last day of the present month, we have had winds continuously blowing from the starboard side.

On Sunday, 1st of July, I took the sun in 24° and 1/6. On this day, the wind blew from SE. I estimated the run as 15 leagues to NE.³

1 Ed. note: One can only marvel at how good these estimates really are. A modern navigator could hardly have done better.

2 Ed. note: This may be a transcription error for 28 leagues, as Rodriguez says 30.

3 Ed. note: This is the latitude of Marcus Island (Minami-Tori Shima). If they were near its proper longitude, which is 154°E, nothing is said about in this logbook. I think they were still west of it at this point, and later passed well to the north of it.

Monday next, I took the sun in 25° and $1/3$. I estimated the daily run to be 24 leagues to NE by N.

Tuesday, I took the sun in 27° plus. I estimated the daily run as 30 leagues on the same heading.

Wednesday, I estimated the run of the ship as 20 leagues to NNE. On this day, I took the North Star in 29° less $1/4$.

Thursday, I took the sun in 29° and $1/3$, and I estimated a run of 24 leagues to NNE. Today the wind turned to ENE and we veered to SE, and this day at 11, the wind turned to ESE, and we veered to NE.

Friday next, I took the sun in 30° . I estimated a run of 17 leagues to NE by N.

Saturday next, I took the sun in 30° and $2/3$. I estimated a run of 14 leagues to NE by N.

Sunday next, I estimated a run of 8 leagues. This day the wind was from the west and rotating to SW and finally SSW, and thus we steered due E.

Monday next, I took the sun in 31° less $1/5$, and this day I estimated a run of 18 leagues.

Tuesday, I estimated a run of 30 leagues to E.

Wednesday next, I took the sun in 30° and $2/3$. I estimated the run as 45 [sic] leagues to E.

Thursday next, I took the sun in 30° and $1/3$. This decrease in latitude while going eastward is due to the needles that varied to NE, and this day I estimated the run as 38 leagues.

Friday next, I estimated a run of 27 leagues to E.

Saturday next, I took the sun in 31° less $1/6$, and this day I estimated the run of the ship as [blank] to E by N. This day the wind died down, so that we steered to ENE until 2 or 3 at night, and then it abated so that I ran to NE until Sunday morning, and then it died down even more so that we steered N by NE.

On this particular day, Sunday, before daybreak, I took the North Star in 31° and $1/2$, and also [at noon] I took the sun in 31° and $2/3$. I estimated a run of 22 leagues, according to the headings given above.

Monday, with a scant wind we steered to N by E, and there the wind became NE, and then we steered to ESE.

Tuesday, I took the North Star in 32° and $1/6$, and we were steering ESE and heading to SE because the needle varied almost one point to NE and the ship fell to leeward. The result was that by heading ESE we made a run to SE.

Wednesday, at midday, I was tacking back and forth. The ship gained about 17 leagues to the E, according to the final point on my chart.

Thursday, before daybreak, I took the North Star in 32° and $1/3$ or more. This day I took the sun in 32° and $1/3$ plus. This day I estimated the run of the ship as 18 leagues to NE.

Friday, 20th of the month, I took the sun in 33° and $3/5$. I estimated a run of 20 leagues to N by E.

Saturday next, I estimated a run of 22 leagues to N by NE, and this day at night I took the North Star in 35° and $1/2$.

Sunday, the feast day of St. Mary Magdalena [22 July], I took the sun in 36° and $1/3$ plus, and I estimated a run of 22 leagues to the NNE. This day the wind came from the south and we headed E. This day I took the North Star in 36° and almost $1/2$.

Monday morning, I took the North Star in 36° and over $1/3$, and also this day I took the sun in 36° and $1/4$, and estimated a run of 14 leagues.

Tuesday, I estimated that the ship ran 22 leagues due E.

Wednesday, St. James' Day [25 July], I took the sun in 36° , and this decrease while heading E was due to the easterly variation of the needles. This day I estimated a run of 22 leagues to E.

Thursday, 26th of the month, which was St. Ann's Day, I estimated a run of 27 leagues.

Friday, I estimated the run of the ship as 30 leagues to E, and partly to E by N.

Saturday, I took the sun in 36° and $3/4$. I estimated the ship run as 35 leagues to ENE, on account of the wind which was SE by S.

Sunday, I estimated run of 17 leagues to E by N. This day the wind blew from SW.

Monday, I took the sun in 37° and $1/5$ and estimated a run of 10 leagues to E.

Tuesday, we were becalmed and this day in the afternoon we had a NNE wind.

Wednesday, 1st of August, we steered to E by S, and at other times to ESE, and at other times to SE until noon when the wind turned to E and we veered to NNE and, according to the point on my chart, I found that we had gained 8 leagues, with the above-said headings.

Thursday, I took the sun in almost 38° . I estimated a run of 17 leagues to N by E.¹

Friday, we ran to N by E, and this day I took the sun in 39° plus², and it turned out according to the sun [sic] that I had made 20 leagues.

Saturday, we made about 3 leagues to N by E, and sometimes to NNE, and then the wind blew from NE and we steered SE, so that we would have gained according to the point I had on my chart 5 leagues to E.

Sunday, I estimated that the ship ran 30 leagues on a SE heading, although many times we went ESE, and at other times SE by E. I estimated a resultant run to SE because of the easterly variation of the needle and drifting.

Monday, I estimated a run of 27 leagues to SE by S, with the same remark as given above.

Tuesday, 7th of the month, I took the sun in 35° and estimated a run of 22 leagues to S by E.

Wednesday, I estimated a run of 22 leagues to SE, and on this day I took the sun in 34° less $1/5$.

1 Ed. note: This heading is given as NNE $1/4$ N, whereas it is normally given as N $1/4$ NE, i.e. one point East of due North.

2 Ed. note: Here the heading is properly expressed. Note that this latitude was the maximum reached during the voyage.

Thursday, I estimated a run of 20 leagues to SE.

Friday, 10th of the month, I took the sun in 31° and $3/5$. I estimated the run as 24 leagues to SE.

Saturday, I took the sun in 30° and $2/3$. I estimated a run of 17 leagues to SE. On this day the wind came from SE one hour before [blank, daybreak?], and then it became favorable, and then we veered back.

Sunday, we steered SE for about 10 leagues, that is, from the previous Saturday until midnight and at that time we veered to NNE and made about 5 leagues. The daily run for Sunday is measured from Saturday noon to Sunday noon.

Monday, we were becalmed.

Tuesday, the wind was SW and we covered about 6 leagues to E.

Wednesday, I took the sun in just under 31° , and estimated the run as 16 leagues to E. This day the wind was SE.

Thursday, I took the sun in 31° and $1/2$. I estimated the run as 15 leagues to NE by N.

Friday, 17th of the month, I took the sun in 32° and almost $1/2$. I estimated the run as 17 leagues to NE.

Saturday, I estimated a run of 29 leagues to NNE, according to the latitude that I took aboard the ship which was 34° .

Sunday, we were tacking back and forth and gained according to the point placed on my chart 10 leagues to NE.

Monday, 20th of the month, I marked my needle when the pilot stars [of the Big Dipper] were in the SW and I found that it was fixed due North¹ and estimated the run as 20 leagues to SE.

Tuesday, I took the sun in 30° [error for 33°] and $2/3$. This day we made two tacks, 15 leagues to SSE and 6 leagues to NE by N.

Wednesday, I took the sun in 34° plus and this day to NNE but sometimes we steered to NE by E, and at other times more toward the E and sometimes less, as we could never steer a straight course on account of the variable winds that did not stay put. I would estimate a resultant run to NE of 30 leagues.

Thursday, I took the sun in 35° plus. I estimated the run as 15 leagues.²

Friday, I estimated a run of 5 leagues to NE and this day I took the sun in 35° and $1/4$.

Saturday, I estimated a run of 6 leagues to E, because the wind was favorable from the West.³

Sunday, 26th of the month, I took the sun in 35° less $1/6$ and estimated the run as 16 leagues, and that is a resultant to ESE, and I understood that the current had made us drift because we had steered to E and a few times E by S, and for this reason I under-

1 Ed. note: Which means that the compass variation at that spot was zero.

2 Ed. note: Heading not given.

3 Ed. note: Favorable but weak, if the run was only 6 leagues.

stood that the current had made us drift. The wind was from NNE, and sometimes more northerly.

Monday, we ran for about 15 hours to ESE, and the ship covered 16 leagues and the rest of the time we were becalmed in showers.

Tuesday, 28th of the month, I took the sun in 35° less 6 minutes, and this day we made about 3 leagues to S, and then the wind came from SE, and a few times it was ESE, so that we steered NE, and sometimes ENE.

Wednesday, we steered NE by E, and sometimes to ENE because the wind was SE, and sometimes beyond that and sometimes less. I estimated the run as 30 leagues.

Thursday, the wind blew so strong and with showers that it made us run without the topsails. This day I estimated a run of 24 leagues to NE.

Friday, I estimated a run of 18 leagues to NE by N, because this day the wind was SE.

Saturday, 1st of September, I took the sun in 38° and $1/2$ plus. This day I had my [estimated] point at a latitude of 37° and $2/3$, and what I mean to say is that I adjusted my point to show 38° and $1/2$ plus, by making a N—S correction, because on this day the wind was calm; because we had had rough seas in the last few days, I understand that we had gained latitude, and also it could be that the ship had covered more distance than I had estimated as daily runs over the last three days.

Sunday, I estimated a run of 3 leagues to ENE. This run is understood to be from Saturday noon to Sunday noon, at which time the wind became SE accompanied by a shower that made us take in the topsails, and when midnight came it became so stiff that we had to remove the bonnets.

Monday, I estimated a run of 24 leagues to NE, with a warning that there was much wind and a heavy sea. This day in the afternoon the wind blew so much that we had to stop, because there the weather was closed in and because some of those who were [also] charting found themselves ashore in New Spain.¹ At midnight the wind came from SSW and we set sail and steered to SE by E.

Tuesday, I took the sun in 39° and $1/3$, and this day we set sail, and I estimated a daily run of 12 leagues. This day orders were given to steer SE, while I was of the opinion that we should steer ESE because I found myself 118 leagues from the land of 41° degrees² according to the estimates on my chart, and according to another estimate given by a chart that I had seen in the possession of Father Prior Andrés de Urdaneta I was 210 leagues from the land of 41° degrees, as I have said above. This greater longitude that one chart had over another was the reason for the estimates on my chart; the land projected farther west on my chart when compared with the other [although] both were equal in longitude from the port of Navidad to that of Zubu.

1 Ed. note: His opinion was that Pilot Major Rodriguez and Fr. Urdaneta had been overestimating their distances.

2 Ed. note: The land or cape of California located at 41° on their charts was probably labelled Quivira.

Wednesday, 15th [error for 5th] of the month, I took the sun in 38° and $1/4$ plus. This day I estimated a run of 33 leagues to SE by E.

Thursday, I took the sun in 37° and $1/3$. This day the ship covered 25 leagues to SE. The wind was SW and at this hour [i.e. noon] we ordered to steer ESE.

Friday, I took the sun in 37° and $1/3$. This day I estimated 16 leagues to E because the wind was southerly and veering to SE.

Saturday, I took the sun in 37° and under $1/2$, and estimated the run as 25 leagues to E, and this increase in latitude was due to the wind that sometimes did not let us go E.

Sunday, I estimated the run as 20 leagues to the E.

Monday, 10th of the month, I took the sun in 37° and $1/2$. This day I estimated a run of 5 leagues to E by S.

Tuesday, I estimated a run of 6 leagues to ESE.

Wednesday, I estimated 23 leagues to E and the wind was SSE and more southerly. This day it veered to SW and we steered to ESE.

Thursday, I estimated a run of 27 leagues to ESE, in which we steered SE by E during the night because I found myself on my chart 23 leagues from the nearest land which bore NE and found myself on my chart 74 leagues to land in an ESE direction.

Friday, I estimated a run of 14 leagues to E by S, and this day we marked our needles and found that the one used to steer varied eastward, and we had been $2/3$ of a point off. This night, I also marked one of mine which I had adjusted at the port of Navidad, and it also had an easterly variation of almost $1/2$ point.¹

Saturday, 15th of the month, I estimated a run of 30 leagues, half of which had been to E by S, and the other half to ESE. This extra point that we steered by during the night was because we found ourselves with the land. **I, the said Rodrigo de Espinosa, pilot, today at night, I found myself with the land according to the reckonings on my chart.** Also, I say that from the port of Zubu as far as my estimated position, I found 1,545 leagues, and I am at a latitude of 36° plus, and at this time I found myself 8 leagues from the port of Galera which bore E, and according to the chart which I was using, from the port of Zubu to that of Navidad I estimated a longitude of 2,000 leagues.

Sunday, 16th of the said month, I took the sun in 35° and $3/5$ of a degree, and this day I estimated a run of 28 leagues, and this day we were of the opinion to steer E, and this day the wind was northerly.

Monday, I estimated that the ship had run 36 leagues to ESE, and this day the wind blew so much from the north that it made us take in the topsails.

Tuesday, 18th of the month of September at 7 in the morning, when I was sitting in the chair, I, the said pilot saw land, on the starboard side because we were then tacking to port. I then ordered to "shoot the breeze".² The signs to recognize this

1 Ed. note: This is the date of the last entry in Pilot Major Rodriguez' logbook, 14 September 1565.

2 Ed. note: Meaning that they veered southward to follow the coast and had a tailwind.

island by are as follows: it is an island that is NNE—SSW, it is high in the center and it has two fine points at both ends; at about 1-1/2 leagues NW of it, there is a rock that appears above the water.

I gave this island the name of **Deseada**.¹ It is in the latitude of 33° and $3/4$, and it was about 5 leagues away when I saw it. Thus, we steered S by E, and this day I took the sun in 33° and $1/4$, reason for which I say that the land I saw would be at 33° and $3/4$.

From Monday noon to Tuesday when I saw the land, I estimated a run of 30 leagues to ESE, and this day we did not dare go to discover the land because there was not much wind and the land was covered with fog. Thus we agreed to steer S by E to give sea room between us and the land, because, according to my estimated position, I, the said pilot, had a fix at one island shown at just under 34° , and the others who were marking charts were [alreaday] ashore. This day, I found myself from the port of Zubu to my estimated position on this day 1,650 leagues.

Wednesday, I took the sun in 31° less $1/6$. This day I estimated a run of 46 leagues to S by E.

Thursday, I estimated a run of 36 leagues, half to S and half to S by E, so that by taking an easterly variation of $1/2$ point of the needle into account this whole run turns out to be to S by E. This day we agreed to steer SE because we were abreast E—W with the island of Cedros.

Friday, I took the sun in just under 28° and estimated a run of 38 leagues on different headings, in which 8 leagues were to SE and 20 leagues to ESE and the others to E by S because we went in search of the land.

Saturday, 22nd of the month, I took the sun in 27° and $2/3$ and estimated a run of 20 leagues to E, and as we were steering to E, we had lost latitude, mostly on account of the variation of the needle, so that we had decreased in latitude. This day at 8 in the morning, a sailor named Andrea who was at the helm told me that he saw land, and I, the said pilot, went up to the topmast and saw that it was land, which appeared to be an **island**, and I marked it bearing ENE and then the clouds moved in, so that I came to doubt that it was land.

At 3 in the afternoon, while I, the said pilot, was in the cockpit, I saw land, and then I took the compass and marked it bearing N by E and a little to ENE. It is high land, and it would be at a latitude of 28° plus, and there were 12 leagues from me to the land. From noon to the time I saw it the ship would have made 4 leagues, so that at noon it would have been 16 leagues away, and to the NE of it could be seen a high land somewhat hilly.

Sunday, at daybreak, we saw the **coast** which is high land with some ravines, and also we saw the land that we had seen the previous day which I marked as bearing to N by W. This land is higher than any seen along this coast. I took the sun in 27° and

1 Ed. note: According to Wagner (and the editors of the Col. de diarios), this corresponds to San Miguel Island today, at latitude $34^{\circ}10'$, with Richardson Rock NW of San Miguel.

1/3, and from here where I took the sun to where there was a point SE by E. This point is called **Santa Catalina**. At this time, it was at 4 leagues from me, and I say it would be at a latitude of 27° and 1/5, because from where I took the sun to the point the bearing was SE by E.¹ From this point to the land that we had seen the day before the coast runs NW—SE. The land is entirely bare from this point at 27° and 1/5; it is all sand dunes. Above it there are shrubs that look like woolen stubs², and when doubling this point, it makes a bay, and then you will see 3 rocks and the one in the middle is bigger and has a tit in the center with another tit on one side, whereas the southernmost one is more average and the northern one is the smallest of them all, although the land above sea level is high. From these rocks to the above-said point the land is all low-lying and a sandy place. From this Santa Catalina Point the coast runs about 13 leagues toward ESE, and there it makes a headland once the rocks above sea level have been passed.

Monday I took the sun in 25° and 3/5. From where I took the sun [before] until this hour, the ship made 51 leagues, with a heading to SE by E. I was about 2 leagues from the coast when I took the sun.

From here the coast runs about 15 leagues and at the end of those 15 leagues you will see a high land, like an island, which I could not determine for sure that it was an island, because it was nighttime when we got there. In order to avoid this low land you should steer to SSW from where I took the sun today until doubling the land that I marked as a possible island.³ Along these 15 leagues, after [the first] 2 leagues you will find bottom in 15 and in 20 fathoms and completely sandy, with reefs along the coast, and do not go close to the shore when you will pass by this land that looks like [it might be] an island. I took the [North] star, when the pilot stars [of the Big Dipper] were in the SW, in 24° and 3/4, and at about 2 leagues bearing ENE there is another high land 7 leagues in length which defines a bay⁴, then the high land continues for about 8 leagues, and there a point with some hillocks come out to the sea.

Tuesday, I took the sun in 24°. From where I took the sun on this day, I marked this point and it bore ENE, and there is about 8 leagues to where I indicated the hillocks at sea. It runs SE from the above-mentioned land to this point; beyond the said point, they say there is a port, and then the land is low-lying.

Wednesday, I took the sun in 23° and 1/4. I was about 3 leagues from the land, and there was a high land to the E. In the SE there was a low point coming out, and it would have been 8 leagues from me, that is, over 1/3 of a degree from where I was which was to the SE, so that, if I subtract it from the latitude that I took, the point would be in 23° less 1/8 of a degree.

1 Ed. note: Wagner says that Santa Catalina was a name applied by Cabrillos to another cape. The one seen was actually Point San Pablo today, in latitude 27°10'N.

2 Ed. note: Or "wooly stumps". Meaning unknown, although Wagner says that the plants in question were cactus-like plants.

3 Ed. note: Cape San Lazaro in Baja California is indeed located on a long island skirting the coast.

4 Ed. note: Magdalena Bay.

This day the ship covered 15 leagues to E by S, and from where I pinpointed the 15 leagues, I had been running SE by E until placing myself at the latitude of 23° and $1/4$ which is the latitude I took. [Therefore] this day I found that the ship covered 36 leagues. This coast runs NW—SE, and the above-mentioned point is the end of the land of California. It is at a latitude of 23° less $1/8$. The signs that this coast has are as follows: from the high land, there is a point of low land about 2 leagues in length bearing SE, which is where the said land ends, and above the point there is like a round loaf that looks like an island but it is all part of the mainland, and inland there is another hillock in the shape of a sugar loaf, and the loaf which is above the sea makes a white spot covering half of the loaf, and then further out to sea it is marked with a black stripe. To this point I gave the name of **Cabo Blanco**, on account of the above-said white spot.¹ This night died the Maese² and we threw him overboard above this cape. Tonight I marked the needle and found that it was due North.

Thursday, 27th of the month, I took the sun in 22° and $1/3$. This day the ship covered 28 leagues during which I was running SE until placing me NE—SW with the above-mentioned cape, and from there I ran ESE until I reached a latitude of 22° and $1/3$ which is the latitude I took today, and the resultant was the 28 leagues that I have already mentioned. **Today the Pilot Major Estéban Rodriguez died between 9 and 10 in the morning.**

Friday, 28th of the month, I took the sun in 21° and $1/2$ less 2 minutes. At the time I took the latitude, I found that the ship had covered 28 leagues to ESE. This day between 2 and 3 in the afternoon, we discovered two islands, and I marked them; the one in the NW bore E and somewhat to E by S, and the other bore E by S. The island in the NW was about 11 leagues from me when I saw it, according to my estimation, so that when I took the sun today at noon, the said closer island was about 15 leagues from me, given that it is a high land, and, according to my estimated position which I carried forward, the NW part of this island is in 21° and $1/3$. When we discovered it, we steered to E in order to see what islands they were. Before getting there, when we were still 5 or 6 leagues from them, night fell. So, it seemed to the Father Prior and to me that we should steer SE, because, according to a chart that he was carrying, these islands were near the mainland; on my chart they were about 36 leagues NNW—SSE with Cabo Corrientes, and on that of the Father Prior the cape was to SE.³

Saturday, at daybreak, we saw the above-mentioned islands and one more that had appeared to the SE [of them], and at this time I marked them. The NW one of the three bore N; this island is high and has fine points to NW and to SE. I also marked the one in the middle. It bore N by E; it is also a high land and projects two points like the above-mentioned island. On the SE side of this middle island, there is a point of land that appears to me to be an islet, although I am not sure because I was far. The two

1 Ed. note: It is now called Cape San Lucas, at latitude $22^{\circ}52'N$; Espinosa's latitude was perfect..

2 Ed. note: This was the Master of the ship, the master seaman whose position was then inferior to captain and pilot..

3 Ed. note: They were indeed part of the Three Marias Islands, located NW of Cape Corrientes.

above-mentioned islands are both about 3 leagues in length. The one in the SE of them all is a small island but high and round, and it projects to the SE a very low land which looked like an islet. These 3 islands are oriented NW—SE. There is about 8 to 9 leagues from the NW one to the SE one. The NW one of the said 3 islands is located with respect to the point of California, otherwise called Cabo Blanco, along a bearing from this island to Cabo Blanco ESE—WNW, and there is from the said island to Cabo Blanco 68 leagues, according to the estimated position which I carried forward on my chart.

At this time, we saw land to the SE by E. This day which was Saturday, I took the sun in 20° and $1/2$. I estimated the run as 4 leagues to ESE and 5 to E. From there I went steering to SE until I reached the latitude of 20° and $1/2$, and thus it turned out that the ship had covered 27 leagues to SE, and taking a bit to SE by E. The above-mentioned land which bore E by S, we recognized it between 4 and 5 in the afternoon as being the coast of Cape Corrientes which leads to the port of Navidad. At this time, I marked one of the three islands that are toward the SE, and also I marked the mainland, and so checked against the headings that I marked, both island and mainland, I figured out on my chart that the island was located at 18 leagues from the land I saw, and that the land is at a latitude of about 20° plus.

Sunday, 30th of the month, at daybreak, we saw the above-mentioned coast but I did not recognize the land because I was never here, but according to the tracing on my chart, I found that it was between the port of Navidad and Cape Corrientes. Here we were becalmed, and I realized that the current was moving NW. This day I took the sun in 20° less $1/6$, and from this I knew that the port of Navidad was 12 leagues away to the SE, according to the latitude which I took at that port and which was 19° and $1/3$; consequently, that is why I say that the port was 12 leagues away. When I took the sun today the land was about $2-1/2$ leagues away.

The signs which I noted here are as follows: to the NE, you will see a high, hilly land, and to the SE of it, it makes two tall tits, and each one of those tits is split in half, and there[-fore] it looks like riding saddles. In the middle of these four tits, there is a ravine which leaves two tits together on either side. This is the sign seen in the high land. At about $2-1/2$ leagues to the E, you will see a very small rock island. On the coast near and behind this rock, they say that there are two rivers where they come to fish from [the town of] Chamela which would be about 4 leagues from the said rock.

The whole of this coast is all while sand on the seashore, and above Chamela there are 2 or 3 rock islands near the coast, and that is where they say the fishing ground is located. From her to the port of Navidad, they estimate 10 leagues.

Monday, the 1st day of October in the year of Our Lord and Savior Jesus Christ 1565, at daybreak, we were above the port of Navidad and at this time I looked at my chart and saw that I had covered 1,892 leagues from the port of Zubu to the port of Navidad, and at this time I went up to the captain and asked him where he wanted me to take the ship, because we were above the port of Navidad, and he ordered me to take it to the port of Acapulco, and I obeyed his order, although aboard the ship at present

there were at most 10 to 18 men able to work, because the rest were sick. We had had another 16 who died on us.¹

We made it into this port of Acapulco on Monday, 8th of the present month of October, with hard work on the part of all the men.

Rodrigo de Espinosa, Pilot.²

AB3. Two declarations by the pilots, dated at sea 9 July and 18 September 1565

Sources: AGI Papeles Maluco (1564-1620), Legajo 2; Col. de Nav., t. 17, doc. 20; Col. de Ultramar, ii, doc. 35, pp. 457-460; cited in B&R 2:131.

On Monday, 9 July 1565, the most Magnificent Felipe de Salcedo, Captain of this galleon **San Pedro** returning to New Spain, asked the Pilot Major and Pilot Rodrigo de Espinosa, also pilot of the said galleon, and Francisco de Astigarribia, boatswain of the said galleon, who was also marking a chart, for an estimate of the distances from the port of Navidad to the islands [sic] of Zubu, according to the nautical charts they carried, and also for a declaration of the opinion of each one regarding the distance, according to the opinion of each of them, from the said port of Navidad to the said island of Zubu, in order that, given that they were now sailing from the said island of Zubu to the port of Navidad, they might put themselves in agreement more securely, so that a better account could be given to His Majesty.

Felipe Salcedo.

Then the said Pilot Major checked it out and measured on his nautical chart the leagues given by the tracings on the said chart, and he found that there were 1,850 but he said that, according to what he had measured from the estimated positions that he had carried forward from the said port of Navidad to the island of Zubu which is in 10° and 1/2 of N latitude, he thought that there were 2,000 leagues, more or less, and he signed it with his name.

Estéban Rodríguez.

Similarly, the said Rodrigo de la Isla³, pilot of the said galleon, said that, according to an old chart that he carried, there is from the said port of Navidad to the island of

1 Ed. note: Urdaneta was to specify later (See Doc. 1565AC1) that 4 more Spaniards died after arriving at Acapulco, plus the one Guamanian aboard and 3 of the Filipinos; that makes a total of 24 dead.

2 Ed. note: Captain Salcedo and Fathers Urdaneta and Aguirre reached Mexico City on about 1 November 1565, and arrived at Madrid in April 1566.

3 Ed. note: Rodrigo de la Isla Espinosa was normally called Espinosa only, to differentiate him from his brother Juan de la Isla, captain of the San Juan.

Zubu over 1,370 leagues; however, according to his experience during the navigation, there are about 2,030 leagues, and he signed it with his name.

Rodrigo de la Isla Espinosa.

Similarly, the said Francisco de Astigarribia, boatswain of the said galleon, said that, according to the nautical chart that he carried, he finds that there is from the said port of Navidad to the said island of Zubu 1,850 leagues, but, according to his estimates of distances, he found 2,010 leagues, and he signed it with his name.

Francisco de Astigarribia.

In faith and testimony of the truth of all that is said and is contained above, I, Asensio de Aguirre, appointed notary of the said galleon named **San Pedro**, attest that it passed before me, and in witness whereof I signed it with my name.

Passed before me.

Asensio de Aguirre, appointed notary.

On Tuesday, 18 September 1565, the most Magnificent Felipe de Salcedo, Captain of this galleon **San Pedro** returning to New Spain, asked the Pilot Major, and Rodrigo de la Isla, also pilot of the said galleon, and Francisco de Astigarribia who was boatswain of the said galleon and who was also marking a chart, to figure out the distance that they had covered from the port of Zubu to the land that they saw on the said date where they took the sun in 33° and $1/4$, and also to figure out the maximum latitude they had reached, and to sign it with their names.

Felipe de Salcedo.

Then the said Pilot Major figured it out and measured¹ his nautical chart, and found out that, according to his point estimates, he had covered from the said port and island of Zubu until the said Tuesday when they first saw land 1,740 leagues in straight line as far as an island which is near the mainland of the western coast of New Spain, and is at a latitude of 33° and $3/4$, because on the said day they had run from 8 in the morning when they saw the said land to the SSE until noon when they took the sun in 33° and $1/4$; he added that the maximum latitude reached had been 39° and $1/2$ N, more or less, and he signed it with his name.

Estéban Rodríguez.

Similarly, the said pilot Rodrigo de la Isla figured it out and measured² his nautical chart for what he had covered from the said port and island of Zubu as far as the said point given above, he found a straight-line distance of 1,650 leagues, and said that the maximum latitude reached had been 39° and $1/2$ N, and he signed it with his name.

Rodrigo de la Isla Espinosa.

1 Ed. note: There is an error in the transcript: "miró" instead of "medió".

2 Ed. note: Same as above.

Similarly, the said Francisco de Astigarribia, boatswain who had always taken latitudes and estimated positions, figured it out and measured his nautical chart what he had covered from the said port and island of Zubu as far as the above-mentioned point, and found a straight-line distance of 1,650 leagues, and said that the maximum latitude reached had been 39° and 1/2 N, and he signed it with his name.

Francisco de Astigarribia.

In faith and testimony of the truth of everything that is said and contained above, I, Asensio de Aguirre, appointed notary of the said galleon named **San Pedro**, attest that it passed before me; in witness whereof, I signed it with my name.

Passed before me.

Asensio de Aguirre, appointed notary.