ANNEX 13 TO EXHIBIT D (Delgado Declaration)



NAVAL HISTORY

č

GREAT BRITAIN.

FROM THE DEGLARATION OF WAR BY FRANCE IN 1793
TO THE ACCESSION OF GEORGE IV.

BY WILLIAM JAMES.

3 Beto Edilion, with Badilions und Botes.

Verité bang peur.



IN SIX VOLUMES.—Vol. III.

LONDON:
RICHARD BENTLEY, NEW BURLINGTON STREET,
Publisher in Ordinay to Dec Wajesty.
1859.

admidal barl by yigher.



A half-laden merchant prize, although an Indiaman, or rather, as was the case, a country ship, was a sorry recompene for the defeat, and a defeat it was, which the French admiral had sustained. On the other hand, the officers and crew of the British ship gave an honourable proof of what may be done by a fudicious perseverance in resisting the attack of a superior force. By conduct so laudable and exemplary, they preserved their vessel, and exalted the character of their country; and the two navies must continue to view, with very different feelings, the defence of the Centurion in Vizagapatam road.

defined of the Confution in Vizagaparam road.

An action between the single ships of two nations at peace is rate. Still more rate is an action, under similar circumstances, between two squadrons. Should the occurrence happen, it is usually at night, when the ships find a difficulty in understanding each other's signals; but the instant the mistake is discovered, the firing ceases, and no breach is made in the amicrable relations of the two powers. Unfortunately the next action in order of date was fought between an English and a Spanish squadron, not amidst darkness, but in the open day; hot through any accident, but under express orders from the government of one of the combatants; and, so far from the matter being afterwards made up, it led to an almost immediate declaration of war by the party who had to complain of the aggression.

Without entering into a consideration of the political connexion which at this time subsisted between France and Spain, it may suffice to state that, towards the litter end of the runmer of 1804, the British government received intelligence, through the officer, Rear-admiral the Honourable Alexander Cochrane, in command of the squadron stationed off Ferrol, that an armament

was fitting out in that port; that a considerable Epanish force was already collected there; and that French troops were then on their march thither, and near at hand. It is true that all this was afterwarded disproved by the Epanish government; but ench proof could have no refroactive offect. Immediately on the receipt of Rear-admiral Cochrano's information, the British admirally despatched a squadron off Cadiz, to intercept and detain, by force or otherwise, the four Epanish frigates, known to be bound to that court with an immense quantity of specie, which they were bringing from Monte-Video, in South

immediately wore, and made sail in chase. At 8 A.M. the (with a broad pondant), Chara, and Mercedes, formed the line sently the Indefatigable took a similar station by the side of the admiral Don Joseph Bustamente, and 34-grun frigates Fama of battle alicad, in the following order: Fama, Medea, Merwithin half pietol-shot, on the weather-beam of the Fama. Preat 6 a.m., that cape bearing north-east distant nine leagues, the the wind at this time being about east-north-east. The squadron strangers, which were the Spanish 40-gun frigate Medea, Rear-Meden; and the Amphion and Lively, as they came up, ranged alongside the Mercedes and Clara, the Amphion judiciously On the 3rd of October the British squadron sent upon this important service, and which consisted of the 44-gun frigate Cautinin Samuel Sutton, and 38-gun frigate Lively, Captain Graham Modusa mado a signal for four large sail bearing west by south, cedes, Clara. At 9 h. 5 m. A.M. the Medusa placed herself Eden Hamond, assembled off Cape Santa-Maria. On the 5th, frigates Medusa, Captain John Gore, and Amphion, Indefatigable, Captain Graham Moore, 18-pounder

After ineffectually lialling the Medon to shorten sail, the Indefeatingle fired a shot across her forefoot: on which the Spanish frigate did as she had been requested. Captain Moore then sent Lieutenant Thomas Arecott to inform the Spanish commanding officer, that his order were to detain the Spanish and that it was his wish to exceute those orders without bloodshed, but that the Spanish admiral's determination must be instantly made. The boat, not returning so soon as expected, the Indefatigable made a signal for her, and, to enforce it, fired a shot shead of the Meden. The officer having at length returned with an unsatisfactory answer, the Indefatigable, at about 0 h. 30 m. A.M., fired a second shot abend of the Meden, and bore

rated from the remainder of the hull, and except two passengers, who happened to be on board the Medea.

notorious war, for these four Spanish frigates. As it was, the of her three consorts would have been a match, even in a time of Spaniards, notwithstanding that they could have been in no latter defended themselves with the characteristic bravery of state of preparation, and that the melancholy loss of one of their number so early in the action increased the odds against It is therefore quito clear, that the Indefatigable and any two

lugan, the captain and his eldest son had gone on board the Meden; and there, in a very little while, did he witness the ing sons to destruction, and sent that treasure, which was more with more odium than perhaps would otherwise have attached five sons grown up to manhood, had ombarked in the Mercedes, carrying with him a fortune, estimated at about 30,0001, storing, the gradual savings of 30 years' industry as a merchant in South America. Not many minutes before the engagement catastrophe that hurled his wife, his daughters, and his remain-Two more circumstances conspired to invest this transaction rending misfortune it entailed upon one, in particular, who had of the Spanish navy, with his wife, four amiable daughters, and One of those circumstances was the miserable fate of so many poor souls at the explosion of the frigate, and the heartbeen a passenger on board. This gentloman, a Captain Alvear, dross in the comparison, to the bottomless deep.

The second circumstance alluded to was the tempting nature of the inding on board these vessels. The cargoes of the three captured frigates consisted of Vidons wool, cascarilla, ratinia, seal-skins, seal-oil, bars of tin, pigs of copper, dollars, and ingots of gold, and netted very little short of a million sterling. Therefore, as the Morcodes was similarly freighted, the total value of to nearly a third of a million more. We must not omit to state, tint the British government restored to Captain Alvear, out of the proceeds of the three cargoes, the 30,000 sterling which he what had been shipped on board the squadron probably amounted had lost in the Mercedes.

Many persons, who concurred in the expediency, doubted the right of detaining these ships; and many, again, to whom the legulity of the act appeared clear, were of opinion, that a more formidable force should have been sent to execute the service, in order to have justified the Spanish admiral in surrendering without an appeal to arms.

with all the animation, on one side at least, which the prospect fired into the Amphion, and in a few seconds afterwards the Medea opened her fire upon the Indefatigable. The latter then made the signal for close battle; and it instantly commenced Immediately the Mercedes down close upon her weather-bow. of such trophics could inspire.

side of the Amphion with a tremendous explosion. In a minute or two afterwards the Fama etruck her colours; but, on the Medusa's ceasing her fire, rehoisted them, and attempted to quartor, the Medea surrendered. In another five minutes the Clara did the same, and the Lively was left at liberty to aid the the Lively, being an admirable sailer, got near enough to fire her bow-guns at the Fama; and at 1 h. 15 m. r.s. this, the only remaining Spanish frigate, struck to the two British frigates in binned her course to leeward. Having sustained, during 17 opponent in the Amphion, who had advanced on her storboard Medusa in the pursuit of the Fama. At about 45 m. past noon At the end of about nine minutes the Mercedes blew up alongmake off. The Medusa immediately bore up under the Spanish frigate's storn, and poured in a heavy fire, but the Fama conminutes, the Indefatignible's heavy broadsides, and finding a new chase of her.

The force of the Indefatigable has already more than once The Lively had two men killed and four wounded; the Amphion, three men wonnided, one of two of them by the splinters which fell upon lier decks when her unfortunate antagonist blew up. No other loss, and but a very triffing numbering 46 guns, and the Amphion and Medusa each mounted appeared; that of the Lively was the full establishment of a 38 damage, was sustained by the British ships. 40 guns.

Mercedes lost, by the fatal explosion, the whole of her 280 in deck and forecastle, with a complement of 800 men; of whom Clara, out of her 800, seven killed and 20 wounded; and the crew and passengers, except the second captain and about 40 The Medea was a fine frigate of 1046 tons, and mounted 42 two were killed and 10 wounded. The thise remaining frigates were each armed similar to the Mahoness, except perhaps in her 280 men and boys, had it killed and 50 wounded; the guns, 18-pounders on the main deck, and eights on the quarternaving an additional pair of G-pounders. The Fama, out of men, who were taken off the ship's forcesstle after it had sepa-

The affair naturally created a great stir at Madrid, and on the 27th of November an order issued to make reprisals on English property; but it was not until the 12th of the following month that the King of Spain issued his formal declaration of war, nor until the 11th of January, 1805, that Great Britain directed letters of marque to be granted against Spanish vessels and property.

Colonied Expeditions, - West Indies.

Viewing the success of Captain Watkins at Curaços in September, 1800, without apparently taking into consideration, or attaching the proper weight to, the circumstances out of which if arose, namely, the occupation of the whole west part of the island by a French republican force of six or seven times the strength of the Dutch garrison, Rear-admiral Sir John Thomas Duckworth, the commander-in-chief at Jamaica, flattered himself that he had only to send up a line-of-battle ship or two, and the inhabitants would again surrender the island to the arms of his Britannic majesty.

and not only his word, but his sword, and his ship, and all that tain Tucker, "I'll summon the fiscal to surrender the island to around the harbour: Captain Tucker went on shore, and made his proposal in form. The Dutch authorities had received no out; and the Gipsy was soon chased off the port by two armed Gipsy, Acting-lieutenant Michael Fitton, was desputched to Curnçon, to warn any British cruisers that might be lying there of what had taken place, in order that they might provide for found at anchor there the 18-gun ship-bloop Surinam, Captain Robert Tucker. To this officer, in as secret a manner as he could. Lieutenant Fitton communicated the intelligence, and advised him immediately to get under way. "No," eays Capme." In vain did the lieutenant represent the folly of such a proceeding; in vain did he point to the numerous latteries official account of the war; but they took the captain's word, Lieutenant Fitton, in the mean time, had weighed and atood their safety. Arriving in the harbour of St. Ann, the Gipsy Knowing well what would happen taken such an idea into his head, grounded upon the same partial view of the previous surrender. When, in the middle of the year 1803, intelligence of the declaration of war against Nor was the rear-admiral the only British officer who had Holland reached Port Royal, Jamaica, the 10-gun schooner were on board of her,

CAPTAIN BLIGH AT CURAÇOA.

ressels of superior force, which, in consequence of Captain

Tucker's imprudence, had been despatched in pursuit of her.

In the early part of December, 1803, the 74-gun ship Theseus,
Captain John Bligh, arrived at Fort Royal, Jammica, from the
mole of St. Nicholas. On the 17th Captain Bligh received an
order directing him to proceed on the ensuing day off the city

of Santo-Domingo, and, in company with the it-gun ellip Vanguard, Captain James Walker, previously stationed there, to blockade the port. Should the French in presession of the treat with them, and was at the same time verbally informed by Sir John Duckworth, in strict confidence, that he would receive an order by the it-gun slip Hereule, Captain Richard Daling Dunn, to attack the island of Curaçon; but that it was not his, Sir John's, intention that the safety of the line-of-battle ships should be risked by attempting to force the harbour of St. Ann.

to lingard more than the object is worth." Nugatory, indeed; consists only of 160 troops, with a frigate in the port whichs case of a refusal, and that he should have no reason to beliciti is to land a part of the crews of the ships. Then follows this frigates Blanche, Captain Zachary Mudge, and Figue, Captain Captain Bligh is then directed to summon the island there had been any augmentation of the garrison, Captain Bligh nugatory enlvo: "But it is my duty to caution you by no moanie for by what standard was the relative value of the object had the Vanguard was not there, nor, in fact, did that ship join at all. On the 15th of January, 1804, Captain Bligh received his orders by the Hercule, and by them was directed, taking with him the three 74s, already named, also the 18-pounder 36-gun not been strengthened since the commencement of the war, and officers and crew are said nearly all to have fallen victims to the the end of the month arrived off the city of Santo-Domingo; but Acting-lientenant Michael Fitten, to proceed without a moment's loss of time off the island of Curaçon; "Inaving," says Sir John, "received certain information that the garrison of Curaçoa has On the 19th the Theseus sailed from Fort Royal, and before William Rayne Hodgson Ross, and the 10-gun schooner Gipey to surrender to his majosty's arms upon liberal conditions. the means to be measured? climate."

With his two 74s, two frigates, and one schooner, and wild no other knowledge of the state of Curaçon than was contained in the paragraph already quoted from his orders, and with his

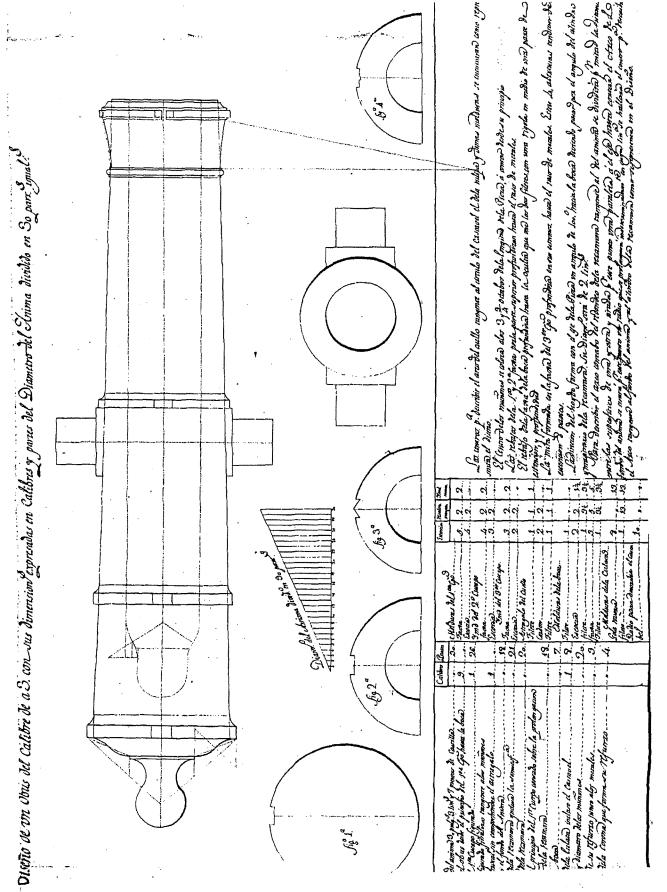
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ANNEX 14 TO EXHIBIT D (Delgado Declaration)

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ANNEX 15 TO EXHIBIT D (Delgado Declaration)

ANNEX 16 TO EXHIBIT D (Delgado Declaration)





ANNEX 17 TO EXHIBIT D (Delgado Declaration)

CERTIFICATE OF ACCURACY

I, Miriam A. Bodenheimer, hereby certify that I am fluent in Spanish and English and that the following is, to the best of my knowledge and belief, a true and accurate translation of the accompanying document "Notice of Arrival" from Spanish to English.

Miriam A. Bodenheimer

8 June 1804

Don Tomas de Ugarte y Liaño, Squadron Leader and Commander of a Division of three Frigates, <u>Mercedes</u>, <u>Clara</u> and <u>Asunción</u>.

Gives notice of his arrival in Montevideo from El Callao, and remains at the orders of [the officer] of equal rank Don José de Bustamente y Guerra.

Most Excellent Sir

Gives notice of his happy arrival to Montevideo after 66 days of navigation from El Callao and of the division of Lima remaining under orders of Squadron Leader Don Josef Bustamante.

P

[illegible]

On the night of the 5th of the current month, I anchored in this Port with the Division under my command after 66 days of navigation from El Callao, without any particular occurrence during the voyage, or on the 3 vessels as expressed in their attached registries; and in compliance with the Royal resolution of last 31 July which the Squadron Leader Don Josef de Bustamente y Guerra communicated to me, these vessels[,] which H[is]M[ajesty] nobly decided to entrust in me in another sovereign decision of the same date[,] from today onward remain under [Bustamante's] orders, which I notify to Y[our]E[xcellency] for the knowledge of H[is]M[ajesty].

May Our Lord keep Y[our]E[xcellency] many years. Frigate Mercedes in Montevideo 8 June 1804.

Most Excellent Sir Tomás de Ugarte y Liaño

General Registry of the Frigate of the King Nuestra Señora de las Mercedes armed with 38 cannons which enters today to the Port of Montevideo Ander the command of Battleship Captain Don Josef de Goycoa in convoy with the Frigates Asunción and Clara

Small arms and artifacts	Pounds of led bullets362	Rifles 34	Bayononetes 54 Pistols 68 Swords 68	::]								Dimensions and [illegible] in Feet and Inches of [illegible]	, ,					3400 Ordinary rations for 104 days in accordance with 345	days in accordance with 345 positions. []
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Rank and Names of Officers of War			[] Tomas de Ugarte y	Liaño	Miguel de Sierra	F Pedro Mosti		Joaquin Villalba	Pedro Navarrete			<i>ld.</i> of Artillery	18						
Rank	General	mmander of	Division &	Leader	Lieutenant	Secretary of the	Lieutenant	Assistant Lieutenant	Junior Grade			Marines	63						

la. [...]

two discarded bronze culverins. On account of particulars 587,000 [pesos in] coin and 3000 in worked silver and in soldiers' pay 142000[,] which in total 2d. It transports on account of H[is]M[ajesty] 221,000 pesos, 20 boxes of husk, 20 [illegible] of Vicuña wool, 1132 Quintiles of Tin, 961 of Copper and make up 953,000 pesos.

3a. One of the marine troops died during navigation.

On board the aforementioned Frigate anchored at the Port of Montevideo on 5 June 1804.

Josef Goycoa

8 de Junio de 1804. DW Jomas delgarte y Liano, Gefe de Escuadra y Comandante de una Dirision detres Fragatas Mercedes Charay Asuncia Participa sullesada a Montevideo dede el Callar y quedar à las ordenes del de ignal Mase Du Tosé de Bustamante of Yourna.

Un la noche del 5 del corrierve fondée en este Puexo con la Divivien de mi cango à los 66 diar de navegacion anciera su feir ancibo devde el Callar, sin Ocurrencia parsicular durame ella, Maregaoion desde el ni en lar 3 Traparar segun corpreran sur adjuntos Estadog; y en cumplimiento de Al Rolucion de 31 es Tallas y de quesar con Divivion & Simo étuio ulcimo que me ha comunicado el Nefe de Co. las Ordener al Refe Erquadra Dire Tove quadra D'i Toref or Burtamante y Guerra, quedan Burtamanie danse how à vier Ordener error Danseler que velt. ve diprio confiarme en otra vocesana determinacion de la mirma fecha, lo que pareicipo à NEX. para inteligencia de s'elt. Não S. Que a NE a. m.a. Fragara el rescese Lo omo Vanelto en ettomerideo 8 Tunio 1804. Formas de Parte Liano

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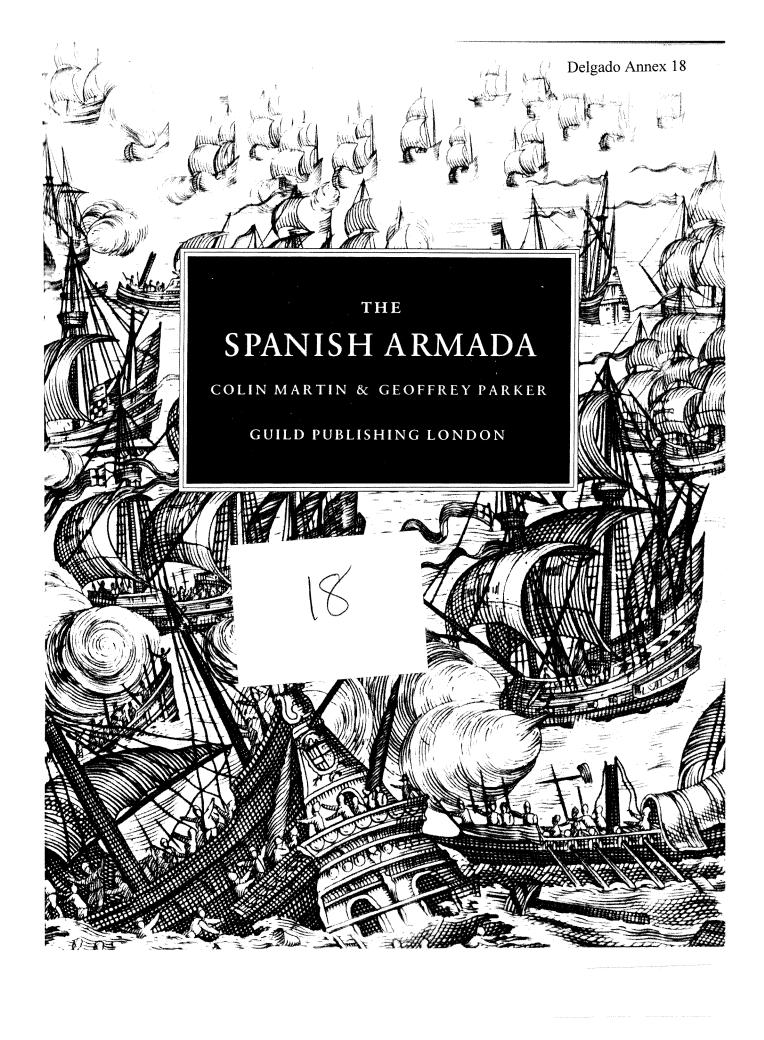
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ANNEX 18 TO EXHIBIT D (Delgado Declaration)



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Designed by Cinamon and Kitzinger Maps drawn by Reginald and Marjorie Piggott Typeset by Goodfellow & Egan Phototypesetting Ltd, Cambridge Printed in Great Britain by Butler & Tanner Ltd, Frome and London

ARTILLERY

Any attempt to classify sixteenth century artillery carries with it the danger of implying that precise specifications for each type were widely accepted. They were not. In spite of various attempts to impose standards – that by Charles V in 1549 is the best known – guns of the early modern period are in the main remarkable for their individuality and profusion of forms.

Even contemporaries were dismayed by the lack of ordered classification which resulted. 'Through an intolerable fault', wrote Cyprián Lucar in 1587, 'all our great pieces of one name are not of one weight, nor of one height in their mouths'. This difficulty was echoed in 1592 by the Spaniard Luis Collado, who noted that the guns in Milan Castle needed more than 200 different sizes of charging implements when 11 would have served had the guns been properly standardised. The problems created by unstandardised shot, he added, were just as serious. Gunners who sailed with the Armada would certainly have agreed with him.

Nevertheless, despite the almost limitless variety of forms sixteenth century ordnance might take, gunners usually applied quite specific names to particular types of gun. These names do not, however, imply any absolute precision of definition, for no such definition existed. The important factors are the weight and type of metal of which the gun was made; the charge it could bear; the weight and composition of the projectile fired; the proportion of projectile weight to gun weight; and the length of the barrel expressed as a multiple of its calibre. Beyond that, as one of the wisest of the sixteenth century technical authors put it: 'It does not matter what their names may be, except to know their sorts and kinds.'

An attempt must however be made, for descriptive convenience if nothing else, to group the various 'sorts and kinds' into named families. It is simplest to consider the Spanish side first. The Armada documents provide general parameters of classification for each named type and group of types as they were understood by contemporary Spaniards, and this classification is summarised below. The range of shot-weights for each group is taken from the maximum and minimum figures specified for the guns allocated to that group within the fleet. This summary is followed by a systematic sampling of actual guns, either recovered from Armada wrecks or redrawn from reliable contemporary sources.

Family	Type name	Shot-weight (in Castilian <i>libras</i>)
CAÑONES	Cañón de batir	40–50 iron
(heavy shotted guns 25 calibres	Cañón	28-35
or less in length)	Medio cañón	15-27
	Tercio cañón	10-14
	Quarto cañón	9-12
V	Cañoncete	10
PEDREROS	Cañón pedrero	12-20 stone
(short-barrelled stone-throwers	Medio cañón pedrero	10-12
with reduced powder chambers)	other pedreros	4-12

CULEBRINAS	Culebrina	16–21 iron
(Light-shotted guns 30 or more	Media culebrina	7-14
calibres in length)	Sacre	5-8
-	Medio sacre	3-4
	Falconete	2-4*
	Media falconete	1-1*
	Falcon	1-3*
		*often swivel mounted
MAN-KILLERS	Falcon pedrero	3–6 stone
	Esmeril doble	1 202s iron or lead
	Esmeril	6–80zs iron or lead
OBSOLESCENT	Verso	1–3 iron
	Pasamuro	1-2 iron
	Lombarda	4-7 stone

EXAMPLES OF GUNS (pages 218-22)

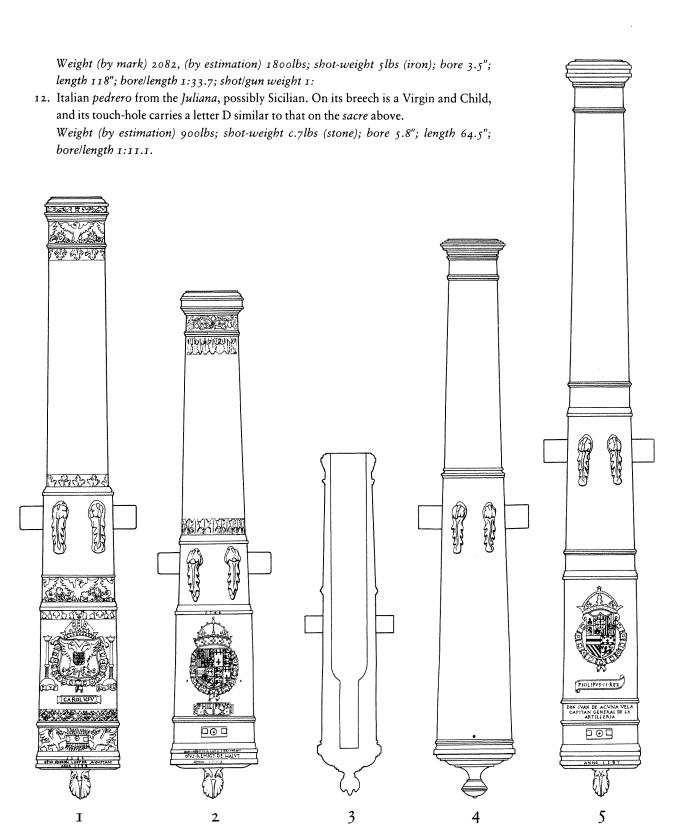
The bronze muzzle-loading guns, numbered 1–12 (pages 218–19), are drawn to a common scale. A larger scale has been used for the smaller swivel pieces and iron guns, numbered 13–21 (pages 220–22). Wherever possible the guns shown come from one or other of the Armada wrecks, but where a particular type is not available the gap has been filled with an example drawn from a reliable contemporary source. Each gun is given the name which reflects, as closely as possible, late sixteenth century Spanish usage. Its origins, decoration, and any inscriptions are described, and its technical specifications summarised: weight and shot-weight (in Castilian libras of 460 grams: where necessary gun weights specified to other standards have been adjusted to conform); bore (in inches to facilitate comparison with English examples); length from muzzle to base ring (also in inches); bore/length ratio; and shot-weight/gun weight ratio. It should be noted that these calculations depend in part upon a number of factors which are variable and not always predictable, so in some respects the specifications presented here are arbitrary.

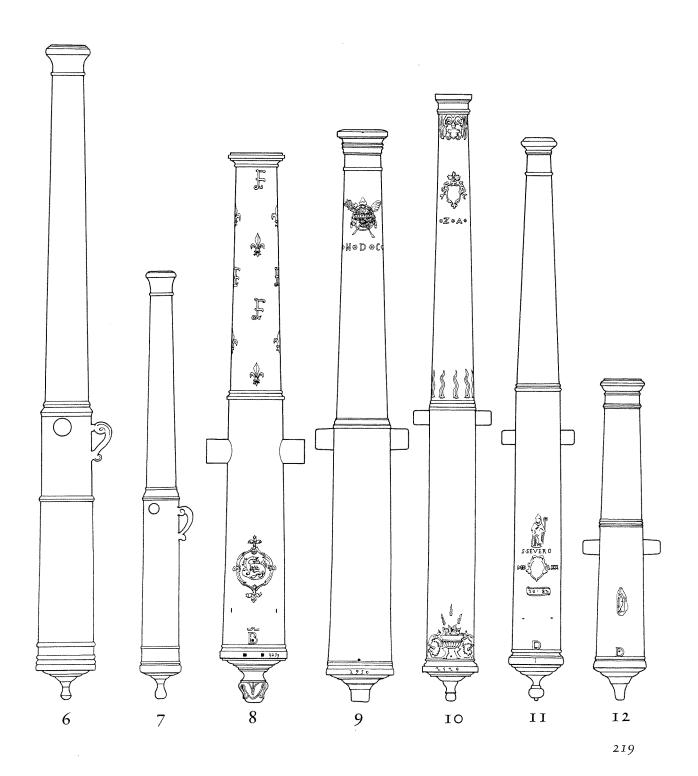
Shot diameters were normally one twentieth smaller than the gun bore to allow sufficient windage.

- 1. Cañón de batir by Gregorio Lefer of Augsburg, cast for Charles V in 1538. It carries the Emperor's full insignia. This drawing is based on a detailed diagram submitted to Philip II in 1587 (AGS MPyD V-18): the gun itself, identified by its weight mark, served in the Armada. It was originally shipped in the Levanter Juliana, but was later transferred to the squadron flagship Regazona (AGS CS 2a/280 fos 1504-6). Weight 5230lbs; shot-weight 38lbs (iron); bore c.7"; length 127.5"; bore/length 1:18.2; shot/gun weight 1:138.
- 2. Cañón de batir by Remigy de Halut of Mechelin, cast for Philip II in 1556. It carries the joint arms of Philip and Mary Tudor, and the name (latinised) of Don Juan Manrique de Lara, Captain-General of Artillery. This gun was recovered from the

- wreck of La Trinidad Valencera in 1987, although its presence aboard had already been confirmed by the record of its weight mark in the ship's lading documents (AGS CS 2a/280 fo 1461). The same gun is illustrated in AGS MPyD V-18 (see above).
- Weight 5186lbs; shot-weight 41lbs (iron); bore 7.2"; length 106"; bore/length 1:14.7; shot/gun weight 1:126.
- 3. 8" pedrero, based on Luis Collado's proportions of 1592. Note the narrow powder chamber and the thin-walled main barrel characteristic of these pieces: the combination permitted a large diameter projectile of low mass to be fired.
 - Weight c.2000lbs; shot-weight c.20lbs (stone); bore 8"; length 67"; bore/length 1:8.4; shot/gun weight 1:100.
- 4. Medio cañón, from a drawing in the 1587 discussion paper (AGS MPyD V-19). Weight c.3500lbs (by Juan de Acuña Vela's calculation, which is certainly an under-estimate); shot-weight 20lbs (iron); bore c.5.5"; length 114"; bore/length 1:20.7; shot/gun weight 1:175.
- 5. Full *culebrina*, from an illustrated casting specification issued by Don Juan de Acuña Vela, Captain-General of Artillery, on 25 July 1587 (AGS MPyd V–16). The piece was to be decorated as shown. It was to be cast from a mixture of 92% Hungarian copper and 8% English tin.
 - Weight 6000lbs; shot-weight 18lbs (iron); bore c. 5.25"; length 158"; bore/length 1:30; shot/gun weight 1:333.
- 6. Media culebrina from El Gran Grifón, one of the four utility pieces issued to the ship at Lisbon just before the Armada sailed (see p 40). It carries no decoration or inscriptions. This gun's bore is grossly off-centre.
 - Weight c.2400lbs; shot-weight 9lbs (iron); bore 4.25"; length 139"; bore/length 1:32.8; shot/gun weight 1:267.
- 7. Medio sacre from El Gran Grifón, evidently from the same utility batch as above. Weight c.8oolbs; shot-weight 2.8lbs (iron); bore 2.9"; length 90"; bore/length 1:31; shot/gun weight 1:286.
- 8. Medio cañón bearing the monogram and attributes of Francis I of France, recovered from the wreck of the San Juan de Sicilia in Tobermory Bay c.1740. It is now at Inveraray Castle.
 - Weight (by mark) 3253, (by estimation) 3154lbs; shot-weight 23lbs (iron); bore 5.8"; length 112.5"; bore/length 1:19.4; shot/gun weight 1:137.
- 9. Italian *media culebrina* from *La Trinidad Valencera*, perhaps by Nicolo di Conti of Venice.
 - Weight (by mark) 2950, (by estimation) 3025lbs; shot-weight 13.5lbs (iron); bore 4.9"; length 120"; bore/length 1:24.5; shot/gun weight 1:224.
- 10. Italian sacre from La Trinidad Valencera, by Zuanne Alberghetti of Venice.

 Weight (by mark) 2529, (by weighbridge) 2596lbs; shot-weight 6lbs (iron); bore 3.75"; length 129"; bore/length 1:34.4; shot/gun weight 1:433.
- 11. Italian *sacre* from the *Juliana*, possibly Sicilian, dated 1570. On its breech is an ecclesiastical figure with crook and mitre, beneath which appears the name S[AN] SEVERO. A letter D, presumably the initial of the founder, surrounds the touch-hole. This gun has suffered an explosive blow-out close to the muzzle (see p 205).





ANNEX 19 TO EXHIBIT D (Delgado Declaration)



ANNEX 20 TO EXHIBIT D (Delgado Declaration)

