

# GALLEONS of GLORY™

THE SECRET VOYAGE OF MAGELLAN

USER'S GUIDE





Archipelagus 7448  
Insularū

Zipangri

Chamaho

Panuco Ins. Tortucariū

Temistiran

Incatana

Ins. p̄donum

OR

Catigara

Ins. infortu  
nace

Calensuan

Mare pacificum





Oceanus occidentalis

Medera

# GALLEONS of GLORY

THE SECRET VOYAGE OF MAGELLAN

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## INTRODUCTION

**G**alleons of Glory: The Secret Voyage of Magellan is based on the miraculous adventure of 256 men in the 16th century to find a passage to the Spice Islands and many riches. In doing so, they discovered new lands and peoples. The journey was long and at times torturous. Disease, hunger, mutinous behavior, etc. were commonplace. If not for the stern hand and strong will of the Captain General, Ferdinand Magellan, the voyage would have never seen an end.

**Galleons of Glory** is a game in which you will need managerial skills to succeed. The ability to think fast and accurately while the world is crumbling beneath will be what is required to successfully complete the game.

The object of the game is to successfully navigate your ship down the unexplored coast of South America: searching bays and inlets, visiting villages, trading with the natives, making necessary repairs etc. until you discover the passage to the Pacific Ocean. However, along the way you will be called upon to make split second decisions that affect your chances of finding the passage in a safe amount of time. If you delay too much, you may not find the passage before the winter storms set in and smash your ship against the rocks. If you push your men too hard, they may turn mutinous, and you'll then find yourself marooned to live the rest of your life in a desolate land.



## Hardware Requirements:

To run **Galleons of Glory: The Secret Voyage of Magellan** on an IBM®/Tandy® computer you will need the following:

- ▲ An IBM/Tandy or 100% compatible computer.
- ▲ At least 512K of RAM (Random Access Memory).
- ▲ MS or PC DOS version 2.11 or higher.
- ▲ A Mouse, Joystick, or Keyboard
- ▲ VGA, MCGA, EGA, Tandy 16 Color, CGA, or Hercules graphics display modes.
- ▲ AdLib,™ SoundBlaster,™ and Tandy 3 Voice sound OPTIONAL

To run **Galleons of Glory: The Secret Voyage of Magellan** on an Apple II computer you will need the following:

- ▲ An Apple IIe/IIc/IIGS.
- ▲ At least 128K of RAM.
- ▲ A Mouse, Joystick, or Keyboard
- ▲ A Composite Color Monitor is suggested, a RGB Monitor is okay.

NOTE: If you are running **Galleons of Glory: The Secret Voyage of Magellan** on an Apple IIGS, you will need to slow your system speed to normal. If you do not know how to perform this task, please refer to your Apple IIGS user manual.

## Installing the Program on Your IBM P.C./Tandy Hard Drive:

If you would like to copy the program onto a hard drive, place the disk in any drive and type **INSTALL**.

Performing the Install procedure will copy all of the program files into a directory called **GALLEONS** on your hard disk.

Once you have successfully completed this task, please store the original disks in a safe place.

To play, type **Galleons** and press the Enter key.

## Booting the Program from a Floppy Drive:

### *IBM/Tandy*

To boot **Galleons of Glory: The Secret Voyage of Magellan** on an IBM/Tandy computer: Place the program disk (Disk A for 5.25") in any drive, type **GALLEONS** and press the Enter key.

## To Install the Program From the DeskMate Desktop

**Galleons of Glory** contains a file that allows you to install **Galleons of Glory** from the DeskMate Desktop. To install **Galleons of Glory** from the Desktop just follow these instructions:

### *Step One:*

- ▲ Boot Your computer and go into DeskMate.
- ▲ Place **Galleons of Glory** Disk A or the **Galleons of Glory** 3.5" disk in drive A:
- ▲ Select **Install** from the Desktop (F7) Menu. A dialog box will appear.
- ▲ Select OK to complete the task. You will be returned to the desktop where a dotted line box will be displayed.
- ▲ Move the dotted line box to the desired location on screen.



- ▲ Press **Enter** or double click on the mouse button. You will be returned to DOS where **Galleons of Glory** will complete the installation.
- ▲ **Galleons of Glory** will give you an opportunity to stop the installation process and go back to read these instructions if necessary. Press **Return** to proceed.

### *Step Two:*

- ▲ You will now be asked to enter the drive letter to install on. Pressing **Return** will select drive **C:**
- ▲ Next you will be asked to enter the name of the directory in which to install **Galleons of Glory**. Pressing **Return** will select *\Galleons*.
- ▲ If the specified directory does not exist, you will be asked if you wish the directory to be created. If you answer yes, the directory will be created. If you answer no, you will again be given the opportunity to specify a directory name.
- ▲ You will next be asked if it is *OK* to install to the specified directory from drive **A:**
- ▲ If you are installing from 5.25" disks, you will be asked to insert Disk **B** into drive **A:**
- ▲ At the prompt, "Press Any Key to Return to DOS," press a key. You will then be returned to the DeskMate desktop.

**Important Note:** If you installed **Galleons of Glory** in a directory other than your DeskMate directory, you must use **Redefine** from the Desktop (F7) menu. From here you can tell DeskMate to use your **Galleons of Glory** directory as the start up directory for **Galleons of Glory**.

**Important Note:** If a problem should occur while using DeskMate to install **Galleons of Glory**, before attempting to install the program again, use the **Delete** function from the Desktop (F7) menu to delete **Galleons of Glory** from the list of applications under the F7 menu. If this is not done, you will receive the message "Error; could not find new application on disk."

### To Play **Galleons of Glory** From the Tandy DeskMate Desktop

**Galleons of Glory** contains a file which allows you to play the game from the DeskMate® Desktop. To play **Galleons of Glory** from the DeskMate Desktop just follow these instructions:

#### *Floppy Users:*

- ▲ To play **Galleons of Glory** from floppy disks, just insert **Galleons of Glory** program disk into a floppy drive.
- ▲ Select **Change from the Directory** (F3) menu. A dialog box will appear.
- ▲ At the Path: prompt, just type the new path name.  
For example, to change to Drive A:, type a:\.
- ▲ Select **OK** to complete the task.
- ▲ A List Box titled **Galleons of Glory** will now appear on the Desktop.
- ▲ To play, just select or double click on the title of the **Galleons of Glory** List Box.

#### *Hard Disk:*

- ▲ If **Galleons of Glory** has been installed from the DeskMate Desktop, just click on the **Galleons of Glory** List Box.



- ▲ **Galleons of Glory** can also be run by using the File (F2) Menu's Run option.

## APPLE IIe/IIc/IIgs:

To boot **Galleons of Glory: The Secret Voyage of Magellan** on an Apple II computer, simply insert the program disk into the drive and turn on the computer.

## User Interface:

The cursor (sword) is used to select commands and actions in **Galleons of Glory**. Depending on the interface used, the cursor is positioned by moving either a mouse, a joystick or the keyboard arrow keys on the standard IBM style keyboard.

## Mouse Interface:

**Galleons of Glory** uses a type of interface called a Graphic User Interface. The mouse is the preferred method of communicating with the computer. The IBM version of **Galleons of Glory** works exceptionally well with any Microsoft compatible mouse. The Apple II version works well with any Apple II mouse.

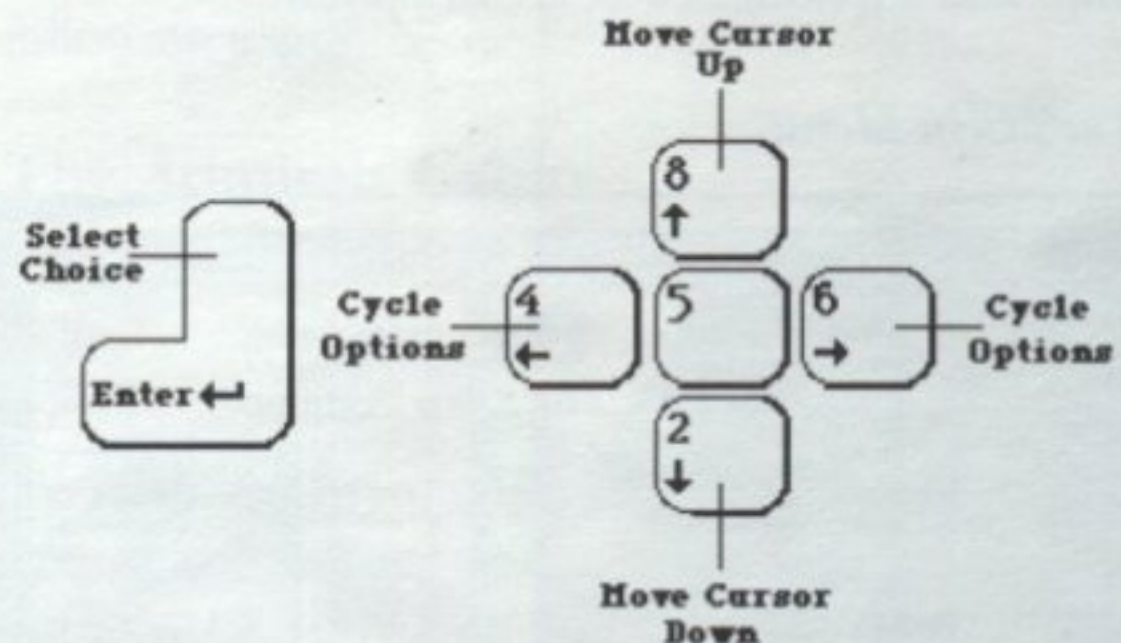
## Joystick Interface:

**Galleons of Glory** also works very well with a joystick. If you are an experienced game player, you probably already have a joystick. The joystick interface works the same as the Mouse-based interface.

## Keyboard Interface

**Galleons of Glory** can be run very satisfactorily with any standard IBM or Apple IIe/c type keyboard. Simply press the Up and Down arrow keys to cycle through the main game screen and the top and bottom menu bars. Press the Right or Left arrow keys to cycle through the options in each section. Use the Enter or Return key to confirm your selection.

## IBM Keyboard:



## Key Commands:

- ▲ ESC = Ignore.
- ▲ CTRL-I selects Mouse, Joystick, or Keyboard.
- ▲ CTRL-S = Toggles Sound on and off.
- ▲ CTRL-Q = Quits game and return to DOS.
- ▲ CTRL-R = Returns to Main Menu and start a new game.
- ▲ CTRL-B = Toggles Background Music on and off.



## Retrieving a Game:

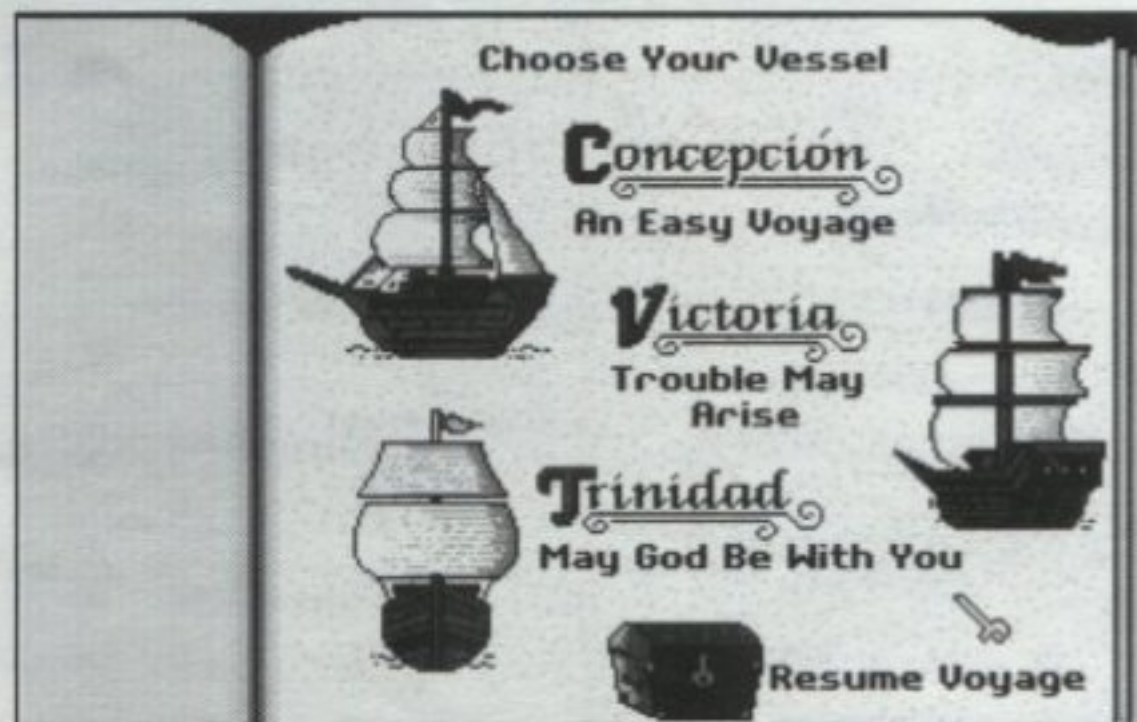


If you click on the Treasure Chest in the Main Menu, a screen will appear that will allow you to retrieve an already saved game. (If no game has been saved, nothing will be found on this screen).

## To Start Playing:

After the title screens display the opening credits and background information, a screen with three ships and a treasure chest are displayed:

### The Main Menu



The ships indicate the level of difficulty you would like to play. The Treasure Chest will allow you to recall a saved game.

### The Ships:

#### Concepcion: An Easy Voyage

This is the Beginning level, designed to get you into the flow of the game. You will not have to handle as many problems as in the other levels.

#### Victoria: Trouble May Arise

This is the Intermediate level. Once you have successfully completed the beginning level, this game offers more challenge and decision making.

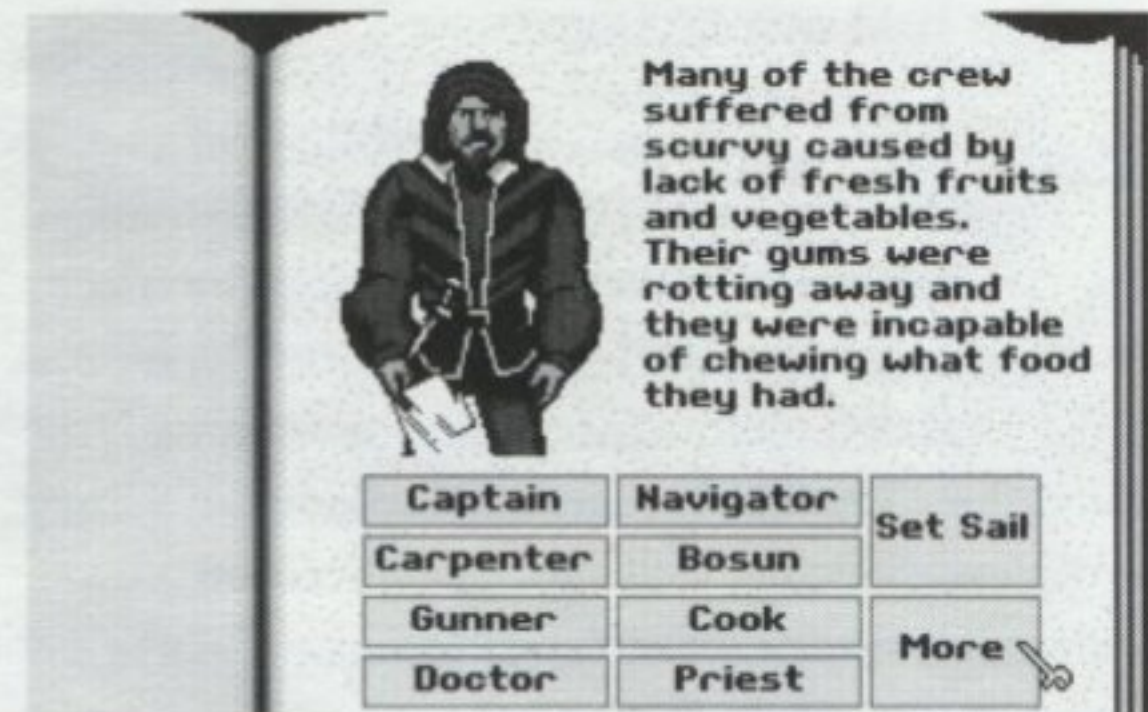
#### Trinidad: May God Be With You

This is the Advanced level. This level has been designed to be as accurate as possible to the voyage. Players who select this level should have their sea legs and nerves of steel.

#### Treasure Chest: Load a saved game

To load a previously saved game, select and click on the Treasure Chest.

### Ship and Crew Information:



Once you have selected a ship and entered the name of the crew member, information regarding the status of your ship and crew will be displayed. Take a moment to look at this information, it contains specifics to the game along with historical information.

Clicking on the Captain button will display information about the Captain and likewise for the rest of the officers listed on the screen. To see



historical information that pertains to each of the officers, click on the **More** button.

When you are done, move the cursor to the **Set Sail** button and click (or press the Enter/Return Key) to start the game.

An animated sequence will show your departure from San Lucar, Spain and take you across the Atlantic Ocean to the shores of Brazil. This is where you take command.

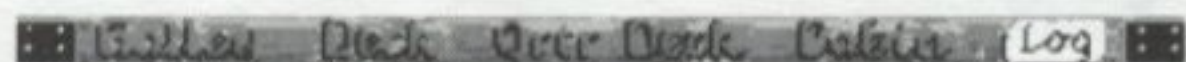
## On Board the Ship

### Upper Menu Bar:



Each screen in the game offers menu bars on the top and bottom of the screen. Displayed on the top menu in each screen two officers and the date are listed. If you wish to call for one of the listed officers, simply click on the officer.

### The Lower Menu Bar:



Displayed on the lower menu in each screen are the locations of other places on board the ship that you can visit. Each new place has two different officers which you can give orders to or receive information from.

- ▲ **Galley** - Click on this choice to take you to the ships kitchen. You may interact with the Doctor and the Cook here.
- ▲ **Deck** - Click on this choice to take you to the ships Main Deck. You may interact with the Gunner and Carpenter here.

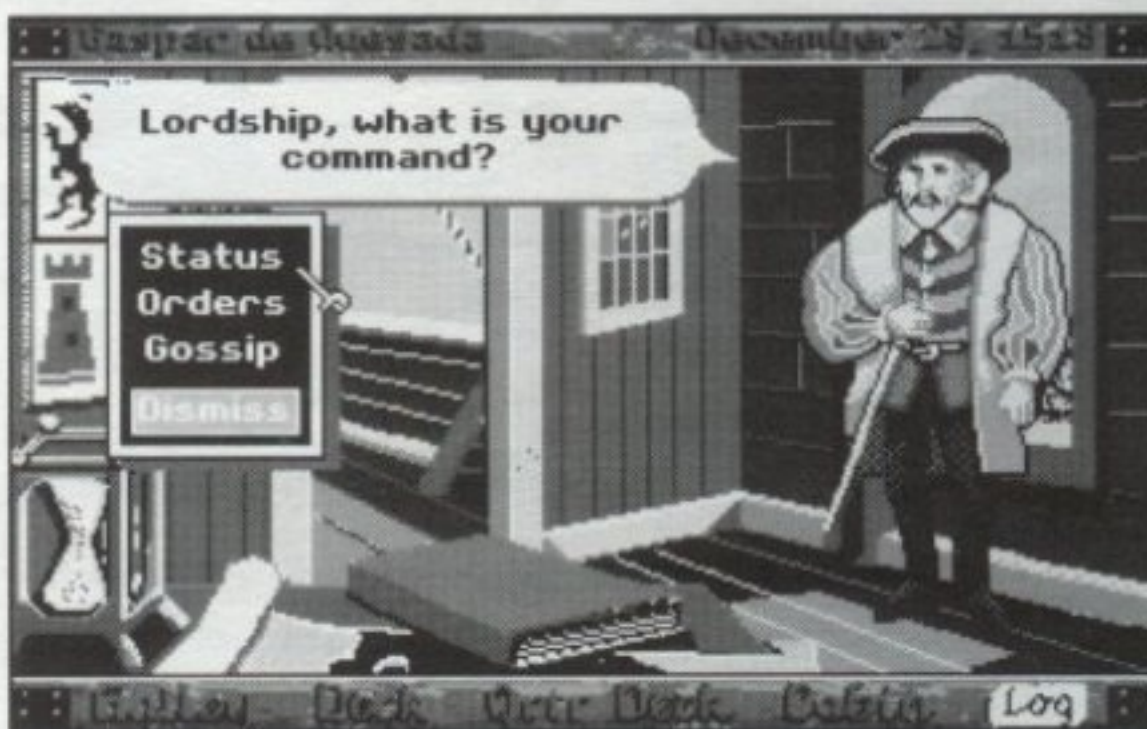
▲ **Qrtr Deck** - Click on this choice to take you to the ships Quarter Deck. You may interact with the Navigator and Bosun here.

▲ **Cabin** - Click on this choice to take you to the Admirals Cabin. You may interact with the Captain and Priest here.

▲ **Log** - Click on this option for a general description of the status of the ship.

NOTE: More detailed information about each section of the ship is found below and on the following pages.

## The Admirals Cabin



The Admirals Cabin is your base during the journey. It is a sacred place where you are able to think and carry out many important actions of the day. In the cabin you have a few tools and men at your disposal.

They are:



**The Captain** - Clicking **Captain** located on the menu bar at the top of the screen, will call for the Captain of



the vessel you are sailing (each ship has a different Captain). He will appear in the cabin and you will be able to give him orders (his orders will change depending on the ship condition and status), ask him about gossip, and the status of the Ship and crew.



**The Priest** - Clicking **Priest** located on the menu bar at the top of the screen, will call for the Priest. He will appear in the cabin and you will be able to give him orders to Bless the crew and take their confessions. Showing this interest in your men raises their morale, ask him about gossip, and the status of the mens' morale and loyalty.

### Tools:



**The Diary** - Clicking on the **Diary** shows a running tally of items you will be scored upon at the end of the game. The more goods, treasure, spices, etc. the better your score.



**The Map** - Clicking on the **Map** will give you a display of the coastline you are traveling down. All of the inlets, Bays, Villages, etc. you encounter and investigate will be displayed. A new map is generated each time you start a new game.



**The Hour Glass** - If you have time on your hands and want to speed things up, clicking on the **Hour Glass** will advance time one turn. A turn equals 2 weeks.

**The Date** - The **Date** is always displayed at the right of the upper menu bar. You will notice that as you play the game, the dates will automatically change as time passes. This is very important to note as life and death could depend on the passage of time.

## The Quarter Deck



**The Navigator** - Clicking **Navigator** brings this officer forward. You will be able to give him orders based on the ship's position, and to explore or leave an inlet. If you wish to go ashore, you will need to give the Navigator the order to Find Safe Harbor. You may also receive the status of the Ship's position and weather conditions.



**The Bosun** - Clicking **Bosun** located on the menu bar at the top of the screen, will call for the Bosun of the vessel you are sailing. He will appear in the Quarter Deck and you will be able to give him orders to discipline the crew, ask him about gossip, and receive status of your crew's level of discipline and their ability to perform work.



## Tools:



**The Telescope** - Clicking on the **Telescope** will allow you to look upon the shoreline or horizon (If you are in an inlet or bay, this feature is not available).

## The Main Deck



**The Gunner** - Clicking **Gunner** located on the menu bar at the top of the screen, will call for the Gunner of the vessel you are sailing. He will appear on the Deck and you will be able to give him orders to practice with weapons, fire a warning shot, or fire at will. You may also ask him about gossip and the status of the weapons and your crew's ability with them.



**The Carpenter** - Clicking **Carpenter** located on the menu bar at the top of the screen, will call for the Carpenter of the vessel you are sailing. He will appear on the Deck and you will be able to give him orders to commence repairs on the ship, ask him about gossip, and the status of your ship and need for repairs (the amount of repair he can

perform depends on whether or not you are at anchor.).

## The Galley



**The Cook** - Clicking **Cook** located on the menu bar at the top of the screen, will call for the Cook of the vessel you are sailing. He will appear in the Galley and you will be able to give him orders regarding the rationing of food and supplies, ask him about gossip and the status of food and supplies.



**The Doctor** - Clicking **Doctor** located on the menu bar at the top of the screen, will call for the Doctor of the vessel you are sailing. He will appear in the Galley and you will be able to give him orders, ask him about gossip, the status of your men's health, and the ration level.

Keep your eyes open while you're in the Galley. As your supplies go down, the number of sacks and barrels will drop. This is a hint that you should find a safe harbor soon and gather fresh food.



## Others on Board That Will Be of Assistance:



**Andres de SanMartin** - He is the ships Astrologer. He will appear (you cannot summon him) to give you advice regarding tough situations. Take what he says to heart. You can always count on him for good advice. The Astrologer appears in the first two levels only. You're on your own in the third (Trinidad) level.



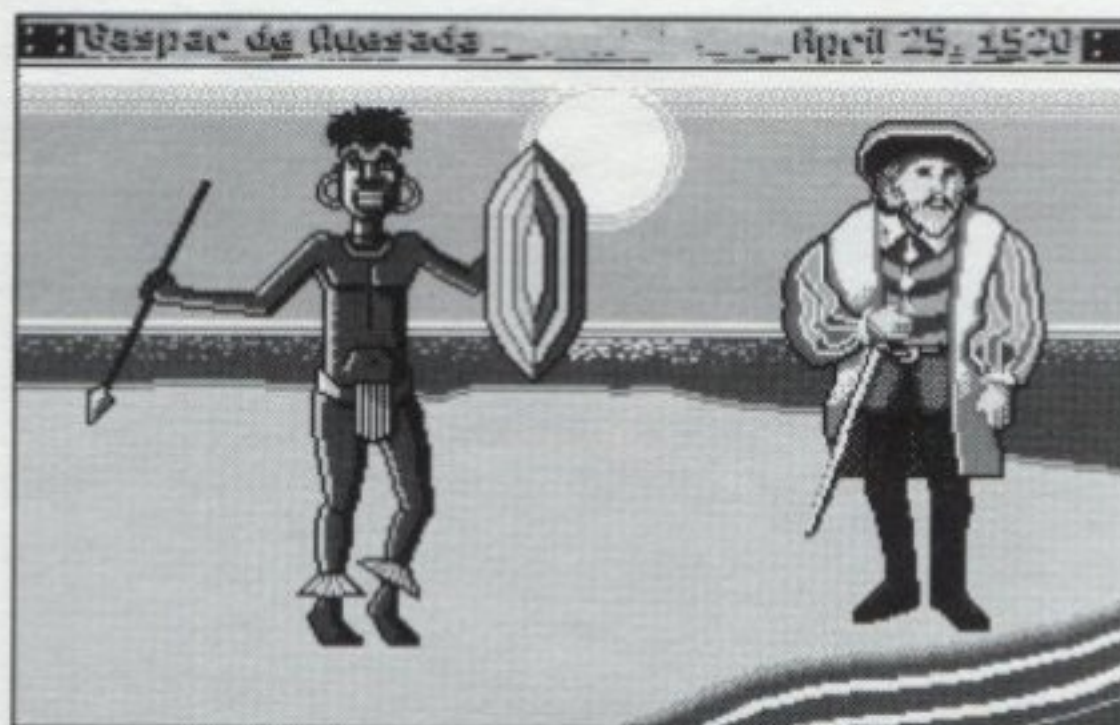
**Pigafetta** - Pigafetta will visit you when you are needed in other parts of the ship. He is also one of your most trustworthy men. When he appears you should follow him wherever he wants you to go. He will warn you of situations that require immediate attention. If you choose not to follow him, don't be too concerned, Pigafetta will handle the problem for you - just not as well.

## On Shore

To go ashore, you will need to give the Navigator the order to find a safe harbor. Once you have done this, Antonio Pigafetta will inform you when the ship has anchored. Now you may give the Captain the order to go ashore. Once ashore it will be necessary to gather fresh food/supplies, make major repairs to the ship or search for treasure. You'll notice that the scenery will change as you sail down the coast. Areas with more vegetation take less time to supply the ship and you're more likely to run into natives. Natives may even lead you to

old temples that are full of riches. If they are hostile, you may have to fight for your life.

## On Shore



When you are on shore, you can give the Captain orders to resupply the ship and order the Carpenter to perform major repairs to the ship. Each of these men will be essential to your success while on land.

## Mutiny



When officer and crew morale falls to a mutinous level, you will need to think fast in order to save your command. A group of angry men will ask you



to identify the ringleader of the mutinous group. If you find the man in time, you may be able to avoid a confrontation. However, if you choose the wrong man, you will be marooned.

### **Winning**

To win a game you must successfully navigate your ship down the coast of South America and discover the strait. Each time you play the game, a new coastline and set of events are generated.

Therefore, each game is different than the last. Success will be calculated by how long it takes to discover the strait, the morale and health of your crew, and the amount of riches you've gathered along the way. You are able to keep track of these necessary points in the Diary. Remember to check the Diary for amounts of goods and treasures. The more you have when the game is over, the better your score.



## LIST OF ORDERS BY OFFICER

### At Sail (Anchor Weighed)

#### *Captain:*

**Put on More Sail** - This order increases the sail amount and causes the ship to move faster. It also increases wear and tear on the rigging.

**Reduce Sail** - Slows vessel.

**Sail at Night** - Makes good time as you sail but because of the danger, it will cause the morale of your crew to go down.

**Drop Anchor** - Makes ship come to a stop.

#### *Priest:*

**Bless the Crew** - Raises crew morale

**Hear Confessions** - Raises crew morale

#### *Navigator:*

**Move Further Out To Sea** - Moves the ship away from the coast.

**Take a Sounding** - Test the depth of the waters you are sailing.

**Sample The Water** - Test to see if the water is fresh or salty.

**Post a Lookout** - increases sighting of inlets and hazards.

**Find Safe Harbor** - Heads ship toward land and anchors at the first safe spot. You must choose this option if you wish to go ashore.

**Check Ships Heading** - Lets you know what direction you are sailing.

**Sail Back Up Coast** - If you miss an inlet, this order allows you to turn around and sail north.

**Explore Inlet** - This order appears only when an Inlet has been sighted.

**Leave Inlet** - If you find yourself in a deadend, then you may give this order to leave the Inlet.

#### *Bosun:*

**Increase Discipline** - If your crew is getting out of hand, you'll want to keep them in line with this order.

**Decrease Discipline** - Once your men are under control, decreasing the discipline will boost their morale.

#### *Gunner:*

**Order Gundryll** - This order helps to keep your men's fighting ability and morale high.

**Fire Warning Shot** - If you have been encountering hostile natives, this order may scare them away before you go ashore.

#### *Carpenter:*

**Repair Rigging** - This order performs minor repairs to the ship's rigging. It will allow you to sail for a short time until you can replace them.

**Repair Sails** - This order performs minor repairs to the ship's sails. It will allow you to sail for a short time until you can replace them.

#### *Doctor:*

**Examine The Crew** - This order is good for the morale of your men and performs a check-up of the crew's health.

**Attend to the Sick** - Speeds the recovery of those crewmembers who have been taken ill.

**Attend To The Injured** - Speeds the healing of those crew members who are injured.

#### *Cook:*

**Increase Rations** - Gives more food to the men. As a result they are happy and healthy. However,



## LIST OF ORDERS BY OFFICER

your food supply depleats rapidly.

**Decrease Rations** - Saves food, but the crews morale drops.

**Increase Rum** - Keeps the crew happy. However, they may get out of hand if you let them have too much.

**Decrease Rum** - Restricts the amount of rum given to your crew.

### In Safe Harbor

#### *Captain:*

**Go Ashore** - Allows you to go ashore.

**Weigh Anchor** - Whenever you return from shore, you'll want to weigh anchor. If you do not, you won't be able to go anywhere.

#### *Carpenter:*

**Replace Sails** - Replaces the ships sails.

**Replace Rigging** - Replaces the ships rigging.

Note: All orders for other officers are the same as when the Anchor is Weighed.

### OnShore

#### *Captain:*

**Return to Ship** - Leaves the beach and returns to the ships Cabin.

**Resupply ship** - This action normally takes one week. If you are low on supplies you should resupply upon reaching shore and once again just before heading back to the ship.

#### *Carpenter:*

**Repair Rigging** - Performs minor repair on the rigging. This action does not eat up too much time.

**Repair Sails**- Performs minor repair on the Sails.

This action does not eat up too much time.

**Repair Hull** - Performs major repair on the Hull.

This action will take up to two weeks to perform.

**Replace Rigging** - Replaces Rigging totally. If your rigging is in bad shape, now is the time to make these changes.

**Replace Sails** - Replaces Sails totally. If your Sails are in bad shape, now is the time to make these changes.



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Insularū

Zipangri

Chamaho

Panuco- Ins. Tortucarū

Temistiran

Incatana

Ins. pdonum

OR

Catigara

Ins. infortu  
nate

Calensuan

Mare pacificum







# HISTORY of MAGELLAN

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*Early sixteenth century traders offer some oriental prince bronze cannons in return for spices*

Every school child knows the story of Christopher Columbus and his journey to the new world. But not everyone is aware that Columbus actually failed in his mission, which was to find a western route to the Indies. It wasn't until nearly 30 years later that the elusive route was finally found, the globe successfully circumnavigated, and human perception of the world forever changed. The man who accomplished this amazing feat was Ferdinand Magellan.

## Spices, More Valuable Than Gold

In this day and age when all kinds of spices are available in any supermarket, it's difficult to realize that once, in western Europe, they were worth more than silver and gold. The demand for precious spices from the Orient was a major factor in the great voyages of discovery.

Western Europe's craving for spices began with the Romans and increased during the middle ages when Crusaders, returning home from their travels in the East, brought the flavorful herbs and seeds with them. The diet of the Europeans at that time

was bland and monotonous. A touch of pepper or nutmeg could transform a dish. Cloves, cinnamon, ginger and cardamom could make baked goods and sweets fit for a king. What's more, in the days before refrigeration, salt and spices could be used to cure fresh meat so that it could be kept for many months. The same spices were also valued ingredients in perfumes, beverages, and medicines.

For centuries, the demand for spices in western Europe far exceeded the supply. This was partly because it was very difficult to transport the spices over the land and sea routes in use at that time. The many middlemen who handled the spices and took commissions along the way made the price, when the spices finally reached the European markets, astronomical. Pepper sold in a market in Italy might cost 500 times what the same pepper bought in its native India would cost. Because of the scarcity and high prices, the use of spices became a status symbol for aristocratic and wealthy Europeans. Spices were so valuable that they were used to buy land, pay doweries, or even to purchase the freedom of a city under siege.



## Control of the Trade Routes:

Land and sea trade routes to the East, from which spices and other goods came, were controlled by Mohammedan Arabs who would not permit Christian traders to travel them. Christian ships were not allowed to sail through the Red Sea and Christian caravans were forbidden from crossing the lands that lay between Europe and the East. Sultans and Emirs, rulers of the land through which trading caravans had to travel, demanded payment for every sack of goods that passed through their territories. Pirates and robbers regularly raided ships and caravans.

Europeans naturally wished to find a way to lower the prices of the spices they craved by eliminating the Arab middlemen and carrying the trade themselves. The Holy Wars, or Crusades, fought during the Middle Ages were in large part an effort to break through the Mohammedan barrier to the Red Sea and free the trade routes to the East. The attempt failed, leaving later generations to try a different approach. Rather than engaging in military confrontation over the existing trade routes, European governments of the 15th and 16th centuries decided to use the new technology available to them in the form of better ships and navigational instruments to find alternative, sea based routes to the East.

## The Vision of Prince Henry the Navigator

Portugal, which shared the Iberian Peninsula with Spain, was the driving force behind the early search for alternative routes to the East. Unlike

Spain, Portugal has a window on the unexplored Atlantic Ocean rather than on the well-traveled Mediterranean Sea. In addition, in the 15th century, it had a stable government untorn by the civil strife that occupied much of Spain's time and energy. Most important, it had a leader with the imagination to conceive a grandiose scheme of exploration and the power and passion to carry it through. This was Prince Henry the Navigator.



*Henry the Navigator*

Prince Henry was the third son of King John I and his English queen, Philippa. Though he never himself went to sea, he was fascinated by scientific navigation and exploration. At a time when nearly everyone believed that sailing down the coast of Africa was impossible, if not downright deadly, Prince Henry believed it could be done. What's more, he thought that sailing all the way around Africa was the best way to reach the Indies and open a European - preferably a Portuguese - dominated trade route.



Under the leadership of Prince Henry, the Portuguese became superior sailors, schooled in the most up-to-date navigational techniques. Starting in 1420, they mounted a series of expeditions aimed at finding a route to the Indies that gave them a decisive advantage over their Spanish neighbors and rivals. Successive Portuguese expeditions sailed farther and farther down the west coast of Africa. Prince Henry's fame grew and men were eager to sail on his ships from far and wide. When he died in 1460, the route to India was still not found, but there was no stopping what he had started. Portuguese sailors continued to extend the known horizon until finally, in 1488, Bartholomeu Dias reached the southern tip of Africa. Eventually Vasco Da Gama, who ironically was born in the same year that Prince Henry died, rounded Africa and sailed on to India just as the Prince had imagined that someday, someone would.

## **The World is Split in Two: The Treaty of Tordesillas**

The great rivals over sovereignty over the new lands which were so rapidly being discovered were Spain and Portugal. Though Portugal had made great strides, Spain had the foresight to back the voyage of the Italian Christopher Columbus, which in 1492 led to the discovery of the New World - then thought to be the Indies. This greatly alarmed the Portuguese. It seemed that this one bold voyage undermined all the labors of Prince Henry and his successors. Even more alarming, the Spanish promptly appealed to the Pope - then recognized by all Christian Europeans as having the right to allot ownership of unclaimed lands - to split

the world in two. The Pope, Alexander VI, did so, splitting the globe like an apple and declaring that all lands west of the Azores - belonged to Spain; all lands that lay to the east of the line were to be the property of Portugal.

The Portuguese government strenuously objected to this Spanish-instigated division and to avoid war, Spain agreed to a compromise. By the Treaty of Tordesillas, signed in 1494, the Pope's line was moved 270 leagues farther west. The result was to give Portugal control of Brazil. At the time the Spaniards, believing that the route to the Indies was westward and that Columbus had already gotten there, thought that they had gotten the better part of the bargain. Actually, the demarcation line left Portugal with the only real route to the Indies at that time - the route around Africa that Da Gama eventually followed. It would be more than twenty years before the treaty finally paid off for Spain when one of its expeditions led by Ferdinand Magellan, formerly of Portugal, at last succeeded in finding the elusive western passage.

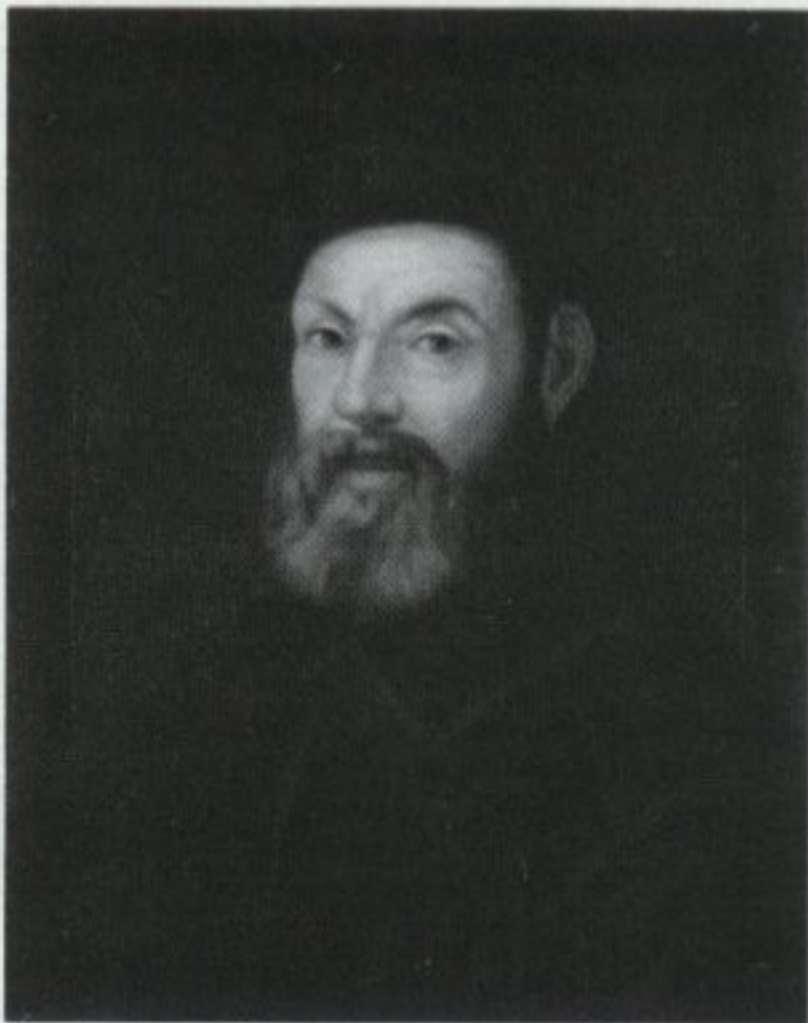
## **Magellan: Before the Great Voyage**

Little is known about the childhood of Ferdinand Magellan. He was born in a mountainous region of northern Portugal, a cold, inhospitable place, in around the year 1480. His family was part of the lesser nobility which made it possible for the young Magellan to leave his rugged place of birth and become a page in the court of King John II. It was in these royal surroundings that he completed his early education, no doubt learning much about courtly manners as well as courtly politics and intrigue.



## MAGELLAN: BEFORE THE GREAT VOYAGE

When Magellan was twenty-four, he began what was to be an eight-year career as a soldier with the Portuguese expeditionary forces in India and Africa. These years provided him with knowledge of the eastern trade routes and invaluable experience in navigation and military command. His courage was tested in the forge of battle and he was found to be brave and loyal. Though there is little mention of Magellan in the chronicles of the times, it is safe to say that much of the character of the taciturn, determined, yet humane, commander, who was soon to lead one of the world's greatest voyages of discovery, must have been formed during these early soldiering years.



*Sixteenth century portrait of Magellan*

The best documented voyage, in which Magellan took part during this period of his life, began in 1506 when a fleet, under the command of Vasco da Gama, sailed to the Malabar coast in southwest

India. Eight years earlier, when Da Gama first arrived in India he had been given a friendly welcome. However, on this trip he was accompanied by war ships and the Indian ruler of Calicut, a major port in the spice trade, quickly realized that the strangers from the west had come for conquest as well as for trade. He was right, for the Portuguese ships forcibly closed the port, keeping all of the Eastern trade ships in and bringing the spice trade to a standstill.

The stage was set for a confrontation which wasn't long in coming. The Sultan of Egypt, whose valuable transit dues had been cut off when the spice trade stopped, supplied the Indians with guns and a plan to destroy the Portuguese navy in a surprise attack. On March 16, 1506, the Indian forces arrayed in some two hundred boats moved against the eleven Portuguese ships. A fierce battle ensued. When it was over, the Portuguese, not the Indians, were victorious. This was the most serious challenge the Portuguese had yet experienced and their losses were heavy — eighty dead and two hundred wounded (a huge number for a battle at that time). But they won a victory which made them, for the time being, supreme in the Indian Ocean.

Among those wounded in the battle was Magellan. This was the first of several wounds he was to suffer during these years. He was sent to Africa, along with other wounded soldiers, to recover. Accounts of his life there are vague. However, it seems that during this time he became inspired with a craving for adventure and challenge. His brief home leave to Portugal was little more



## MAGELLAN: BEFORE THE GREAT VOYAGE

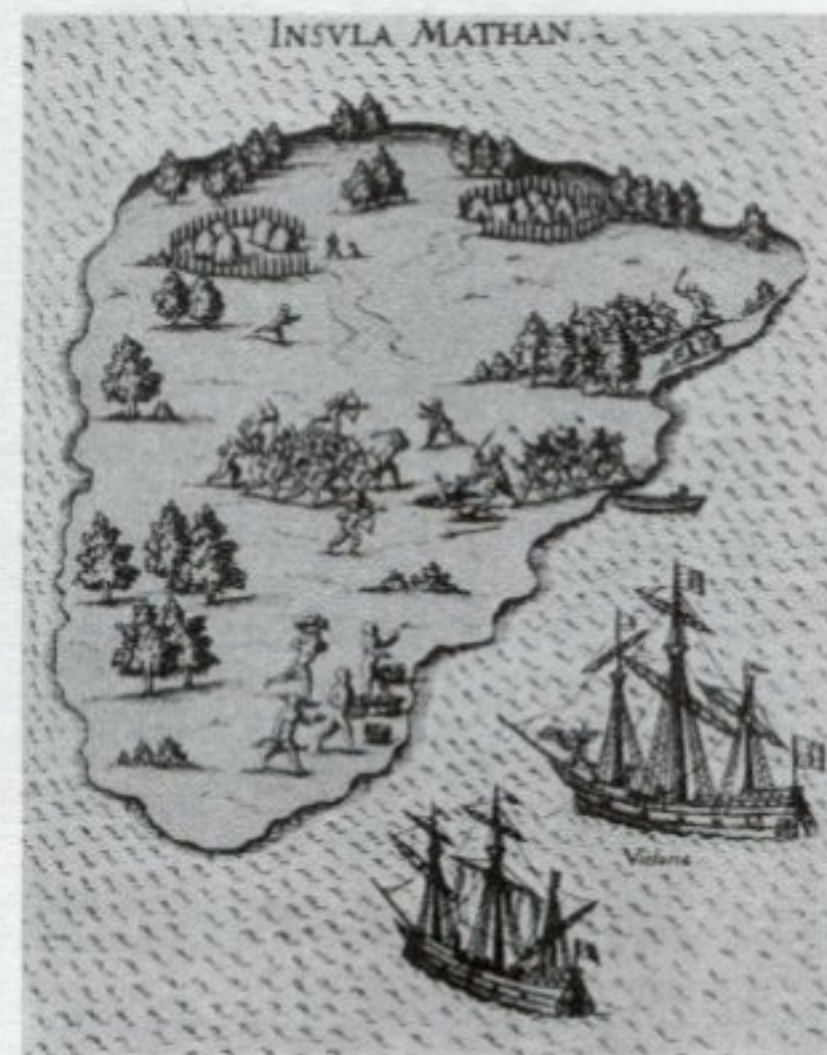
than a time of impatient waiting for the departure of the next fleet to India.

Magellan soon left Portugal to take part in what was to be the most crucial and heroic action of his life to date. He sailed with a fleet whose purpose was to gain control of the Strait of Malacca, the first step in securing the passage to the Spice Islands. On September 11, 1509, the small Portuguese armada dropped anchor in the port of Malacca which, thanks to its position, had become the major point of assembly for traders in the Eastern seas. Malacca, in fact, was the Gibraltar of the East and it was only natural that it became a great emporium for goods of all sorts: spices from the Moluccas; cloves and rubies from Ceylon; porcelain from China; and ivory from Siam.

The Portuguese knew that Malacca would be a priceless addition to their empire. However, the Sultan of Malacca, king of the Malays, thought otherwise. Word of the battle between the Portuguese and Indians at Calicut had spread throughout the Bay of Bengal and the Sultan knew that these foreigners who had sailed into his harbor did not come as peaceful traders. He was sure they would wait for the right moment and then forcibly take control of his land. To prevent this, the Sultan made a devious plan. He knew that he could not attack the Portuguese directly because of the huge cannons mounted on their warships. Also, the armor that the foreigners wore made them virtually indestructible. The only way to save his land, the Sultan decided, was to trick the Portuguese.

Putting his plan into action, the Sultan and his court welcomed the visitors and graciously invited

them to take part in the market and trade as they pleased. The Sultan promised to arrange to have enough pepper and other spices collected for the Portuguese to carry home with them. The captains of the Portuguese ships were invited to dine with the Sultan. They declined the offer because of warnings that something treacherous might be afoot. However, they gave their crews shore leave and when most of the men had left the ships, groups of Malays paddled out to the galleons in their catamarans, scurried up the ropes, and indulged in brisk barter with the crew members who had remained on board. Within a surprisingly short time, the cargo of spices that the Sultan had promised was ready to be loaded onto the galleons. The Sultan notified Sequeira, the commander of the armada, to have boats pick it up the next morning.



*Magellan's ship near the Ladrones (Thieve's Islands) where dozens of Malays prepare to greet them*



Excited that the cargo had been gathered so fast, Sequeira sent boats from four of the largest vessels to collect the goods. Three of the ships lay placidly at anchor. But Garcia de Sousa, the captain of the caravel (the fifth ship of the Portuguese fleet), was made suspicious by the inordinately large number of Malays boarding the four galleons. On a hunch, Sousa ordered “the trustiest of his men” to row over and warn Sequeira. This man was Ferdinand Magellan.

Magellan wasted no time in carrying out his mission, arriving at Sequiera’s ship and delivering his warning just as a column of smoke rose from the Sultan’s palace. This was the prearranged signal for a simultaneous assault on the Portuguese on land and at sea. The sailor at the masthead of the flagship uttered a shout of alarm. Sequeira sprang to his feet and struck down the Malays before they had a chance to fight back. He gave orders to slip the cables and bore down on the Malay catamarans, guns thundering. Thanks to the watchfulness of Sousa and the promptness of Magellan, the Sultan’s attempt to seize the fleet had failed.

The men on shore were not so fortunate. Most of them were mercilessly cut down when the signal for attack was given; some were taken prisoners; only a few made their way to the strand. Even so, it was too late, for the Malays had seized their boats, making return to the ships impossible. However, once again Magellan came to the rescue. After the attack on the ships had been foiled, he and another soldier rowed to shore to see if they could rescue any of their comrades. They found one man, Francisco Serrao, wounded and surrounded by

Malays. Risking their lives, they managed to save him. By this act, Magellan won himself a blood brother, a man whose friendship and trust were to be decisive in his later career. For it was the letters that Magellan received from Serrao, who chose to live the rest of his days in the Spice Islands, that aroused his curiosity and led to the great adventure of his lifetime — the search for an alternate route to those islands.

Magellan returned to Portugal in 1512, a veteran of many battles at sea and on land holding the rank of captain. He had been injured by a lance wound in the knee while fighting against the Moors in North Africa and was to remain lame for the rest of his life. Seeking to increase his rank and pension, Magellan asked for and was granted an audience with King Manuel. The king listened to Magellan’s plea, but long before that he had been listening to malicious rumors, circulated by senior officers with whom Magellan had dared to disagree, accusing the courageous veteran of trading with the enemy. Remembering those rumors, the king denied Magellan’s request. Taken aback and deeply hurt by his monarch’s indifference to his years of service, Magellan nonetheless stood his ground and asked the king if he could not then offer him some worthy post in the royal service. Ships set sail to the Indies, Africa, and Brazil every month. Nothing would seem more reasonable than to give command of one of these ships to a veteran seaman who knew the eastern sailing routes as well as any man alive. But the King was unmoved. Once again he denied Magellan’s request.



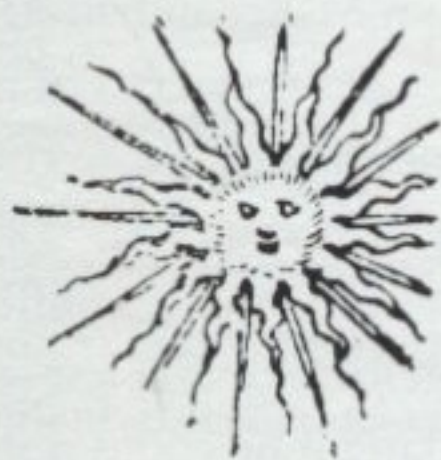
## Magellan's Decision to Leave Portugal For Spain

Magellan felt bitter and humiliated. For his entire life he had served his king loyally, making the perilous voyage around the Cape of Good Hope four times, twice from the west and twice from the east, again and again risking his life in battle. He had been seriously wounded, maimed for life. And this was his reward!

It was a grave injustice, but Magellan, at the age of thirty-five, was not ready to give up. He remained in Portugal for a year, brooding on the behavior of the king and gradually forming a plan. During this time, he studied charts and log books from the latest expeditions to Brazil. He also met Ruy Faleiro, an astrologer and mathematician who had a great reputation as a cartographer, or mapmaker, even though he had never left Portugal or even set foot on a ship.



*Use of an astrolabe for navigational readings*



The two men quickly became friends and Magellan told Faleiro what he had learned from his friend, Francisco Serrao, about the Spice Islands. He also told Faleiro that he thought the islands could be reached by following a new, western route. After some study and calculations, Faleiro agreed with Magellan that there must indeed be a passage around the New World. Finding such a passage and a new route to the Spice Islands would guarantee wealth and fame both for the discoverer and for the monarch who backed him in his venture.

Obviously, Magellan could not turn to the Portuguese king for support. Nor could he approach any wealthy Portuguese businessmen to make him a captain of a fleet. No one would give a man who was out of favor with the royal court such a position. Magellan's only hope for realizing his dream was to turn to Spain. Faleiro had calculated that the Spice Islands belonged to Spain anyway, according to the Pope's division of the world. Nonetheless, Magellan's decision to leave Portugal for Spain was not an easy one, for in so doing he would lose his knightly honor, his own king would despise him, and his countrymen would call him a traitor for centuries to come.

## The Realization of a Dream:

Magellan's desire to realize his dream outweighed all other considerations and in the autumn of 1517, he set off for Spain, leaving his friend Ruy Faleiro, who was to join him later, behind. On October 20, 1517 Magellan reached the thriving trade city of Seville. He sought an audience with Charles V, only to find that the king



had left the city and would not hold court again until November. This was just as well since it allowed Magellan time to get acquainted with prominent local Spaniards and garner introductions, recommendations, and advice.

Diego Barbosa was one of the first people Magellan sought out. Like Magellan, Barbosa was a native of Portugal who had renounced his Portuguese nationality and moved to Spain. He was well liked and for fourteen years had held the important position of chief administrator of the Seville arsenal, as well as being a knight of the Order of Santiago. Magellan, Barbosa, and Barbosa's son quickly became friends. The elder Barbosa hospitably invited Magellan to stay in his house. While there, Magellan met and courted Barbosa's daughter, Beatriz. The speedy marriage of Magellan to the chief administrator's daughter was, aside from any romance that may have been involved, a shrewd move. It gave him an alliance with powerful and influential people and put him on a sure footing in Seville. He could now go ahead with his plan.

Doors that had been closed to Magellan before his marriage opened. Finally, he was granted an audience with Charles V. It was now that he wrote to Faleiro, telling him of his successes and asking that he come to Seville right away.

Magellan, Faleiro, and a Spanish businessman named Aranda, who was Magellan's principal financial backer at the time, were allowed to present their proposal to the King's Privy Council. Magellan explained their plan to journey to the Spice Islands by traveling west rather than east, and

told how they would accomplish the task. Faleiro used a large globe to demonstrate the calculations he had made to prove that the journey was possible. The Privy Council was impressed and Magellan and Faleiro were told to prepare a written statement of their proposals and requests for the king. At last things seemed to finally be going Magellan's way.

After the meeting with the Privy Council, Magellan had another piece of good fortune. Christopher de Haro, a wealthy businessman, told Magellan that should the Spanish court choose not to provide him the necessary funds for the journey, he, De Haro, would in conjunction with his business associates, equip the required fleet. Christopher de Haro, like Magellan, had been embittered by the King of Portugal; anything he could do to annoy that monarch was to his liking.

Magellan now had a guarantee of funds for the expedition. What he wanted, thought he did not need it, was the honor of flying the Spanish flag. Upon approaching the Privy Council a second time with the news of his potential financial backing, Magellan offered the Crown one-fifth of the profits of the voyage for no investment other than the privilege of flying the Spanish flag.

This new proposal was so impressive that the Council decided that rather than share the profits with anyone else, the court should finance the entire voyage. They reasoned that if so shrewd a businessman as Christopher de Haro was willing to take the risk and invest, Magellan's scheme must be sound. It would be better, they thought, to pay for the voyage out of the royal treasury and take the bulk of the profits rather than only one-fifth.



On March 22, 1518, King Charles V of Spain signed a binding agreement with Magellan and Faleiro for the financing of the journey. Under the agreement, the two partners would receive one-twentieth of the profits from the voyage. In addition, they and their heirs would govern all the lands that they discovered.

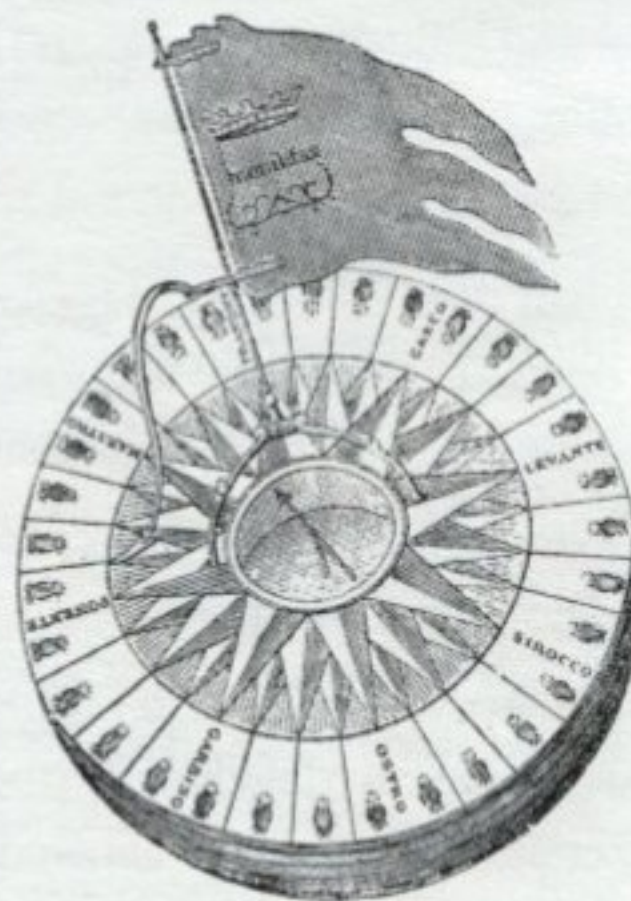
## Preparation for the Journey

With a favorable deal at last made, it was time for Magellan to begin preparations for the voyage. Much work needed to be done before the five ships which he planned to take would be ready to set sail. Repairs had to be made so that they would be able to withstand the long journey. A crew had to be selected. Food to feed 256 men for two years had to be bought. Ammunition, so that the ships could protect themselves, would be needed. And barter goods to trade for precious metals and spices in the lands Magellan hoped to visit had to be selected and stored on board.

Finding a crew to make the journey was not easy. Since Magellan was unwilling to reveal the purpose of the journey — saying only that prospective crewmen should be willing to sign on for two years — the men he managed to assemble were not the cream of the crop. They were of all nationalities and races including Spaniards, Blacks, Basques, Portuguese, Hollanders, Englishmen, and Italians. And, they were the sort of men who were willing to do anything for money, as long as they were paid in advance. With his experience of soldiering, Magellan wasn't worried about his ability to handle this rough-and-tumble crew. He was less easy, however, about the four Spanish captains that King

Charles V placed in command of the other ships. Would they be willing to take orders from a Portuguese commander? Magellan had doubts, but was not in a position to challenge the King.

The amount of food bought to feed the crew of Magellan's five ships was enormous: 200 tons of biscuits, 5700 pounds of pickled pork, 200 barrels of anchovies, 984 cheeses, 250 strings of garlic, and 100 onions. Various items pleasing to the taste were also stocked, including: 5402 pounds of honey, 1800 pounds of Malaga raisins, almonds in the shell, and an abundance of sugar, vinegar, and mustard. At the last moment seven cows were brought on board. Though these animals were not destined to live long, for a time the crew would get fresh milk from them and later fresh meat. To keep his men in good humor, Magellan bought enough wine of the best quality to offer every man a glass with lunch and dinner each day.



*Magellan's compass, from a drawing by Pigafetta*



Supplies needed to keep the ships in good repair and running smoothly were also stocked. These included sails, ropes, iron, and paint. The fleet carried no less than forty loads of timber, so that damages to the masts, hulls, and other ship parts could be promptly repaired. Tons of pitch, tar, beeswax and oakum, all used to keep the seams watertight were also carried. There was ample supply of tools, including pincers, saws, awls, shovels, spades, hammers, nails, and pickaxes, plus thousands of fish-hooks, and dozens of harpoons and nets for catching fish.

To provide light during the dark hours there were 89 lanterns and many hundreds of candles plus grease to make more. There were also various articles needed for navigation: mariner's compasses, hourglasses, astrolabes, quadrants, and planispheres, and fifteen blank account-books for keeping records.

On a somewhat somber, if realistic, note, articles of punishment such as handcuffs and leg irons were included. It would be naive to think, after all, that on such a long journey with such a rough and ready crew there would be no need for discipline. On a lighter note, amusement would be furnished by five drums and twenty tambourines. Flutes, violins, and bagpipes were probably taken along, too.

Magellan bought copious numbers of articles for barter, including: 900 small and 100 large mirrors to trade with natives who had seldom seen their own reflections, and no less than 20,000 bells. Also: 400 dozen cheap knives, 50 dozen pairs of scissors, and a large quantity of colored kerchiefs, red caps, brass bracelets, paste jewels, and brightly

tinted glassware. Some Turkish robes were taken as fine garments to be offered to big chiefs, together with a stock of satin and wool cloth.

Since the fleet might encounter hostile forces, the ships were armed to the hilt. Fifty-eight culverins (long cannons), seven faconets (small cannons), and three large bombards (used to hurl large stones) were ready at the gun ports. Deep in the hold were stored abundant quantities of iron and stone shot, with many tons of lead to be used in casting more. A thousand lances, 200 shields, and over 150 helmets and breastplates were bought. Magellan himself had two suits of armor made. The armor would impress any natives they might encounter, making them think its wearers were strange, invulnerable creatures. Though Magellan hoped to avoid fighting, his expedition was as well equipped militarily as that of Hernando Cortez who, in the same summer of 1519, was marching across Mexico to conquer the mighty Aztec empire.

## Troubles with Portugal

It took nearly eighteen months for Magellan to equip his ships. During this time, the Portuguese king heard of what Magellan was up to and ordered his ambassador to Spain to persuade Magellan to stop his foolishness and return home. Needless to say the ambassador's attempts to dissuade Magellan failed. Frustrated and fearing the loss of what he regarded as Portugal's realm in the Indies, King Manuel sent a spy named Sebastian Alvarez to Spain with orders to sabotage the voyage. Alvarez tried various things. He attempted to turn the people of Spain against Magellan in order to put an end to Magellan's journey, or better yet, his life. He struck



up a friendship with the Spanish captains, reminding them that they, proud Spanish dons, were to be at the beck and call of a Portuguese adventurer. But no matter what Alvarez did, Magellan managed to combat it with a calm, cool demeanor. However, just before the fleet departed, Alvarez was able to deliver a telling blow.

He went to see Magellan at his house. Magellan was busy packing for the voyage. Once again Alvarez warned him of the dangers of the trip and said that he should return to Portugal and live out his life peacefully. He said that Magellan owed his allegiance to Portugal, not Spain and that the crew he had assembled was untrustworthy. Finally, seeing that Magellan was unmoved, Alvarez played his trump card. He planted a seed of doubt in Magellan's mind about the loyalty of his captains.

Alvarez told Magellan that the King of Spain did not trust him and had sent the four Spanish captains along to keep a close eye on him and take command of the fleet if necessary. Though Alvarez's words did not stop Magellan, they did have an effect. Magellan, already a tight lipped man kept his own council and became more secretive than ever. From then on he was completely unwilling to divulge information and share decision-making with his captains. His doubts about their loyalty, and the way he chose to behave in response, had a profound effect on the course of the voyage.

Magellan needed a few men on board whom he could trust. He brought several Portuguese friends and relatives including Duarte Barbosa, his new brother-in-law, who was also a fine navigator,

Alvaro de Mesquita, a close relative, and Estevao, the best pilot in Portugal. One of the Spanish captains was the son of his friend Francisco Serrao and so presumably trustworthy. Two other men who were to play a crucial part in the journey were Magellan's Malay slave, Enrique, who would prove invaluable as a translator when the fleet reached Malay-speaking regions, and Antonio Pigafetta, a young Italian noble and gentleman-adventurer. Pigafetta had heard of the mysterious expedition about to set sail for unknown regions and decided to go along for the ride. The young Italian was personable, curious, had a talent for languages and an enormous admiration for and loyalty to Magellan. It was Pigafetta who kept a detailed journal documenting the entire voyage and bringing written proof of the magnificent adventure to the world.



*Magellan's ship, the Victoria*

## The Fleet Sets Sail

On August 10, 1519, a year and five months after Magellan and Faleiro had signed the contract with



King Charles, the five ships set sail from the port of Seville. Faleiro, having been persuaded not to join the expedition due to his lack of seamanship, was not on board. The ships dropped anchor at nearby San Lucar where the last overhaul and stocking of food supplies would take place.

The largest of the five ships was the San Antonio, weighing 120 tons. For some reason, Magellan put one of the Spanish captains, Juan de Cartagena, in command of this ship, choosing for himself as his flagship the Trinidad, though she weighed ten tons less. Next in size was the Conception, at 90 tons, under the command of Gaspar Quesada. The Victoria commanded by Louis Mendoza, weighing 85 tons was next. Finally, came the Santiago, at 75 tons, under the command of Joao Serrao. The smaller ships, being more mobile, were to be used mainly for reconnaissance and for plumbing the depths of unknown waters.

The fleet set sail from San Lucar on September 20th, 1519. From this point on, all of the information we have pertaining to the voyage is from the journal of Antonio Pigafetta.

After a week at sea the fleet anchored at Tenerife, to take on fresh water and supplies. This was to be the only port along the way that was owned by Spain. It was the crew's last chance to speak their native tongue to others than those aboard ship. It was also the place where Magellan received a secret note from Diego Barbosa, his father-in-law. The note brought news of a rumored pact between Magellan's four captains to mutiny during the voyage. The head of the conspiracy was Juan de

Cartegena. The note did not surprise Magellan, rather it confirmed what Sebastian Alvarez, the Portuguese spy, had told him before he left Seville.

Magellan must have been uneasy, yet he could not waste time worrying about Barbosa's warning. The fleet was leaving Tenerife and he had more important matters to think about. The hardest task for the commander of a fleet such as the one Magellan had assembled was to keep five ships of varying size and weight together throughout the journey. If one were to stray too far from the others, it would be lost. Magellan had devised a special system to enable the ships in his fleet to keep in contact. On the open sea the standing orders were to follow in the wake of the Trinidad, Magellan's flagship. Even if the fleet were to encounter a severe storm, the ships would still be able to see each other. At night a wooden torch was lit on the Trinidad so that the other ships could keep her in view. Two torches would be lit as a signal to the other ships to sail slower and tack if the wind became unfavorable. Three torches meant that a storm was imminent and that the ships were to shorten sail, four torches meant that all sails were to be lowered. A flickering light on the flagship or gunshots were warnings to navigate cautiously, since shoals and sandbars were near at hand. Each signal had to be answered in the same fashion to assure that all ships knew the situation. Furthermore, each evening the other ships had to pull close to the flagship and hail the admiral with a formally-worded greeting in order to receive the orders for that night's watch. These daily duties established beyond any doubt who was the leader



of the voyage. The flagship led, the others followed — Magellan set the course and the other captains had to adopt it without question.

It was precisely this control over the situation that made resentment of Magellan begin to simmer among the captains of the other ships. The Spanish captains did not like taking orders from a Portuguese admiral. They didn't like not being asked their opinion about how and where to sail. Most of all, they didn't like the fact that Magellan refused to tell them where they were going.

In spite of these feelings, things went relatively smoothly at first with Magellan keeping the ships on course and the captains going about their duties. Then one day Magellan inexplicably changed course, heading west, away from the coast of Africa. This was in keeping with Magellan's plan which he had kept secret, but the act was taken as a navigational blunder by the captains, especially Juan de Cartagena. When Cartagena asked the admiral about this change of course, Magellan's reply was that no one was entitled to demand explanations; all they had to do was follow him as directed.

Since everyone had assumed that the voyage was to head down the coast of Africa, this sudden change of course left the men doubtful about Magellan's navigational capabilities. In addition, because of Magellan's change of course, the fleet had headed into unfavorable weather. Juan de Cartagena became increasingly rebellious and doubtful about Magellan's capabilities. One evening as the ships were pulling alongside the Trinidad, Juan de Cartagena, did not come on deck to greet the admiral. Instead, he sent his quarter-

master, who gave only an abbreviated greeting. Magellan could not allow this insubordinate action to stand. If he did, how long would it be before a cabin boy would be sent to receive the orders? He needed to prove that he was in command and that his captains could not get away with such defiant actions.



*Woodcut showing sailors of about the time of Magellan in a storm*

Magellan summoned all his captains to a meeting aboard the Trinidad. All of them thought that Magellan was finally ready to consult with them and ask their advice, but actually Magellan was planning to wait for another insubordinate act by Cartagena at which time he would arrest him. It didn't take long for the rebellious captain to speak out against his commander. Magellan promptly had him arrested and appointed another Spanish officer, Antonio de Coca, to command the San Antonio. The other captains were stunned, but they did not protest, for they knew now what their fate would be if they did.



After the incident on the Trinidad, the fleet sailed on untroubled. All of the ships made sure that they came alongside each night, hailed the admiral properly, received their orders and followed them out exactly.

On November 29th, a lookout spotted land and eleven weeks later on December 13th, Magellan's fleet arrived at Rio de Janeiro, on the coast of what is now Brazil. To the weary crew the beautiful bay was a welcome sight, but the land was the proclaimed property of Portugal. However, knowing that Portugal had not yet occupied the territory, Magellan thought it safe to land and replenish his food and water supplies. When the fleet anchored and the crew came ashore, the natives emerged from their huts to welcome strange-looking, armor-clad visitors. Before long, Magellan's men were bartering for fruit, poultry, vegetables, and women. For a small fish hook one could receive five or six fowl, for a comb - a couple of geese; for a mirror - ten colorful parrots, for a pair of scissors - fish to feed a dozen men. For one bell (of which the fleet had 20,000), a huge barrel of potatoes could be bought. For a knife or a hatchet, a crewman could procure one or two native girls for life.

Magellan had no objection to reasonable amusements, but he kept his men under strict discipline. He had given the King of Spain his word that he would not do anything to provoke the Portuguese and allow them to complain about the Spanish intruding on their land.

The decent behavior of Magellan and his men served them well. Since they did no wrong to the

natives, they had nothing to fear from them. When the time came for the fleet to move on, Magellan was pleased that even if he had not conquered the land, he had converted a few more native souls to his religious faith, a major goal of all Christian explorers of the time.

Reluctantly, the sailors left the paradise of Rio de Janeiro. It would have been pleasant to stay, but time was of the essence if the fleet was to reach the passage Magellan sought before the winter. The ships kept close to the coast, searching every inlet and bay along the way for the elusive strait. The calculations Faleiro had made indicated that they were getting close. On January 10th, 1520, the fleet reached the place where Magellan thought the strait should lie. However, his calculations had brought him, not to the strait, but to the mouth of the Rio de la Plata, one of the largest rivers in the world. The river was so large that it seemed to the Europeans that it must be the strait. Magellan sent two of the smaller ships to explore. After two weeks, the ships returned with the disappointing news that the body of water that had looked so promising was, in fact, only a river.

Magellan's and Faleiro's calculations had been wrong. Did that mean that the voyage was over and that Magellan should order his men to turn around and head for home in defeat? Some might have followed such a course, but not Magellan. He was determined to continue the search. That meant that the fleet would have to journey further south. Since they were already below the equator, they would be approaching the south pole in February. The storms and seas would be night-



marsh. Unless the fleet could find the strait soon, they would have to return to warmer climes or wait the winter out in the barren land of the southern latitudes.

Gone was the welcoming landscape of Brazil, with its fruit trees, waving palms, and friendly natives. Now the fleet saw nothing but barren landscapes, occupied by penguins. Occasionally they sighted large savages who fled at the sight of strangers, leaving no trace of where they had gone.



*Large Patagonia natives (as Pigafetta described in his journal of Magellan's voyage) greet Captain Cook on a voyage to the Pacific.*

The voyage became slower and more laborious, but Magellan pressed stubbornly southward, hugging the coast, searching every bay for the passage. As the fleet ventured south, the seas and the weather became steadily more and more horrific.

Snow and hail whitened the sails while the grey

waves towered dangerously high. Two months were spent in traversing the thousand miles of coast between the estuary of Rio de La Plata and the bay at Port San Julian. There were hurricanes almost daily. They shattered the masts and carried away the sails. And still the passage did not appear.

Conditions aboard the five ships became increasingly uncomfortable for the crew. Many were restless and ill at ease, for Magellan still had not told them the purpose of the voyage. All the men knew was that they were cold, wet, and miserable. Rumors of mutiny were beginning to spread. From day to day the weather grew harsher. The ships could advance only with great difficulty. Two months had been spent travelling no more than fourteen parallels southward. Then, on March 31st, 1520, another inlet appeared. Could this be the passage at last? Magellan explored, and again he was disappointed. The body of water was only a bay. However, it was sheltered and the water seemed well stocked with fish, so he gave orders to anchor. Then, to the astonishment of the crew, and without consulting his captains, Magellan gave orders to winter in this port.

## Wintering in Port San Julian

On the first day in port, Magellan, worried about dwindling food supplies, gave orders to cut the daily ration of bread and wine. Needless to say, these orders did not sit well with a crew and officers who already had doubts about the capabilities of their commander. Magellan's captains felt that they were treated like errand boys, forced to carry out the admiral's orders without ever being consulted, even though they were qualified as officers



appointed by the King of Spain himself. And where had it gotten them? They were stranded in a frozen wasteland for the winter, with no sign of glory in sight. By this time Magellan had lost all support from at least three of the captains. To try to make amends, he invited them to attend Easter mass with him and to join him for dinner afterward.

The only captain to show up was his cousin, Alvaro de Mesquita, whom Magellan had, on his own authority, made captain of the San Antonio after dismissing de Coca as untrustworthy. The other captains did not even send a reply to the invitation. Their action was an ominous warning to Magellan that the three of them stood together and that Magellan was dangerously alone.

## Mutiny

After dinner, Magellan bid goodnight to Mesquita, not suspecting what lay in store for him later that night. It began at midnight when a rowboat drew up alongside the San Antonio, the largest and best armed ship in the fleet. Juan de Cartagena, Gaspar Quesada, and Antonio de Coca were in the boat. The plan of the mutineers — for that is what they now were — was to take over the San Antonio and thus wrest control of the fleet from Magellan. With the San Antonio in their hands, they would have three ships to Magellan's two - his flagship and the Santiago which was under command of his only ally, Serro.

Stealthily, the mutineers came alongside the San Antonio and with about thirty men quickly boarded her. Since both Cartagena and Coca had once

commanded this ship, they knew exactly where the captain's quarters were to be found. Before Mesquita knew what had hit him, he was bound in chains and thrown into the purser's quarters. By then, some of the crew of the San Antonio were beginning to stir. One of them, Maestre Juan de Lorriaga, realizing that treachery was afoot, bluntly asked Quesada what he thought he was doing. Quesada answered by stabbing him six times with a dagger. Then to stifle support for Magellan, the remaining Portuguese members of the crew were put into irons. To win over the rest of the crew, Quesada had the store room opened and told the men to help themselves to as much of the food and wine as they pleased.

By morning, the mutinous captains had returned to their ships to await Magellan's discovery that he was no longer in command. This happened when he sent a boat to the San Antonio for morning supplies. The crew on board announced that they no longer took orders from Magellan, and the supply boat was turned away.

Magellan quickly reviewed the situation. Before he could do anything, he had to know how many ships were on his side. He sent a rowboat to inspect. To his dismay, the boat returned with the news that the San Antonio, the Conception, and the Victoria, were all in the hands of the rebels. Only the Santiago remained loyal. Things looked grim. The Santiago was not a fighting ship so in any battle that ensued it would essentially be three against one. Magellan wasn't about to give up, however. After analyzing the situation, he decided that if he were to strike back like lightning, he



could regain the upper hand.

The Mutineers never guessed that Magellan would try to re-take one of the ships. However, that was exactly what he planned to do. His first step was to seize the San Antonio's rowboat, which had been used to deliver the mutineers' demands. Next he sent this rowboat to the Victoria, the ship he sought to regain. Aboard the rowboat were his trustworthy master at arms Gonzalo Gomez de Espinosa and five other men. They carried a letter from Magellan to the Victoria's commander, Louis Mendoza.

The mutineers aboard the Victoria saw no cause for alarm. How could six men attack a ship manned by sixty? They did not know that the men in the rowboat carried concealed weapons and were prepared to carry out a bold course of action. Espinosa climbed on board and handed Mendoza the letter summoning him to the flagship.

After reading the message, Mendoza laughed. Why would he, a mutineer, want to go see Magellan? If he set foot on the Trinidad, he'd be put in irons. At that, Espinosa swiftly grabbed Mendoza, thrust a dagger into his throat, and killed him.

At this precise moment, fifteen more men climbed on board the Victoria. They had been sent in a second boat under the command of Duarte Barbosa. It took only a few minutes to regain control of the startled crew. They could do nothing but throw down their arms and join the forces of Magellan once more. Anchor was weighed and the Victoria took up position next to

the Trinidad facing the San Antonio and the Conception and guarding the mouth of the harbor to prevent escape by sea.

Now the remaining mutineers had only three choices: to escape by land, to fight, or to surrender. None of them had the stomach for a fight they were likely to lose and the land was far too desolate for successful escape. Therefore, they surrendered and were put in irons.

To maintain his authority and leadership Magellan had to inflict stiff punishment, yet he could not afford to punish all of the mutineers. If he did, he would not have enough crew left to continue the voyage. Magellan decided to punish only Gaspar Quesada, the man who had stabbed Juan de Lorriaga, aboard the San Antonio. He ordered that Quesada have a formal trial. Court opened with Alvaro de Mesquita, the captain whom Quesada had put in irons, as chairman of the court. The charges were mutiny and attempted murder. Not surprisingly, Quesada was found guilty and condemned by Magellan to death.

Quesada's servant agreed to cut off his master's head provided that he would be pardoned from any mutiny charges. With one blow he struck off the head and saved his own life. In accordance with the practice of the day, Quesada's body was quartered, as Mendoza's (the captain killed on the Victoria by Magellan's men) had already been, and the quarters were spitted on poles.

Two other mutineers remained to be sentenced — Juan de Cartagena, the real leader of the plot, and a priest who had tried to forment a second



mutiny. However, Magellan had no desire to put to death two more men, especially when one of them was a priest. He decided instead that when the fleet sailed, the two men would remain behind, marooned. It would be left to God to determine their fate.

## The Voyage Continues

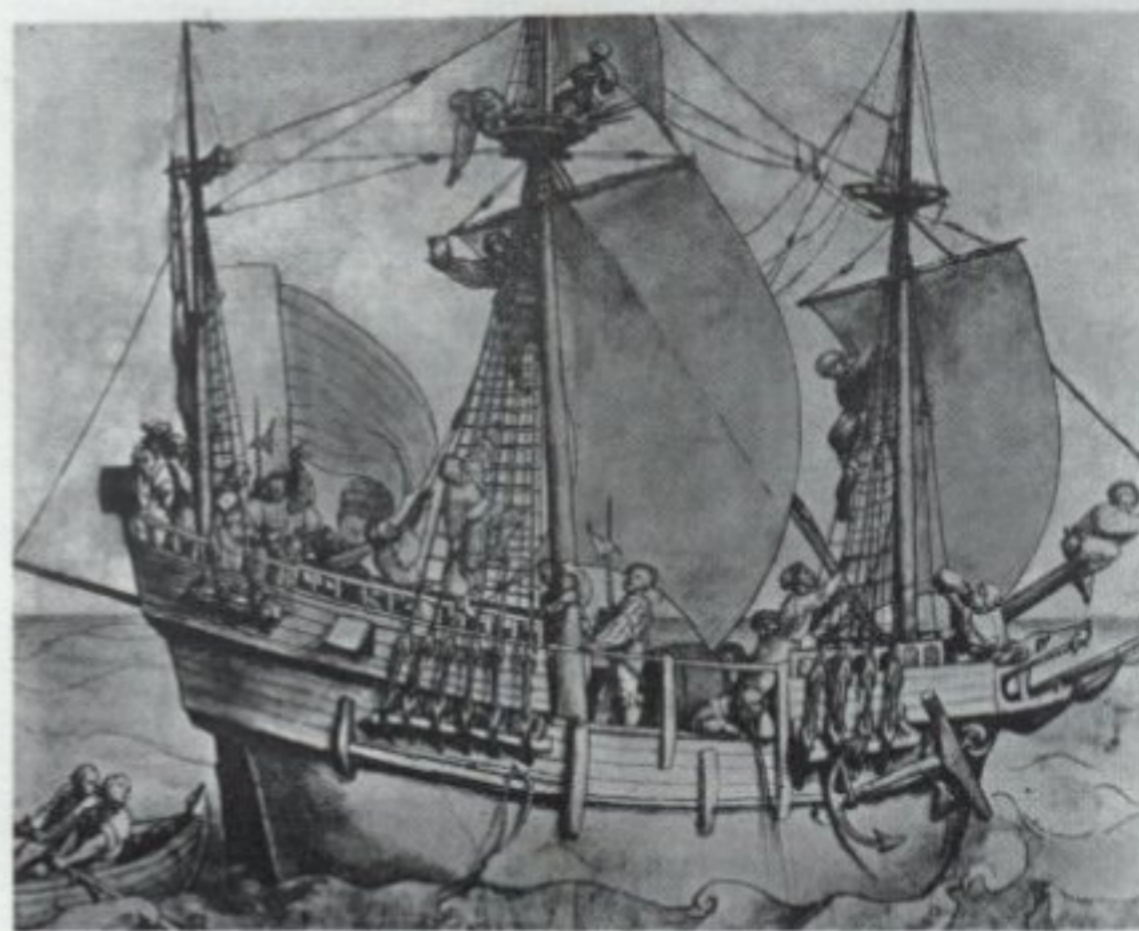
After more than four months in port, Magellan and the rest of his crew became anxious to continue the voyage. However, they had not seen the end of the winter storms. Magellan had the *Santiago*, under the command of Serrao, weigh anchor and scout ahead south. Serrao was to be gone for only a specified number of days. When the date of his planned return passed with no ship in sight Magellan was worried. What could have happened to the ship and his one loyal captain? Finally, two men were sighted on a distant hill. At first, the crew thought these men must be natives returning home after the winter. But it turned out they were men from the *Santiago*.

The men told Magellan that the *Santiago* had gotten as far as a river which Serrao named Rio de Santa Cruz. It was conveniently situated, and there were abundant supplies of fish. When Serrao was about to continue the reconnaissance, a squall from the east drove the ship ashore. Fortunately only one life was lost, that of the captain's slave. The rest of the crew — thirty-seven in all — got safely to shore. They were waiting at the mouth of the Rio de Santa Cruz for the fleet to rescue them.

Magellan sent a ship to their aid and the shipwrecked men were brought back. Unfortunately,

the *Santiago* had been completely destroyed. It was now that Magellan finally decided to leave Port San Julian. On August 24, 1520, he gave a last look at the unlucky place where he had wintered, and at the two men he was leaving marooned there.

After sailing for only two days, the fleet reached the Rio de Santa Cruz, and took to port again. The weather was too bad to continue. The fleet spent another two months in port waiting for the weather to improve. Magellan finally admitted to his captains that he had doubts about the existence of the passage he sought. He had even given thought to setting sail for the Spice Islands by way of the existing route around Africa. What Magellan did not know then was that only two days south from the Rio de la Santa Cruz and only four days south from the port where the fleet had spent the winter, lay the strait.



*This 1532 drawing by Holbein shows a ship thought to be similar to those of Magellan's fleet.*



On October 18, 1520, Magellan gave orders to set sail once again. The following two days were difficult. The weather continued to slow the progress of the ships. However, on October 21, 1520, they sighted a cape. Magellan, once again hopeful that the strait had been found sent the San Antonio and the Conception ahead to scout the inlet. They were to be gone for a period of no more than five days. The fleet could not afford to wait any longer than that because supplies were running low.

On the fifth day, the two ships returned. Much to the surprise of Magellan, the men in the returning ships were shouting and shooting rounds from the ships' cannons. Magellan asked Serrao, now captain of the Conception, what he had found. Serrao told him that the two ships had sailed for three days and that while they had not reached the other side, the water was continually getting deeper and had never turned fresh as it would in a river. It was quite possible that they had at last found the passage.

The spirits of everyone in the fleet were raised. But they still needed to find the correct route to the sea. The passage was a complex one with tributaries branching off in many directions. Each waterway had to be checked. Magellan sent two boats to sail one way and two the other. They would meet again at an appointed time.

It was the Victoria that finally returned with a jubilant crew. They had been to the end of the passage. They had seen the other sea!

Eager though he was to press on, Magellan had

to wait for the return of the Conception and the San Antonio, before he could continue. After three days, the Conception returned without the San Antonio. While the ships were exploring, the San Antonio had chosen to slip away under cover of night. With this new turn of events, Magellan was again faced with a hard decision, for the San Antonio was the largest ship and was carrying the most supplies. The other three ships had supplies that would last for only two more months. Should he turn around and go back or continue westward on his journey?

If Magellan were to return to Spain, his name would be cleared by the men who stayed with the flagship, rather than sullied by the mutineers on the San Antonio. His journey would be deemed a success since he had, indeed, found the passage, and his honor would be preserved. However, if he continued, he would be the first to circumnavigate the globe. According to his calculations the fleet had enough provisions to last until it reached the Spice Islands. With all this in mind, Magellan made his decision. He gave the order to sail on.

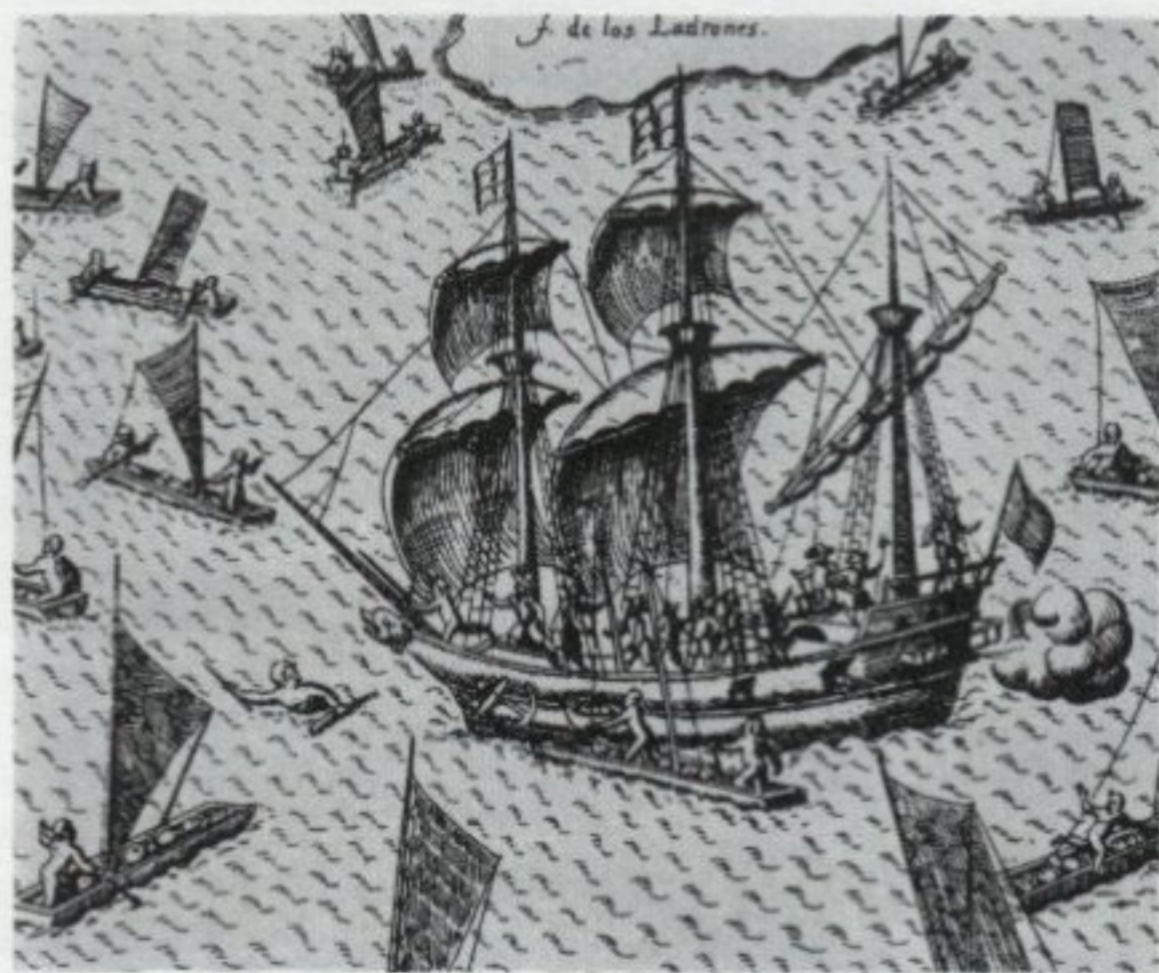
## Epilogue

During the next eighty days only two islands were sighted and they were uninhabited. Magellan's calculations were once again incorrect. He thought that the fleet would be able to cross the Pacific in two weeks. Instead it took almost three months. The suffering of the crew was nearly unbearable. The biscuits they were forced to eat were ridden with worms. Rats had gotten into the food supply and spoiled much of it with their urine. As food supplies dwindled, rats and mice were



caught and hungrily devoured. The crew was also reduced to eating strips of leather that had been soaked in the sea and then boiled. Many of the crew suffered from scurvy caused by lack of fresh fruits and vegetables. Their gums were rotting away and they were incapable of chewing what food they had. Nineteen had died from the disease, and another twenty-five were seriously ill.

On May 6th, the fleet finally reached an inhabited island, probably Guam, where they were able to obtain provisions. On the Sixteenth of May, the fleet arrived in the Philippines. There, Magellan and forty of his men were killed while taking part in a battle between warring groups of natives.



*This 1603 engraving shows Magellan being killed by natives on the Island of Mactan.*

The rest of the fleet, with the aid of native pilots, sailed to Borneo and from there to the Spice Islands, which they reached in November, 1520.

The Portuguese, who were already engaged in trading there, did not hesitate to attack the two Spanish ships that remained from Magellan's fleet, the Conception having been abandoned in the Philippines.

In spite of everything, the crew was able to obtain a cargo of cloves. They then set off on the journey home. The Trinidad headed east, trying to recross the Pacific. However, head winds forced her to turn back and she was captured by the Portuguese.

The Victoria, captained by Juan Sebastian Del Cano, who originally held the position of "Master" on the Conception, successfully navigated a course through the Macassar Strait, across the Indian Ocean, around the Cape of Good Hope, and up the west coast of Africa. On September 3, 1522, leaking badly and with a severely weakened crew, the Victoria, limped into the harbor of Seville. Only eighteen out of the 256 crewmen Magellan had recruited some three years before remained. They included Magellan's slave, Enrique, and the faithful chronicler of the journey, Pigafetta. Ironically, the Victoria, even though she was only one small ship, carried enough spices in her hold to pay for the entire journey.



## ACKNOWLEDGEMENTS

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# MAGELLAN'S CREW

## CREW OF THE TRINIDAD

Position	Name	Position	Name
Captain	Ferdinand Magellan	Common Seaman	Francisco de Ayamonte
Pilot	Esteban Gomez	Common Seaman	Juan de Santander
Notary	Leon de Espeleta	Common Seaman	Blas de Toledo
Master	Juan Bautista	Common Seaman	Anton
Alguacil (an officer of minor rank)	Gonzalo Gomez de Espinosa	Common Seaman	Basco Gomez Gallego
Contramaestre (boatswain)	Francisco Albo	Common Seaman	Juan Gallego
Surgeon	Bachelor Morales	Common Seaman	Luis de Beas
Barber	Marcos de Bayas	Common Seaman	Juan de Grijol
Carpenter	Master Antonio	Boy	Gutierrez
Steward	Rodriguez	Boy	Juan Genoves
Calker	Felipe	Boy	Andres Paye
Cooper	Francisco Martin	Servant	Cristobal Rabelo
Sailor	Francisco de Espinosa	Sobresaliente (or supernumerary)	Martinez
Sailor	Gines de Mafra	Servant	Fernan Lopez
Sailor	Pancado	Sobresaliente (or supernumerary)	Antonio Pigafetta
Sailor	Juan Ginoves	Sobresaliente (or supernumerary)	Peti-Joan
Sailor	Francisco Piora	Sobresaliente (or supernumerary)	Gonzalo Rodriguez
Sailor	Martin Ginoves	Sobresaliente (or supernumerary)	Diego Sanchez Barrasa
Sailor	Anton Hernandez Colmenero	Sobresaliente (or supernumerary)	Luis Alonso
Sailor	Rodriguez	Sobresaliente (or supernumerary)	Duarte Barbosa
Sailor	Bartolome Sanchez	Sobresaliente (or supernumerary)	Albaro de la Mezquita
Sailor	Tomas de Natia	Servant	Nuno
Sailor	Diego Martin	Servant	Diego
Sailor	Barote	Captain's boy	Francisco de la Mezquita
Sailor	Francisco Martin	Captain's boy	Jorge Morisco
Sailor	Juan Rodriguez		
Chief Gunner	Master Andrew		
Gunner	Juan Bautista		
Gunner	Guillermo Tanegui		
Common Seaman	Antonio de Goa		
Common Seaman	Anton de Noya		



# MAGELLAN'S CREW

## CREW OF THE TRINIDAD (cont 'd)

Chaplain	Pedro de Balderrama
Marino	Alberto Merino
Servant	Pero Gomez
Armorer	Pero Sanchez
Captain General's slave	Enrique
Servant	Lazaro de Torres

## CREW OF THE CONCEPCION

Position	Name
Captain	Gaspar de Quesada
Notary	Sancho de Heredia
Pilot	Joan Lopez Caraballo
Master	Juan Sebastian Del Cano
Boatswain	Joan de Acurio
Barber	Hernando de Bustamente
Calker	Anton de Bazaza
Carpenter	Domingo de Yarza
Steward	Joan de Campos
Cooper	Pero Perez
Sailor	Francisco Rodriguez
Sailor	Francisco Ruiz
Sailor	Mateo Griego
Sailor	Joan Rodriguez
Sailor	Sebastian Garcia
Sailor	Gomez Hernandez
Sailor	Lorezo de Iruna
Sailor	Juan Roiz
Sailor	Joan de Aguirre
Sailor	Joan de Ortega
Chief Gunner	Hans Vargue
Gunner	Master Pedro
Gunner	Roldan de Argot
Common Seaman	Joan de Olivar

Common Seaman	Guillermo Ires
Common Seaman	Cristobal de Jerez
Common Seaman	Guillen
Common Seaman	Gonzalo de Vigo
Common Seaman	Pedro de Muguertegui
Common Seaman	Martin de Isaurraga
Common Seaman	Rodrigo Macias
Common Seaman	Juan Novoro
Common Seaman	Joanes de Tuy
Boy	Juanillo Caraballo
Boy	Pedro Chindurza
Captain's Servant	Luis del Molino
Captain's Servant	Antonio Fernandez
Captain's Servant	Cota
Captain's Servant	Francisco Diaz de Madrid
Marino	Martin de Judicibus
Marino	Juan de Silva
Blacksmith	Gonzalo Hernandez
Blacksmith	Martin de Magallayns
Blacksmith	Joan de la Torre

## CREW OF THE VICTORIA

Position	Name
Captain	Luis de Mendoza
Pilot	Basco Gallego
Notary	Martin Mendez
Master	Anton Salomon
Boatswain	Miguel de Rodas
Alguacil	Diego de Peralto
Steward	Alonso Gonzales
Calker	Simon de la Rochela
Carpenter	Perez
Sailor	Miguel Benesciano
Sailor	Diego Gallego
Sailor	Lope Navarro



# MAGELLAN'S CREW

## CREW OF THE VICTORIA (cont'd)

Position	Name
Sailor	Nicolas Ginoves
Sailor	Nicolao de Napoles
Sailor	Miguel Sanchez
Sailor	Nicolao de Capua
Sailor	Benito Genoves
Sailor	Felipe de Rodas
Sailor	Esteban Breton
Sailor	Joan Griego
Chief Gunner	Jorge Aleman
Gunner	Filiberto de Torres
Gunner	Hans
Common Seaman	Joanico
Common Seaman	Saylices
Common Seaman	Ochote
Common Seaman	Martin de Ayamonte
Common Seaman	Pedro de Tolosa
Common Seaman	Sebastian Ortiz
Common Seaman	Antonio
Common Seaman	Bernal Mahuri
Common Seaman	Rodrigo Gallego
Common Seaman	Domingo Portugues
Boy	Juan de Zuvileta
Captain's Servant	Francisco Carvajal
Captain's Servant	Joan Martin
Captain's Servant	Simon de Burgos
Captain's Servant	Bartolome de Saldana
Blacksmith	Gonzalo Rodriguez
Blacksmith	Pedro Herrero
Blacksmith	Joan Villalon
Blacksmith	de Eborá
Cooper	Joan de Cordoba
Cooper	Diego Diaz

## CREW OF THE SAN ANTONIO

Position	Name
Captain and Supervisor of the Fleet	Juan de Cartagena
Accountant	Antonio de Coca
Notary	Hieronimo Guerra
His Majesty's Pilot	Andres de San Martin
Pilot	Juan Rodriguez de Mafra
Master	Uriaga
Boatswain	Diego Hernandez
Barber	Pedro Olabarrieta
Steward	Juan Ortiz de Goperi
Calker	Pedro de Bilbao
Carpetner	Pedro de Sabtua
Calker	Martin de Goytisolo
Cooper	Joan de Oviedo
Sailor	Sebastian de Olarte
Sailor	Lope de Uguarte
Sailor	Joanes de Segura
Sailor	Joan de Francia
Sailor	Jacome de Mecina
Sailor	Cristobal Garcia
Sailor	Pero Hernandez
Sailor	Hernando de Morales
Sailor and blacksmith	Antonio Rodriguez
Sailor	Francisco Marinero
Sailor	Rodriguez
Sailor	Pedro de Laredo
Sailor	Simon de Asio
Chief Gunner	Master Jacques
Gunner	Rojer Dupict
Gunner	Joan Jorge
Common Seaman	Luis Grumete
Common Seaman	Martin de Aguirre



# MAGELLAN'S CREW

## CREW OF THE SAN ANTONIO (cont'd)

Position	Name
Common Seaman	Columbazo
Common Seaman	Lucas de Mecina
Common Seaman	Lorencio Rodriguez
Common Seaman	Miguel
Common Seaman	Joanes de Irun Iranzo
Common Seaman	Joan Ginoves
Common Seaman	Joan de Orue
Common Seaman	Alonso de Palos
Boy	Diego Garcia
Boy	Diego Rodriguez de Mafra
Chaplain	Bernardo Calmeta
Sobresaliente	Joan de Chinchilla
Sobresaliente	Anton de Escobar
Sobresaliente	Francisco de Angulo
Captain's Servant	Francisco de Molino
Captain's Servant	Roque Pelea
Captain's Servant	Rodrigo Nieto
Captain's Servant	Alonso del Rio
Captain's Servant	Pedro de Balpuesta
Captain's Servant	Joan de Leon
Captain's Servant	Gutierre de Tunon
Captain's Servant	Segredo
Captain's Servant	Joan de Minchaca
Captain's Servant	Antonio Hernandez
Accountant's Servant	Juan Gomez de Espinosa
Accountant's Servant	Pedro de Urrea

## CREW OF THE SANTIAGO

Position	Name
Captain and pilot	Juan Serrao
Notary	Antonio de Costa
Master	Baltasar Ginoves
Boatswain	Malo
Steward	Gaspar Diaz
Calker	Joan Garcia
Carpenter	Ruxar
Sailor	Antonio Flamenco
Sailor	Luis Martinez
Sailor	Bartolome Garcia
Sailor	Joan Garcia
Sailor	Agustin
Sailor	Bocacio Alfonso
Sailor	Pedro Gaston
Sailor	Domingo
Sailor	Diego Garcia de Trigueros
Gunner	Lorenzo Corrat
Gunner	Joan Macia
Common Seaman	Pedro Diaz
Common Seaman	Alonso Hernandez
Common Seaman	Juan
Common Seaman	Joan Breton
Common Seaman	Pedro Bello
Common Seaman	Hieronimo Garcia
Common Seaman	Pero Arnaot
Common Seaman	Pero Garcia
Boy	Joan Flamenco
Boy	Francisco Paxe
Marino	Juan de Aroche
Marino	Martin Barrena
Marino	Hernan Lorenzo



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OR

Catigara

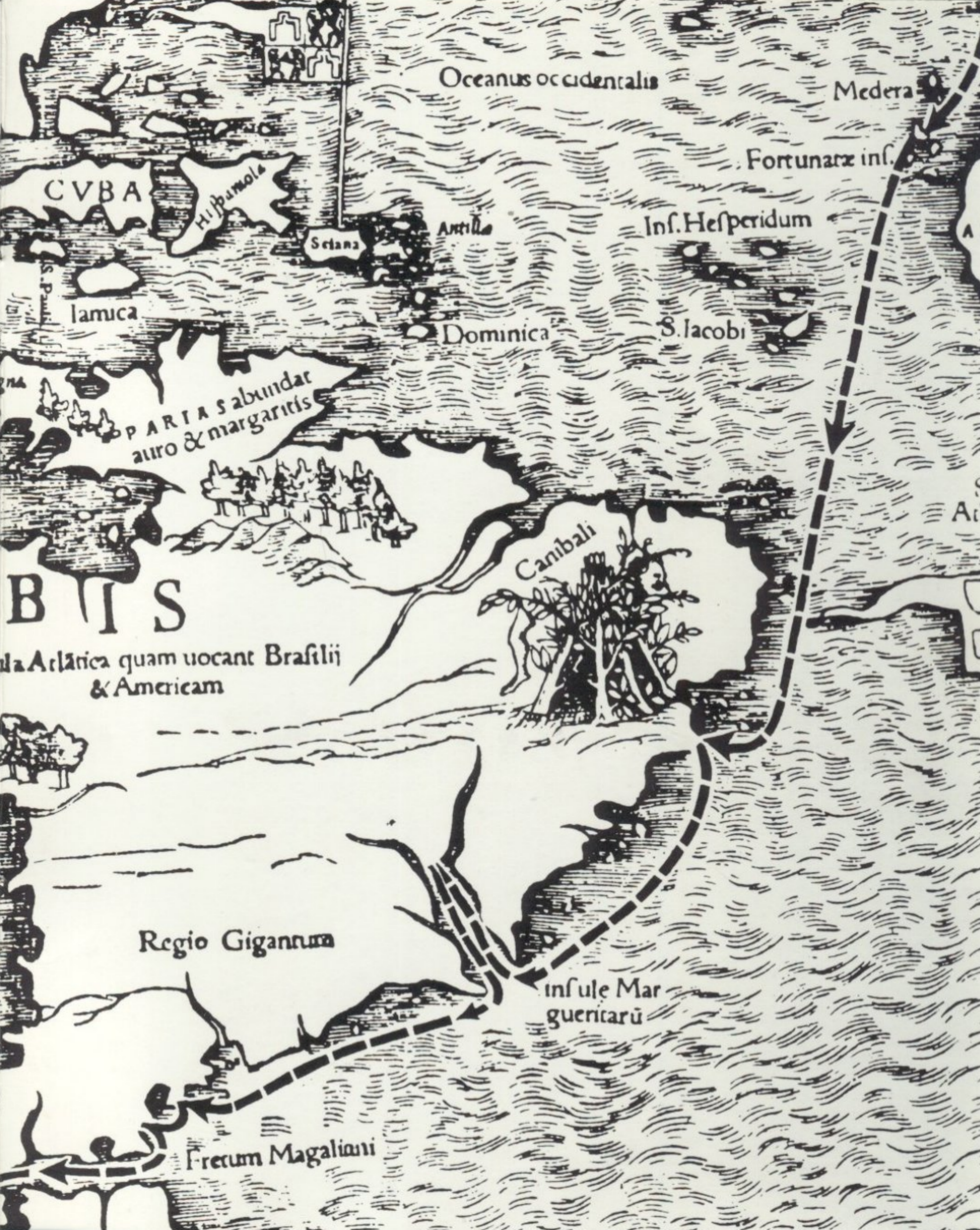
Inl. infortu  
nate

Calensuan

Mare pacificum







Oceanus occidentalis

Medera

Fortunata inf.

CUBA

Hispamola

S. Pauli

Antilla

Inf. Hesperidum

Iamuca

Dominica

S. Jacobi

Pars abundans  
auro & margaritis

Canibali

BRASILIA

la Arctica quam uocant  
Brasiliæ & Americam

Regio Gigantum

Insule Margueritarum

Stratum Magaliani





*For more information about Broderbund and our products, write to us at 17 Paul Drive,  
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