

A Spanish Galleon at Portencross

The Evidence Reviewed

Alastair Glen
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1 Introduction

- 1.1 This review of the evidence that a Spanish armada ship was wrecked in the autumn of 1588 on the Scottish coast near Portencross, Ayrshire, was undertaken as part of the work to enlarge the knowledge of local history. The review is part of project planning work for the project to conserve Portencross Castle (A new Life for Portencross Castle) being undertaken by Friends of Portencross Castle (FOPC) (1). The work was supported by generous grant from the Heritage Lottery Fund, North Ayrshire Council and the Moffat Charitable Trust
- 1.2 In any historical study there is a continuous spectrum of reliability in what is presented, from well-corroborated fact to tenuous speculation. It would be a dull report which was limited to corroborated fact, but where there is speculation or contrary evidence it should be clear from the context. It has only been possible to consult a few original sources, and the bulk of the information derives from authoritative secondary sources. The report is structured to give sources and these are numbered in order of appearance and listed separately at the end of the report.

2 Historical and Political background

- 2.1 Sea power was recognised as of some importance in the 16th century and in the early 1580s when Spain took control of Portugal, Phillip II, set his sights on overcoming Elizabeth of England, his rival for trade domination. He asked his senior admiral, Don Alvero de Bazan, Marquis of Santa Cruz what naval force would be needed to overcome the English fleet (2). The detailed list of vessels drawn up by Santa Cruz then was essentially what was to set sail from Lisbon as the Armada on 28th May 1588.
- 2.2 As well as trade rivalries between Phillip and Elizabeth the religious differences were important. Phillip hoped to see protestant England return to the catholic faith. Indeed, the execution of Mary Queen of Scots in February 1587 may have been a factor in Phillip's determination to invade England.
- 2.3 In Scotland, although the protestant faith was established by act of the Scottish Parliament in 1567 there was still considerable catholic influence at the time of the Armada. James VI may have favoured Catholicism and there were elements of support in the nobility. Elizabeth on the other hand was alert to dangers for her in this. The ambivalent state should be borne in mind in understanding likely attitudes to any ships from the Armada which came ashore in Scotland and to survivors from any wrecked Armada vessels.
- 2.4 The Armada failed to achieve its objective of overcoming the English Fleet to open the way for a rendezvous with troops and the landing of an army in on the English south coast. Although there were losses as a result of repeated skirmishing between the fleets, and a major battle took place off Portland Bill on 2nd and 3rd August with further losses by fire ship attack while the Armada was at anchor at Calais these losses were not decisive. By 8th August however, the bulk of the Spanish fleet was forced by adverse winds and the English fleet to enter the North Sea and try to make its escape north.
- 2.5 A copy of the fleet orders from the Spanish admiral in charge, Don Alonso, duke of Media Sidonia was found on an Irish Armada wreck and a translation of what may not be an entirely accurate text is quoted by Robert Stenuit (3)
“The course that is to be followed first is north-north east up to the latitude of 61.5 degrees; you will take great care lest you fall upon the Island of Ireland, for fear of the harm that may befall you upon that coast. Then parting from these islands rounding the cape in 61.5

degrees you will run west-southwest until you are in latitude 58 degrees and then southwest until 53 degrees; then south-southeast to Cape Finisterre and so you will procure your entrance to Corunna.”

The intention was to sail up the east coast of Scotland pass through to the atlantic north of Orkney and Shetland and then turn south, clear of the dangers of Scottish and Irish coasts until course could be set to Spain.

2.6 This course meant a much longer sea voyage than had been anticipated. Not only were provisions short, with water supply in many cases at a critically low level, but much was of poor quality. Drake’s raid on Sagres near Cape St Vincent in June 1587 where he captured and destroyed great quantities of hoops and staves for cask construction was largely to blame. Mattingly makes the point (4) “ *If when the Armada finally sailed , its water-butts proved to be leaky and foul, if much food spoiled because of green barrel staves and ill-made casks, the smoke which hung over Sagres was to blame”*

2.7 The position worsened in mid August when, west of Scotland, latitude 58 was reached, the latitude of the southern part of Lewis. A period of intense south-west winds prevailed and two weeks later on 3rd September Duke Sidonia found himself at the same latitude, possibly slightly further east than before, but with 17 fewer vessels in his fleet (5)

2.7 It was around this period and later in September 1588 that a considerable numbers of vessels made their way east or were driven there by the weather, most towards the coasts of Ireland . Two are known to have reached Scottish shores, the San Juan de Sicilia which came into Tobermory Bay and the El Gran Griffon, flagship of the Hulks, which turned back and reached Fair Isle where she was beached. One notable ship the Girona made considerable efforts to reach Scotland but was wrecked near the Giants Causeway in Antrim. The fascinating story of research that led to her discovery is provided by Robert Stenuit in his book. He also explains why she was making passage to Scotland. Part of the text is quoted now (6). *The West of Scotland was catholic. The nobility there had close links with France and the Guises. During the whole episode of the Armada the young king James had remained irreproachably neutral. He listened impartially to his catholic lords. The Duke of Parma had sent them 13,000 crowns in May, care of the Earl of Morton and Colonel Semple, in order that they should occupy a Scottish Port and prepare to invade England when the time came. With the same grace he greeted Elizabeth’s promises in August: if he stayed out of it he would get a pension of £5,000 a year, a dukedom in England and enough to support a guard of more than 50 gentlemen and another of 100 foot and 100 cavalry.*

2.8 History largely bears out that expectations of help for some Armada survivors in Scotland was forthcoming and substantial numbers were repatriated with official assistance, not without incident (7).

3 The Portencross wreck.

3.1 The United Kingdom Hydrographical Office

The Wrecks Section of this office provides the current official view for wreck number 4084, old number 006300261, the historical wreck at Portencross (8). The position given for the wreck is west of Portencross castle but it is noted as unreliable. The wreck is described as of a galleon, and the country of origin Spain. The report refers to the recovery of cannon from this vessel in an operation which took place in 1790. This date appears to be an error as evidence from the original account reproduced below make it clear that the recovery operation took place in 1740.

- 3.2 The first documented evidence of an Armada ship at Portencross which has come to light is the account in “A Tour Throughout the Whole Islands of Great Britain”. Daniel DeFoe’s name is associated with this book, but Defoe died in 1731 so the account must have been added by the co-author Richardson, described in the seventh edition published in 1769 as a gentleman of eminence in the literary world. Referring to Scotland, the account begins: *“Now we are upon the western coasts I shall mention that in the month of August, 1740, an attempt was made by diving to come at one of the largest ships of the Spanish Armada stranded in 1588 on these coasts. Another was dived for some years, but the sand being loose it turned to little or no account. (believed to be the Tobormory wreck) This which was lost near Portencross, was begun to be searched after by Sir Archibald Grant, and Captain Roe in August, 1740; and the following was the account which was transmitted to us, which we rather insert, as it gives some notion of the operation by the diving engines. The country people had preserved by tradition the spot pretty near where she sank, and gave them all the information they were able. Immediately the divers went to work and swept for her, which they do thus. – They have a long line which they sink with leads; one end of the rope is fixed to one boat and the other to another; they row and whatever interrupts them, the divers go down and make a discovery. They soon happened on the place where the ship lay, which was scarce a quarter of a mile from the shore, in ten fathoms and a foot of water. Captain Roe immediately went down and found the vessel to be very entire, to have a great number of guns on board, but to be full of sand. The first thing he fixed upon was a cannon, which lay upon the sand at the heel of the ship. To this he fixed his tongs, which are made of strong bars of iron. They are open, when they are let down, and have teeth, which join into one another, as soon as they are fixed upon anything, he gives the signal, when they are made to shut, and the heavier the subject, the closer they hold. The cannon was drawn up with a good deal of difficulty; it measures full nine feet, is of brass, greenish in colour, but nothing the worse. On the breech there is a rose with an E on one side and an R on the other side with this inscription – ‘Richard and John Phillips, brethren, made this piece, anno 1584. But we may observe that by the E. R. on the cannon, which denoted Elizabeth Regina, and the Rose, as also the English inscription of the makers, it should seem to us that it could not belong to the Armada, but rather to some English Ship that might have been cast away there.” Ten of these brass cannon and ten iron ones have been since carried into Dublin ; they hoped to recover 60 out of this ship. The guns were all charged, and the metal of some, by lying so long under water, moulders away like clay” (9).*
- The detail provided by the account gives it considerable credibility.

This account later describes that the metal of the iron guns on exposure to the air became very hot to touch, and gives an explanation of the reaction of the material of the charge (gun powder) with air to produce the heat. It was Spanish fleet orders that all guns were to be kept ready for action at all times, charged, when in enemy waters (10).

- 3.3 There is also an explanation for the presence of brass cannon produced by English founders on the Portencross wreck. Michael Lewis wrote, (11) *“ it was directly proved in the lower house of parliament of Queen Elizabeth that there were landed in Naples and elsewhere about 140 culverins English. ... It is lamentable that so many have been transported into Spain. Nine ship-loads it seems had sailed to Spain some time in 1587 with provisions, lead, powder, ordinance and muskets.”* Naples was then part of the Hapsburg dominions.
- 3.4 Elizabeth at the time of the Armada had an effective network of observers, on the look out for reports of Armada vessels coming ashore. Colin Martin (12) reported that he could find no record of an Ayrshire Armada wreck in contemporary Spanish, English or Scottish records. He finds it surprising that the arrival of a capital ship from the Armada could remain unrecorded. However, George Hewitt, (13) writing in the Ayrshire Archaeological and Natural History Collections in the 1960s, believes the wreck was kept secret to give the

survivors a better chance to return to Spain. He speculates that Alexander Boyd of Portencross, a supporter of Mary Queen of Scots at the Battle of Langside, may have had some sympathy with the Spanish plight.

4 The evidence of cannon recovered

4.1 The Portencross Cannon

An iron cannon, one of a number salvaged from the Portencross wreck, was, according to tradition, given to the village for help at the time of the location of the wreck in 1740. The cannon is the most tangible evidence that there is a large ship on the sea bed off Portencross. In recent times it lay mounted on two large stones to the southeast of the castle. Its presence is recorded in the First Statistical Account of the Parish of West Kilbride of 1790. It was reported in 1956 as bearing an undecipherable coat of arms on the breach, just below the touch hole which had been recognisable during the first half of the 19th century as a Spanish crown. For many years in the later 1900's it was given a coat of tar annually by the local fishermen, John, and later Jack and Ronnie Shedden. In 1967 G R Hewitt (13), after examining various accounts, concluded that the gun is either late 16th or 17th century design and is almost certainly Spanish. He adds the caution that the remains of the ship that carried it lie somewhere between the point and little Cumbrae, although not necessarily an Armada ship, as the Spanish Navy were frequently in Scottish waters after 1588. In 1982 the Portencross cannon was measured as 2.3 meters long. It was relocated to outside the administrative offices of Hunterston Power station in 1990 and given a replica wooden carriage. At that time an attempt was made to conserve the iron and the tar was removed. The conservation attempt failed and the now very rusty cannon was returned to Portencross. The cannon now lies in the garden of the chairman of the West Kilbride Civic Society, away from salt spray, and awaiting a place in or near Portencross Castle.



The Portencross cannon as it was returned to the village in 2003.

4.2 The McLean Cannon.

A cannon which is remarkably similar to the Portencross cannon is to be found outside the entrance to the McLean Museum and Art Gallery in Greenock. It is claimed to be from the Spanish warship which went aground at Portencross. According to the descriptive text provided by the museum and based on a local newspaper report (14) the iron cannon was saved from the wreck of one of the Armada ships and brought to Greenock where it was placed on the West Quay. The cannon was purchased at the time of harbour improvements by Mr Scott who placed it in his shipbuilding yard in Greenock in 1810. It was presented to the Watt Institution by Caird and Co Shipbuilders, Greenock in 1877. The museum has other cannon, smaller in size also said to be from the Armada ship but they are better preserved and may be from a later period.

4.3 Comparison of the Portencross and the McLean “Armada” Cannon

Table 1 Cannon

Comparison	Measured 2003	Measured 2007
Feature	Portencross	McLean
Overall length	2.56m	2.52m
Bore	125mm (5 inches)	125mm (5 inches)
Length muzzle to trunion base	1.19m	1.19m
Trunion base to cascabel	1.11m	1.18m

These measurements were made independently by the author of this paper.



The McLean Museum Armada gun. Photograph by courtesy of the McLean Museum and Art Gallery, Inverclyde Council.

The condition of the Portencross cannon makes accurate measurement of the bore difficult. The bore expands at the muzzle. Hewitt (13) describes the bore as filled with tar and measures 6 inches. The length is given by Hewitt as nearly eight feet (2.44m) which may have excluded the cascabel (the rounded knob at the end of a cannon). The “trunion” is intended here to describe the cast protrusion which carries the weight of the cannon on its carriage.

4.4 Cannon conclusion.

The evidence points to the presence of Spanish 16th or 17th cannon on shore that are likely to have been recovered from the wreck of a Spanish war ship on the Ayrshire coast. The presence of two similar cannon both by tradition from the wreck at Portencross adds a little credibility to the 1769 account of several iron cannon being recovered from the Portencross

wreck in 1740. There is of course no proof, only tradition that the vessel was from the 1588 Armada.

5 **The fate of the vessels of the Armada.**

Friends of Portencross received an enquiry from a correspondent in Wales whose family tradition was that they were descended from survivors of a wrecked Spanish Armada ship (15). Part of this family research was to list all the ships of the Armada with a note of their fate, either a return to port or the location of their wreck or other known fate. The author of this report was supplied with a copy of this list and given permission to make use of it. Below I have endeavoured to cross check the list from secondary published sources and give references.

The list appears as a table: Appendix 1.

5.1 **The Vessel at Portencross**

Several accounts, probably all based on the “Defoe” publication of 1769 claim that the wreck at Portencross is of a large vessel. It may, according to the same source, have carried at least 20 cannon as the claim was to have recovered 10 brass and 10 iron cannon. We know that the Armada weaponry included both iron and brass cannon. Examination of the vessels listed in Appendix 1 and noting where there is no known fate other than that they did not return and selecting vessels with at least 20 cannon, the list of large ships which are not accounted for is narrowed to six vessels:

Number 7, Squadron of Portugal, the **Santiago**, 520 tons and 24 guns

Number 29, Squadron of Castile, the **San Pedro** 530 tons and 24 guns

Number 30, Squadron of Castile, the **San Juan** 530 tons and 24 guns

Number 51, Squadron of Andalusia **San Maria del Junca** 730 tons 20 guns

Number 52, Squadron of Andalusia **San Bartolome** 976 tons 27 guns

Number 89, Squadron of Hulks, the **Barca de Danzig** 450 tons 26 guns

If the requirement for armament is reduced to 19 guns or more , we can also include a seventh vessel.

Number 96, Squadron of Hulks, **Santa Barbara** 370 tons 19 guns.

These are the large vessels of the Armada which remain unaccounted for. If the wreck at Portencross is indeed from the Armada the probability is that it is one of these seven ships.

6 **Identifying the Portencross wreck**

Identification of the vessel which sank at Portencross as part of the Armada will probably only be possible if the wreck can be relocated and artefacts recovered. Through the good offices of an FOPC member who is an academic subsea engineer, and with the assistance of professional marine archaeologists, the sea bed at Portencross was surveyed in August 2007. While no conclusive identifiable evidence was recorded, it is hoped that this effort can be extended in future years.

References

- 1) FOPC. A Scottish charity incorporated as a company limited by guarantee in 1998.
- 2) Garrett Mattingly in “The Defeat of The Spanish Armada”, 1959 p 80.
- 3) Robert Stenuit in “Treasures of the Armada” 1972 p100.
- 4) Garrett Mattingly in “The Defeat of The Spanish Armada”, 1959 p 117
- 5) Garratt Mattingly in “The Defeat of The Spanish Armada”, 1959 p 309
- 6) Robert Stenuit in “Treasures of the Armada” 1972 p 133.
- 7) Colin Martin and Geoffrey Parker in “The Spanish Armada” revised edition 1999 p 225-229.

- 8) The United Kingdom Hydrographical Office , Admiralty Way, Taunton Somerset, TA1 2DN.
- 9) A Tour Throughout the whole Islands of Great Britain. 1769. Volume IV 7th Edition, London. Compiled by Daniel DeFoe and continued by Mr Richardson.
- 10) Colin Martin . Guns of the Armada British Archaeology 64, April 2002.
- 11) Michael Lewis Armada Guns. A Comparative study of English and Spanish Armaments. Mariners Mirror 1943-43,Vol XXVIII Section V the guns of the Spanish fleet 1588. p 14.
- 12) Letter to M C A Blyth (West Kilbride Museum) 09.12.86 from the Scottish Institute of Maritime Studies..
- (13) G R Hewitt. Ayrshire Archaeological and Natural History Collections.VII 1961-1966 p53-57.
- (14)Greenock Telegraph, 14th September 1907 and McLean Museum information sheet.
- (15) Letters from John Jose, Aberystwyth SY23 4UH. 2006 to 2007
- (16) Defeat of the Spanish Armada. The Navy Records Society, 2nd Edition , 1981, Appendix G, p376-381.

Appendix 1

This table is based on Duro's 1588 list of vessels provided as an Appendix to the Navy Records Society publication, Defeat of the Spanish Armada (16). In Appendix 1 below, each vessel is given a sequential number. The number differs in some respects from the list provided by Duro. It has been amended by the table in Colin Martin and Geoffrey Parker's book 'The Spanish Armada' (7). To Appendix 1 has been added information on the fate of each ship. Martin and Parkers book has been referred to in the table as reference 1. Information from Garrett Mattingly is marked in the table as reference as 2. **In Appendix 1 the bold highlighted vessels are 'possibles' for the Portencross wreck, if indeed it is an Armada ship.**

THE FATE OF THE 1588 ARMADA SHIPS

Ref	Name	Tons	Guns	Sailors	Soldiers	Fate	Reference
Squadron of Portugal							
	Duke Medina Sidonia					8 returned Santander 21.09	
1	San Martin (flagship)	1000	48	161	317	Returned Spain 07.10	1 p 219
2	San Juan (vice flagship)	1050	50	156	387	Returned, Damaged in fight	1 p152,219
3	San Marcos	790	33	108	274	wrk Lunga Co Clare	2
4	San Filipe	800	40	108	362	Aground captured Ostend 3.08	1 p 179,218, 2
5	San Luis	830	38	100	339	Returned Santander	2
6	San Mateo	750	34	110	286	Aground captured Ostend 3.08	1 p179
7	Santiago	520	24	80	293		
8	Florencia	961	52	89	294	? Confiscated	2
9	San Christobal	352	20	79	125	Returned	2
10	San Bernardo	352	21	65	170	Returned	2
11	Augusta (zabra)	166	13	43	49	Returned	2
12	Julia	166	14	48	39	Returned	2
Squadron of Biscay (Vizcaya)							
	Juan Martinez de Recalde (v admiral)						
13	San Ana (flagship)	768	30	101	311	dismasted remd in Le Havre	1 p 146,226
14	Gran Grin	1160	28	75	261	wrk Clare island	1 p 219
15	Santiago	666	25	106	204	Returned Santander	2
16	Concepcion de Zubelzu	468	16	58	161	Returned Guipuzcoa	2
17	Concepcion de Juanes Del Cano	418	18	58	161	wrk Galloway Bay	2
18	La Magdalena	530	18	61	183	Returned Guipuzcoa	2
19	San Juan	350	21	49	141	wrk Strudagh strand 31.07	2

20 La Maria Juan	665	24	93	207 Sank nr Ostend 3.08	1 p 178, 2	
21 La Manuela	520	12	48	124 Returned Santander		2
22 Sta Maria de Montemayor	707	18	47	158 Returned Santander	1 p162, 2	
23 Maria de Aguirre (patache)	70	6	25	19 Missing		2
24 Isabella (patache)	71	10	29	24 Safe		2
25 Miguel Suso (patache)	96	6	25	20 Missing		2
26 San Esteban (patache)	78	6	25	10 Safe		2
Squadron of Castile						
Diego Flores de Valdes				22 returned Laredo	1 p 239	
27 San Cristobal Flagship)	700	36	116	202 Returned Santander		2
28 San Juan Bautista (vice flagship)	750	24	90	244 Returned, Santander 14.10	1 p 219, 2 confl	
29 San Pedro	530	24	90	184		
30 San Juan	530	24	77	231		
31 Santiago el Mayor	530	24	103	190 Returned Santander		2
32 San Felipe y Santiago	530	24	75	204 Returned Santander		2
33 La Asuncion	530	24	70	170 Returned Santander		2
34 Nuestra Senora del Barrio	530	24	81	202 Returned Santander		2
35 Sant Medel y Celedon	530	24	75	200 Returned Santander		2
36 Santa Ana	250	24	54	98 Returned Santander		2
37 Nuestra Senora de Begona	750	24	81	202 Returned Galicia		2
38 La Trinidad	872	24	79	173 wrk Donegal Bay		2
39 Santa Catalina	882	24	134	193 Returned Santander		2
40 San Juan Bautista	650	24	57	183 Abandoned Blasket sound	1 p 219, 2	
41 Nuestra Senora del Rosario (patache)	75	14	15	20 wrk English Coast		2
42 San Antonia de Padua (patache)	75	12	20	20		
Squadron of Andalusia						
Don Pedro de Valdes						
43 Nuestra Senora del Rosario (flagship)	1150	46	119	345 Collided, Surrendered to Drake	1 p152, 2	
44 San Fransisco (vice flagship)	915	21	85	227 Returned	1 p 190	
45 San Juan Batista	810	31	84	249 Abandoned Blasket sound	1 p 219	
46 San Juan de Gargarin (Tome Cano)	569	16	38	175		
47 La Concepcion	862	20	69	201 Returned	1 p 190	
48 Duquesa Santa Ana (a hulk)	900	23	65	253 wrk Lougros bay Donegol	1 p 222	
49 Santa Catalina	730	23	69	238 damaged in collision July	1 p150	
50 La Trinidad	650	13	54	198		
51 San Maria del Junca	730	20	66	219		
52 San Bartolome	976	27	56	211		
53 Espiritu Santa (patache)	70	10	15	18		
Squadron of Guipuzcoa						
Miguel de Oquendo				5 returned to Guipuzcoa ports		
54 Santa Ana (f Miguel de Oquendo)	1200	47	97	341 Returned Santander then explod		2
55 Santa Maria de la Rosa(D P Pacheco)	945	26	85	238 Wrecked, Blasket sound	1 p 179,218	
56 San Salvador(f Don Pedro Priego)	958	25	90	281 Exploded & abandoned July	1 p 149, 2	
57 San Esteban (D Felipe de Cordoba)	936	26	73	204 wrk Doonberg, Clare coast	1 p 216	
58 Santa Marta	548	20	73	183 wrk Doonberg Co Clare		2
59 Santa Barbara	525	28	54	161 Returned Guipuzcoa, 28 guns	2, 1 p 190	
60 San Buenaventura	379	21	54	154 Returned Guipuzcoa		2
61 Maria San Juan	291	12	40	154 Returned Lisbon		2
62 Santa Cruz	680	18	40	127 Returned Santander		2
63 Doncella	500	16	29	112 Returned Santander		2
64 Asuncion (Patache)	60	9	16	18 Lost		2
65 San Bernabe (Patache)	69	9	17	17 Safe		2
66 Nuestra Senora du Guadalupe (pinnacle)	50	1	12	0 Lost		2

67 Magdalena (pinnace)	50	1	14	0 Lost		2
Sq of Levant				2 returned	1 p 241	
68 La Regazona (f Martin de Bertendona	1294	30	80	333 Returned	1 p 241,2	
69 La Lavia (vice flagship)	728	25	71	271 wrk Streegh nr Sligo	1 p 220, 2	
70 La Rata Santa Maria Encoronada	820	35	93	355 wrk Tullaghan bay, co Mayo	1 p 222, 2	
71 San Juan de Sicilia	800	26	63	279 Exploded,Tobermory 05.11	1 p162,224,2	
72 La Trinidad Valencera	1100	42	75	338 Wrk Kinnago bay, Co Donegal	1 p 213, 2	
73 La Anunciada	703	24	80	200 Anchored and Scuttled, Kilrush	1 p 217, 2	
74 Sant Nicolas Prodaneli	834	26	68	226 wrk Co Mayo	1 p 162, 2	
75 La Juliana	860	32	65	290 Wrk Atreedagh strand, Co Donegall	1 p 194,219,2	
76 Santa Maria de Vison	666	18	38	183 wrk Strudagh Sound	1 p 162,220,2	
77 La Trinidad de Scala	900	22	66	342 Returned Santander	1 p 241, 2	
78 San Bautista de la Esperanza	300	12				
Squadron of Hulks						
79 El Gran Grifon (Juan G de Medina)	650	38	45	234 Wrecked Fair Isle	1, p 215, 2	
80 San Salvador	650	24	53	218 Returned Santander		2
81 Perro Merino	200	7	18	80 Returned Santander		2
82 Falcon Blanco Mayor	500	16	34	182 wrk island near Galway 25.03	1 p 223, 2	
83 Castillo Negro	750	27	46	157 wrk NW of Donegal		
84 Barca de Amburg	600	23	30	259 Sank at sea NW of Malin Head	1 p 212, 2	
85 Casa de Paz Granda	600	26	70	255 Remaned at Corunna	1 p 162, 2	
86 San Pedro Mayor	581	29	43	110 wrk Bolt Tail, Devon 06.11	1 p 224	
87 Sanson	500	18	31	184 Returned Galicia		2
88 San Pedro Menor	500	18	22	176 wrk Morbihan, Brittany	1p 226	
89 Barca de Danzig	450	26	28	150		
90 Falcon Blanco Mediano	300	16	23	57 wrk Gallway Bay		2
91 San Andres de Malaga	400	14	26	39 Returned Santander		2
92 Casa de Paz Chica	350	15	21	154 Returned Santander		2
93 Ciervo Volante	400	18	39	132 wrk Tirawley N Mayo		2
94 Paloma Blanca	250	12	30	67 Returned Galacia after explosion	1 p 164. 2	
95 La Ventura	160	4	15	49 Returned Santander		2
96 Santa Barbara (Don Cristobal de Avila)	370	10	24	26		
97 Santiago (The ship of the women)	600	19	32	32 wrk off Norway	1 p 226, 2 con	
98 El Gato	400	9	41	30 Returned Santander		2
99 San Gabriel	280	4	16	31		
100 Esayas	280	4	24	23 Returned Santander		
Galleasses from Naples						
Don Hugo de Moncada						
101 San Lorenzo f D H de Moncada	600	50	124	248 Aground Gravelines ?3.08	1 p12,226	
102 Zuniga	600	50	100	178 Reached Le Havre	1 p 226	
103 Girona	600	50	140	229 wrk Laconda point N Ireland	1 p 223	
104 Napolitana	600	50	100	221 Returned Santander		2
Each Galleass also had 300 oarsmen						
Pataches and Zabras						
Augustin de Ojeda						
105 Nuestra Senora del Pilar de Zaragoza	300	11	59	114 Captured July 88	1 p 140	
106 Caridad Inglesa	180	11	36	43 Lost		2
107 San Andres Escoses (Dundee built)	150	12	27	38		
108 El Crucifijo	150	8	29	40 Lost		2
109 Nuestra Senora del Puerto	55	8	33	30		
110 La Concepcion de Carasa	70	5	42	30 Lost		2
111 Nuestra Senora de Begona (pinace)	64	5	26	20 Lost		2
112 La Coincepcion de Capetillo	60	10	31	20		

113 San Jeronimo	55	4	37	20 Lost		2
114 Nuestra Senora de Gracia	57	5	34	20 Returned Santander		2
115 La Concepcion de Francisco de Lastero	75	6	29	20 Lost		2
116 Nuestra Senora de Guadalupe	70	6	42	20 Returned Santander		2
117 San Francisco	70	6	57	37 Lost		2
118 La Concepcion de Castro	70	2	27	20		
119 Espiritu Santo (patache)	75	2	27	20 Returned Santander		2
120 Nuestra Senora de Fresneda	70	2	27	20		
121 La Trinidad (Zabra)	75	2	23	23 Lost off Ireland		2
122 Nuestra Senora de Castro	75	2	26	26 All hands Lost, Tralee Bay	1 p 216 2	
123 San Andres	75	2	15	15		
124 La Concepcion de Somanilla	75	2	31	31		
125 Sancta Catalina	75	2	23	23 Lost off Isle of Man		2
126 Sant Juan de Carassa	75	2	23	23 Lost		2
127 La Asuncion (patache)	75	2	23	23 Lost		2

