

EXHIBIT A

**IN THE UNITED STATES DISTRICT COURT
FOR THE MIDDLE DISTRICT OF FLORIDA
TAMPA DIVISION
IN ADMIRALTY**

ODYSSEY MARINE EXPLORATION, INC.,

Plaintiff,

v.

Case No. 8:07-CV-00614-SDM-MAP

THE UNIDENTIFIED SHIPWRECKED
VESSEL, if any, its apparel, tackle,
appurtenances and cargo located
within a five mile radius of the center
point coordinates provided to the Court
under seal,

Defendant,
in rem

and

THE KINGDOM OF SPAIN,

Claimant,

**DECLARATION OF ADMIRAL TEODORO DE LESTE CONTRERAS,
DIRECTOR GENERAL OF THE INSTITUTE OF NAVAL HISTORY AND CULTURE,
THE NAVAL MUSEUM, AND THE ARCHIVES OF THE ROYAL SPANISH NAVY**



O F I C I O

FECHA: 12 September 2008

ASUNTO: DECLARATION OF ADMIRAL TEODORO DE LESTE CONTRERAS, ADMIRAL DIRECTOR OF THE INSTITUTE OF NAVAL HISTORY AND CULTURE, THE NAVAL MUSEUM, AND THE ARCHIVES OF THE ROYAL SPANISH NAVY

1. I, Teodoro de Leste Contreras, hold the rank of Admiral in the Spanish Navy.

I am the Admiral Director of the Institute of Naval History and Culture, the *Museo Naval* (“Naval Museum”), and the naval archives; institutions that report directly to the Chief of Naval Operations at the Headquarters of the Navy in Madrid, Spain. The Institute of Naval History and Culture (the “Institute”) and the Naval Museum are responsible for the preservation and study of historical registers and archives of the Spanish Navy. The Institute and the Naval Museum are also responsible for maintaining and protecting the historical legacy of the Spanish Navy and of the sailors and officials of the Navy who have served their country. I am a citizen of Spain.

2. This declaration is about our warship *Nuestra Señora de las Mercedes* (“the *Mercedes*”), which sank in battle while on military service west of Cádiz, Spain, on October 5, 1804. I certify that I have personal knowledge of that which is declared in this document, and that everything is true and correct to the best of my knowledge and belief.

3. As is detailed in this declaration and in the attached documents, the *Mercedes* was constructed and commissioned for the service of the Kingdom of Spain as a warship of



the Spanish Navy. During its years of service and up until the time of its sinking in 1804, the *Mercedes* was in military service as a warship of the Spanish Navy, under the command of Officials of the General Corps of the Spanish Navy.

4. The underwater resting place of the *Mercedes* is also the gravesite of more than 250 Spanish Navy personnel. These individuals perished in the service of their nation as a result of the explosion and sinking of the warship. In addition, the family members of an officer of the Navy died in the explosion and sinking of the *Mercedes*.

5. The Spanish Navy and the Kingdom of Spain have never abandoned the warship *Mercedes*. The Spanish Navy and the Kingdom of Spain have not relinquished their interests in the *Mercedes*, its contents, or the gravesite that its remains represent. There has been no authorization for the extraction or the disturbance of the remains of the *Mercedes* or its contents. The Spanish Navy vehemently opposes the unauthorized disturbance and the commercial exploitation of our sunken warships, including the *Mercedes*. We also oppose the unauthorized extraction of objects from the place where this ship rests, as these objects are part of the remains of the ship and its contents.

6. I hereby provide a report of the Institute of Naval History and Culture with information about the *Mercedes*. This information comes primarily from historical documents and other materials that can be found in the Institute, the Naval Museum, and the General Navy Archive Álvaro de Bazán. Additional sources of information are identified in the declaration.



I. The *Mercedes*: Warship of the Spanish Navy

7. The *Mercedes* operated at all times — from the moment it was put at sea to its sinking — as a warship of the Spanish Navy. The *Mercedes* still appears on the lists of Navy ships. Copies of official registries of ships of the Spanish Navy where the *Mercedes* appears are attached as Annexes 1 and 2. The registry attached as Annex 1 is dated 1804, and the registry attached as Annex 2 is dated 1990. These registries demonstrate that the frigate *Mercedes* has continued to be considered as a Spanish frigate of war from the year of its sinking (1804) to the present era.

8. In the official registry of ships and officials of the Royal Spanish Navy (Annex 1), published in 1804 by the General Staff of the Navy, the *Mercedes* appears as one of nine warships of the frigate class assigned to the fleet of the Spanish Navy based at El Ferrol, Spain. The *Mercedes* is identified as a warship armed with 38 cannons. The registry of 1804 therefore confirms that the *Mercedes* was a warship of the Royal Spanish Navy in 1804, the year of its sinking.

9. Throughout its history of service, the *Mercedes* was commanded by officers and crewed by sailors of the Royal Spanish Navy. At the time of its sinking in 1804, the *Mercedes* was under the command of Captain [*Capitán de Navío*] José Manuel Goycoa, a senior naval officer who served in the Spanish Navy for over 20 years. Annex 3 includes the official file of Captain Goycoa, who — like the *Mercedes* — was assigned to the Naval Department of El Ferrol. Captain Goycoa died during the Battle of Cape Santa María in which the *Mercedes* sank. As a result of Captain Goycoa's death in military service, King



Carlos IV awarded a life pension to Captain Goycoa's widow, as is documented in the naval file attached in Annex 3.

10. During the 18th and 19th centuries, frigate class vessels were assigned to a wide variety of military functions. Frigate-class warships were speedy warships used to conduct patrols and engage in combat operations independently or in support of fleets of larger warships. Frigates also served as military escorts and military transports as necessary to provide protection from the constant threat of attack by other countries, pirates, and privateers during this era.

11. Particularly in times of war or threatened war, as was the case in 1803-1804, the duty of frigates of the Spanish Navy included the function of transporting objects of the military, the State, and Spanish citizens, as their safe transport required warships. This function was particularly important during the European wars of the end of the 18th century and the start of the 19th century, as voyages between Spain and its viceroyalties in the Americas required passing through areas on both sides of the Atlantic which were patrolled by warships of hostile nations. Due to the difficulties in communication that existed in that era, the risk also existed that war be declared while a ship was at sea, and that a ship would find itself subject to attack without warning. The use of warships to provide protection and safe passage to the interests and property of the Spanish monarchy and of its subjects is a military function of the Spanish Navy, which has always been at the disposal of the Kingdom of Spain. During this time period, the naval forces of other nations likewise had the function of providing security by means of the transport of property of the state and of its citizens.



II. Brief history of the *Mercedes* before its last military mission

12. In this historical context, the *Mercedes* was at the service of the Kingdom of Spain as a warship for fifteen years. As is documented in the attached Statement of History [*Pliego de Historia*], (Annex 4, pg. 4), the *Mercedes* was constructed in 1788 by Navy Engineers in the shipyard of the Spanish Navy in Havana, Cuba. Her first mission, in 1789, was to transport the new Viceroy of New Granada (now, Colombia, Panamá, and parts of Venezuela and Ecuador), José de Ezpeleta, from Havana to Cartagena de Indias. Attached as Annex 5 is the registry of the *Mercedes* upon its entry to the port of Cartagena de Indias. In this document, it is detailed that the *Mercedes* was under the command of Commander [*Capitán de Fragata*] José de Aguirre, armed with 34 cannons and other weapons (*e.g.*, small arms, etc.), and manned by over 200 sailors. As can be learned from this document, the *Mercedes* was, from the beginning, always in the service of the Royal Spanish Navy and the Kingdom of Spain.

13. The diverse military missions of the *Mercedes* kept her active during subsequent years. In the spring of 1790, the *Mercedes* made its first transatlantic voyage from Spain's viceroalties in the Americas to mainland Spain, carrying money of the King (*i.e.*, of the Royal Treasury of Spain) and of Spanish citizens to insure its safe transport (Annex 6). Once in European waters, the *Mercedes* carried out diverse military missions. At the end of 1790, for example, the *Mercedes* transported 200 soldiers of the Infantry Regiment of Galicia to Algeciras, along with other officials and effects (Annex 7). The *Mercedes* was also in combat, such as the famous Battle of the Cape of Saint Vincent against the British Navy in February of 1797. Annex 8 contains excerpts from contemporaneous documents in



which the battle and the participation of the *Mercedes* are described. In 1800, the *Mercedes* participated in the defense of its home port of El Ferrol, Spain, from an English attack. Attached as [Annex 9](#) is a historic document from the General Archives of the Navy, in which the naval ships that participated in the defense of El Ferrol are described. The *Mercedes* is among them. In these years of conflict in Europe, the *Mercedes* also received orders to safely transport valuable Spanish effects. In July of 1798, for example, the *Mercedes* — under the command of Captain Antonio de la Torre Puebla — transported approximately 500,000 *pesos fuertes* of the King and other valuables of Spanish citizens from the ports of la Guayra and Veracruz in the Spanish Viceroyalties of New Grenada and of New Spain, respectively, in the Americas to the port of Santander in mainland Spain, as is evidenced in [Annex 10](#). In addition to the military missions mentioned above, the *Mercedes* participated in many others before her sinking, and operated as a warship of the Spanish Navy at all times.

III. The last military mission of the *Mercedes*

14. After years of war in Europe, the Treaty of Amiens of 1802 brought about a brief pause in European hostilities. However, the peace did not last long, and the war between Great Britain and Napoleonic France resumed in May of 1803. Spain tried, unsuccessfully, to stay clear of hostilities between Great Britain and France, but it continued to be obligated to provide support to France as a result of treaties with this Power. Great Britain considered Spain's assistance to France inconsistent with Spain's non-combatant status. In October of 1803, Spain and France signed a treaty in which Spain obligated itself to pay a considerable monetary subsidy to France in exchange for not having to provide the military aid foreseen in the Treaty of San Ildefonso of 1796. Great Britain also considered



the payment of the subsidy a cause for attack against Spain. As a result, the threat of war between Spain and Great Britain actively continued during this period.

15. Thus was the situation on September 13, 1802, when Manuel de Godoy, the prime minister of King Carlos IV and commander of Spanish military forces at that time, wrote to the Minister of the Navy, Domingo de Grandallana, as follows (Annex 11):

[S]o that it be ordered as necessary, through the Ministry in Charge of Your Excellency, on the various matters referred to in the reports and consultations that have been directed to me lately by the Commanders of the Naval Stations of Montevideo and Lima [T]here is much specie and precious produce in Lima for Spain; . . . it is desirable that Your Excellency inform the King of how much still remains to be carried, so that His Majesty may determine if some warships ought to go collect them, so that the situation of loading them unto private [ships] does not arise, as indicated by the Commander of the Naval Station.

16. In response to this letter, the Minister of the Navy issued an order on November 6, 1802, directing the *Mercedes*, along with another naval frigate, to make its way to the Spanish Viceroyalty of Peru in order to safely return the moneys of the King (Annex 12):

The King has resolved that two frigates be dispatched as early as possible from that port to the port of El Callao in Lima with the objective of bringing back the specie and effects of the Royal Treasury which are ready in America. According to the latest news provided by the Engineer General, the *Clara* and the *Mercedes* are ready to be armed in that Department and therefore His Majesty wants Your Excellency to provide for the preparation of said vessels as early as possible keeping in mind the voyage they have to complete, and with the knowledge that command has been given to Captain Don José Goycoa and to Commander Don Diego Aleson, whom have been advised as convenient so that they appear in that Department. God keep Your Excellency safe for many years.

17. In response to this order, the war frigates *Mercedes* and *Clara* set sail for El Callao on February 27, 1803 from the Spanish naval base of El Ferrol, Spain. During a storm



in the midst of the transatlantic voyage, the *Mercedes* suffered damage, which required it to stop in Montevideo, where it remained for approximately one month being repaired. The *Mercedes* reached the port of El Callao 162 days after its departure from El Ferrol, on August 7, 1803. This fact appears in a letter written by Captain José Goycoa to the Minister of the Navy, informing him of the news of the voyage (Annex 13).

18. After the valuable materials that were to be transported safely from El Callao to mainland Spain were placed on board, the *Mercedes*, along with the war frigates *Clara* and *Asunción*, began its return voyage to Spain on March 31, 1804. This fact appears in an excerpt of the logbook of Squadron Leader Tomás de Ugarte y Liaño, attached as Annex 14.

19. On the way from El Callao to Spain, the war frigates *Mercedes*, *Clara*, and *Asunción* stopped in Montevideo, where they arrived on June 5, 1804. This fact appears in the letter that was sent by Squadron Leader Ugarte y Liaño to the Minister of the Navy on June 8, 1804, attached in Annex 15. As is also stated in this letter, in Montevideo, the military squadron that the *Mercedes* was a part of was placed under the command of Royal Navy Commander General José de Bustamente y Guerra, Knight of the Military Order of Santiago. Upon leaving Montevideo, the squadron consisted of four Spanish Navy war frigates: *Mercedes*, *Clara*, *Medea*, and *Fama*. One day before setting sail from Montevideo, the now second in command of the squadron, Tomás de Ugarte y Liaño, fell ill and had to be replaced. Squadron Leader Bustamente replaced Ugarte with Captain [*Capitán de Navío*] Diego de Alvear, who returned to Spain with his family after many years of service to the Crown in the Viceroyalty of Río de la Plata (modern-day Argentina, Bolivia, Uruguay, and Paraguay). Captain Alvear, who was originally on the *Mercedes* with his family, therefore



switched over to the *Medea*. His wife, four daughters, three sons, one nephew, and a large portion of his personal effects stayed on board the *Mercedes*. (See [Annex 16](#), pp. 104-105.)

20. After being notified by the Viceroy of Río de la Plata that it could depart, the squadron of the war frigates *Mercedes*, *Clara*, *Medea*, and *Fama* set sail from Montevideo to Cádiz on August 9, 1804. As noted in the official general registry of the *Mercedes* prepared upon entry at the port of Montevideo in June 1804 and attached to the letter of Squadron Leader Tomás de Ugarte y Liaño ([Annex 15](#)), the officers of the *Mercedes* were:

Captain [*Capitán de Navío*] José Manuel Goycoa
Lieutenant [*Teniente de Navío*] Miguel de Yriarte
Lieutenant [*Teniente de Fragata*] Bernardino Erguía
Lieutenant Junior Grade (“JG”) [*Alférez de Navío*] Pedro Landázuri
Lieutenant JG [*Alférez de Navío*] Manuel Altuna
Graduate Lieutenant JG [*Alférez de Navío Graduado*] and First Pilot Juan García
Ensign [*Alférez de Fragata*] Ángel Ballester
Ensign [*Alférez de Fragata*] Luis Abello

After the squadron entered Montevideo, Lieutenant Pedro Afán was transferred from the war frigate *Fama* to the war frigate *Mercedes*, apparently replacing Lieutenant Miguel de Yriarte. Thus, Naval Lieutenant Pedro Afán was on the *Mercedes* during the voyage from Montevideo to Cádiz, Spain. The other frigates in the squadron were similarly under the command of Navy officers and operated by a crew of Navy sailors and troops.

21. The official registry of the *Mercedes* upon entry to Montevideo also identifies the crew as follows:

Midshipmen:
- Juan Novoa
- Toribio Salcedo
Aventurero:
- Manuel Vargas



Major Officials:

- Accountant Ignacio de la Corcova
- Master of Silver Vicente Murrieta
- Priests Jacinto Rivera and Pedro Pardo
- Second Pilot Ramón Villarino
- Third Pilots Isidro Caycova and José de Castro
- First Surgeon Gaspar Botest
- Second Surgeon Jerónimo Agustino

Sailors and Troops:

Marines.....	63
Artillery Troops	18
Guard officers and divers.....	8
Carpenters.....	3
Caulkers	4
Sail Masters	2
Gunsmiths	2
Boat skippers, outlet technician, and cook.....	4
Lead Gunners.....	9
Ordinary Gunners.....	42
Sailors.....	51
Sailors-in-training.....	103
Cabin boys.....	7
Provisions dispensers... ..	3

The total of officers and other ranks on the *Mercedes* was therefore approximately 337 when it set sail from Montevideo to Cádiz on August 9, 1804.

22. Like every war frigate of the Royal Spanish Navy in that time period, the *Mercedes* was armed with a specific number of cannons of various types, in accordance with Navy regulations. At this time, Spanish Navy regulations required that Spanish war frigates be armed with 26 12-pounder cannons; 4 6-pounder cannons; 8 24-pounder *obuses* or *pedreros*; and 12 3-pounder *obuses* or *pedreros*. The artillery of the *Mercedes* before leaving Montevideo met these regulations, as demonstrated in the official registry attached to the Squadron Leader's letter ([Annex 15](#)). The numbers describing the type of cannons (e.g., 12-

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pounder) refer to the weight of the cannon shot or shell. A *pedrero* is a short-barrel anti-personnel weapon that principally used stone projectiles.

23. After setting sail from Montevideo and crossing the Atlantic, on the morning of October 5, 1804, the Spanish squadron was approximately one day of navigation away from its destination of Cádiz, when a squadron of four Royal British Navy ships under the command of Commodore Graham Moore intercepted it. As the Second Squadron Leader Alvear narrates in his diary (Annex 16, pp. 388-393), having seen the British frigates on the distant horizon, the frigate *Clara* made a signal to the others. Once the Spanish squadron identified the British ships as warships, combat formation was ordered as a precaution. As had been ordered they do in these circumstances before leaving port, the *Fama* assumed position at the head of the line, the *Medea* and the *Mercedes* at the center, and the *Clara* at the back. The British commander sent an officer to the *Medea*, where the British officer informed Spanish officers that the King of Great Britain had ordered that the English squadron detain the Spanish squadron and take it to England. Squadron Leader Bustamante valiantly refused the British order, as can be seen from his contemporary account of the incident (Annex 17). Squadron Leader Bustamante described the encounter as follows (Annex 17, pp. 4-5):

I cannot . . . explain to Y[our] E[xcellency] without amazement the surprise that caused to all, [when] this [British] official told me, upon coming on board that ‘although war was not declared, and having reconnoitered and let various other Spanish vessels pass freely, his Commodore had specific orders of H[is] B[ritish] M[ajesty] to detain the division under my command, and to escort it to the Ports of Great Britain, even if for such purpose he had to employ the superior forces with which he found himself, that [such forces] had been entrusted to him with no other purpose, three weeks prior, entering into a hard-fought battle.’



A compromise of this sort led me to invoke my officialdom, and informed of the matter, and the R[oyal] Orders with which I found myself, regarding my destination, which could not change; and of having to defend with honor, if attacked, the Arms of H[is] M[ajesty];

[T]he English official . . . exited to the quarterdeck, made some signal to his ships with a white handkerchief, and telling the interpreter that he would return for a response or decision by the council of war, he left on his boat.

Soon after the British officer disembarked, one of the British warships fired a shot, thereby starting the battle. (*See also Annex 16*, pp. 389-390.)

24. Minutes after the start of the battle, the *Mercedes* suffered a catastrophic explosion. A copy of a painting of the battle and of the explosion of the *Mercedes*, which is part of the National Maritime Museum's collection in Greenwich, England, is attached as Annex 18. The Second Squadron Leader Alvear described the explosion of the *Mercedes* as follows: "The *Mercedes* jumped through the air making a horrible racket, covering us [on the *Medea*] with a thick rain of debris and smoke" (Annex 16, p. 390.)

25. In the explosion and sinking of the *Mercedes*, all but approximately 50 sailors on board died. The Second Squadron Leader Alvear recounts this tragedy in his diary as follows (Annex 16, p. 392):

[After the battle, it was] one of everyone's main concerns that the boats diligently go to the remains . . . of the *Mercedes* in case they could save some people, something they accomplished with incredible speed, . . . and they succeeded in picking up some fifty members of the crew, including Second Commander and Naval Lieutenant D. Pedro Afán, whom they found on the logs and rests of the hull which were still intact, the others having died, including the family of the Major who writes this Diary, made up of his wife doña María Josefa Balbastro, four girls, Manuela, Zacarías, María Josefa, and Juliana, and three boys, Ildefonso, Francisco Solano and Francisco de Borja, who were the seven children that were with their mother, not one of them older than seventeen years of age: with another nephew who accompanied her, D. Isidro Gálvez, Second Lieutenant of the militia of Buenos Aires, a clerk,

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Attorney of the Royal Council, D. Antonio Gil Taboada, and five servant slaves, the father and four underage sons

The Lieutenant of the *Mercedes*, Pedro Afán, describes the ordeal that he suffered after the explosion of the *Mercedes* in the following manner:

[The *Mercedes*] had the unhappy misfortune of being blown up by the British Frigate Amphion, during the action of October 5 [1804] upon the Cape of Santa Maria, of the Officers, and crew, of which only [myself], of the [Officers], and some forty-eight men, of the [crew], had the Fortune of miraculously saving themselves, [myself] having been below water with parts of the artillery of the hull, (post that I covered) and other fragments on top of [me], the space of which I cannot identify, and afterwards grasping a piece of the prow, [I] sustained [my]self on it for two and one quarter hours, until with the battle over, they picked [me] up, having suffered extraordinarily, and consequently becoming crippled with part of [my] left foot missing, the loss of the right arm by the collarbone, with a continued affliction of the chest, and in general [my] whole body upset

The account of Second in Command Afán is attached as [Annex 19](#).

26. After the tragic destruction and sinking of the *Mercedes*, the remaining warships in the Spanish squadron were captured and forcibly brought by the British fleet to Plymouth, England (the *Medea* and the *Clara*) and to Portsmouth, England (the *Fama*). The frigates *Medea*, *Clara* and *Fama*, and their contents, were confiscated by Great Britain.

IV. The consequences of the British attack and the resulting sinking of the *Mercedes*

27. The Battle of the Cape of Santa María and the sinking of the *Mercedes* was an important event in Spanish and European history of the early 19th century. As a result of the unprovoked British attack on the Spanish squadron, King Carlos IV of Spain declared war on Great Britain in December 1804. In his declaration of war, which is attached as [Annex 20](#), the King of Spain condemned:

the abominable surprise attack, combat, and capture of the four Spanish frigates, which, while navigating with the full safety that peace inspires, were

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maliciously attacked, by orders that had been signed by the British government at the same time that it deceitfully demanded conditions for the prolongation of peace, in which it was given all the confidences possible, and in which its own ships were provided with supplies and refreshments in the ports of Spain.

The King took special note of “the sad loss of the frigate *Mercedes* with all its cargo, crew, and great number of distinguished passengers, which have disappeared as innocent victims of a detestable policy.” Consequently, it was declared as follows:

Inspired by these feelings, the magnanimous heart of the King, after having exhausted all the resources compatible with the dignity of his crown to preserve peace, has reached the weighty decision of going to war with the King of Great Britain, his subjects and peoples, omitting the stylistic formalities of a solemn declaration and publication, since the English Cabinet has commenced and continues to make war without declaring it.

28. Thus Spain entered into the Napoleonic Wars fighting against Great Britain as an ally of France. Consequently, almost one year after the sinking of the *Mercedes* the Spanish Navy fleet fought together with the French fleet in the famous Battle of Trafalgar of 1805. In this battle, the British Navy defeated the French and Spanish Navies, thereby assuring British dominion of the seas. Later, in 1808, French troops occupied Spanish territory under the pretext of a joint campaign against Portugal. This disguised invasion incited Spain’s War of Independence during which battles between the Spaniards, the French, and the British were carried out on Spanish soil for several years. In summary, the sinking of the *Mercedes* marked a decisive moment in Spanish history. The remains of the ship, therefore, are an important part of Spain’s historical patrimony.



V. The place from which Odyssey extracted the objects, and the observed and extracted objects at this site correspond to the location of the remains of the *Mercedes*

29. Based on information that the Institute and the Naval Museum has received about the actions of Odyssey Marine Exploration, Inc. (“Odyssey”) in waters west of Cádiz and south of Portugal, as well as information about the objects that Odyssey extracted from and observed on the bottom of the ocean, we conclude that the shipwreck in this case is the shipwreck of the *Mercedes*.

30. The Confidential Declaration attached as Exhibit B provides information about the place where the *Mercedes* sank. As can be seen from the analysis in the confidential Addendum, this place matches the exact location where Odyssey conducted its operations.

31. The fact that the shipwreck at issue in this case corresponds to the Spanish Navy Frigate *Mercedes* is also demonstrated by cannons and other distinctive artifacts on the shipwreck site which match cannons of the Spanish Navy and artifacts in the custody of the Navy and/or documented in the historical records of the Navy.

32. For example, as documented in the general registry of the *Mercedes* attached within Annex 15, the artillery of the *Mercedes* included 3-pounder *obuses*, known colloquially as *pedreros*. Attached as Annex 21 is a copy of the 1784 official design for 3-pounder *pedreros* of the Spanish Navy, a specification that was in effect when the *Mercedes* was built and equipped. Attached as Annex 22 are photographs of a *pedrero* of this specification, which is in the collection of the Naval Museum in Madrid. Attached as Annex 23 is a photograph of a *pedrero* taken by Odyssey at the shipwreck site. Unlike larger iron cannons, the *pedrero* is made of bronze and therefore has not accumulated rust or concretions while lying on the seabed. As can be seen from contrasting the pictures on Annexes 22 and

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23, the cannon photographed by Odyssey on the seabed is a Spanish Navy *pedrero* of the 1784 specification; twelve of which were on board the *Mercedes* when it sank in 1804 (*see* General Registry in Annex 15). Attached as Annex 24 are photographs of other bronze *pedreros* at the shipwreck site. Although the base of one of the cannons in the photograph has been damaged, the photographs show that these cannons are of the 1784 Navy specification. The presence of Spanish-regulation cannons that were part of the artillery of warships of the Spanish Navy — and specifically of the *Mercedes* when it was attacked and sank in 1804 — in the place where Odyssey extracted the artifacts confirms that the shipwreck is that of the *Mercedes*.

33. Artifacts photographed by Odyssey which correspond to parts of war frigates of the time period when the *Mercedes* sank further confirm the identity of the shipwreck as that of the *Mercedes*. Attached as Annex 25 is a photograph of a bronze pintle in the collection of the Naval Museum of San Fernando, Cádiz, Spain. The pintle in the photograph is a distinctive bronze object that was mounted on the rudder of naval vessels at the time of the *Mercedes*. The pintle has a projecting protrusion to fit into the gudgeon mounted on the stern of the ship. Attached as Annex 26 is a photograph taken by Odyssey of a bronze pintle at the shipwreck site. It can be seen that the two pintles are made out of bronze and are of the same distinctive design, including the presence of four pins that passed through the wood of the rudder. Attached as Annex 27 are photographs of portions of the hull and rudder of a Spanish Navy frigate of the time of the *Mercedes* which is on display near the site of the Carraca naval dockyard close to Cádiz, Spain. The placement and function of the pintle can be discerned from these photographs.



34. Annex 27 also shows the plates of copper that the Spanish Navy used at the time of the *Mercedes* to protect the wood of the hulls of its warships from deterioration. Attached as Annex 28 are photographs of the shipwreck site taken by Odyssey showing examples of the remains of copper sheathing. At the time of its sinking, the hull of the *Mercedes* was sheathed with copper plates such as the ones on the shipwreck site.

35. In addition, the shipwreck site contains samples of the type of large clay bottles — called *aceituneras* or olive jars — used by Spanish Navy sailors on board Spanish warships at the time of the *Mercedes*. Olive jars were used to store water and other liquids to sustain the crew on Spanish warships. Attached as Annex 29 is a photograph of a Spanish olive jar at the shipwreck site. Also attached within Annex 29 is a photograph of a similar olive jar that is in the collection of the Naval Museum in Madrid.

36. Historical cargo registries, such as the one attached as Annex 30, establish that the *Mercedes* had more than 900,000 pesos in silver, 5,809 pesos in gold, copper and tin ingots, two unused bronze cannons, and other materials on board when it sank on October 5, 1804. The objects Odyssey photographed and extracted from the shipwreck site coincide very closely with the materials that were on board of the *Mercedes*.

37. For example, the official registry of the *Mercedes* upon entry at the port of Montevideo in June 1804 (Annex 15) specifically identifies the unused bronze cannons placed on the *Mercedes* at El Callao as *culebrinas*, known in English as culverins. Culverins were bronze cannons used by the armed forces of Spain from the 15th to the early 18th Centuries. Attached as Annex 31 are photographs taken by Odyssey of a partially buried culverin at the shipwreck site. The bronze composition of the weapon, the distinctive handles



in the form of dolphins, and the design of the muzzle can be seen from the photograph. Annex 32 contains photographs of culverins on display at the Naval Museum and at the *Museo del Ejército* [Army Museum] in Madrid. The distinctive features of culverins can be gleaned from these pictures, such as the dolphin handles and the elongated barrel of the weapon. These photographs confirm that the cannon at the shipwreck site is a culverin, which, as historical documents demonstrate, formed part of the cargo of the *Mercedes* when it sank.

38. Moreover, the shipwreck site contains large quantities of copper and tin ingots, which can be observed from the photographs Odyssey took of the site. Historical cargo registries, such as the one attached as Annex 30, establish that the *Mercedes* was carrying large quantities of copper and tin ingots for “His Majesty” [“*de cuenta de S.M. [Su Majestad]*”] when it sank.

39. The coins Odyssey took from the site also confirm the identity of the shipwreck as that of the *Mercedes*. According to the “Artifact Summary” prepared by Odyssey and attached as Annex 33, the coins extracted from the site range from the late 18th Century to exactly 1804, the year in which the *Mercedes* departed from the Viceroyalties of Perú and Río de la Plata and later sank *en route* to mainland Spain. The coins are also identified as being of Spanish nationality and as having been minted in Spain’s viceroyalties in South American.

40. For these reasons and for the reasons provided in my Confidential Declaration (Exhibit B), it is clear that the shipwreck at issue in this case is the warship *Mercedes* and that the objects extracted by Odyssey are part of the remains of this frigate of the Spanish Navy.



VI. Conclusion

41. The *Mercedes* operated as a Royal Spanish Navy warship until its sinking and has never been abandoned by Spain. The disturbance of its remains is, therefore, strictly forbidden. As was made public by Spain in an official declaration of the Spanish Embassy published through the U.S. Department of State in the Federal Register of the United States on February 5, 2004:

The Embassy of Spain presents its compliments to the Department of State and has the honor to address the matter of Spanish laws and policy regarding the remains of sunken vessels that were lost while in the service of the Kingdom of Spain and/or were transporting property of the Kingdom of Spain. In accordance with Spanish and international law, Spain has not abandoned or otherwise relinquished its ownership or other interests with respect to such vessels and/or its contents, except by specific action pertaining to particular vessels or property taken by Royal Decree or Act of Parliament in accordance with Spanish law. Many such vessels also are the resting place of military and/or civilian casualties.

The Embassy of Spain accordingly wishes to give notice that salvage or other disturbance of sunken vessels or their contents in which Spain has much interests is not authorized and may not be conducted without express consent by an authorized representative of the Kingdom of Spain.” Source: Embassy of Spain, Washington, DC, Note No. 128, December 19, 2002.

42. I certify that there has been no Royal Decree or Act of Parliament renouncing or abandoning the property rights or other interests of the Kingdom of Spain in the warship *Mercedes* and its cargo. I also certify that authorization or consent has not been given to Odyssey to carry out salvage activities or any other type of activity on the *Mercedes* site. The Spanish Navy rejects, denies, and refuses to recognize the salvage or other disturbance by



Odyssey of our warship, its contents, and the resting place of those who perished when the ship was attacked in what represented a crucial moment in our history.

43. The historical information about the *Mercedes* and the information about Odyssey's activities resoundingly indicate that the shipwreck at issue in this case is in fact the warship *Mercedes* of the Spanish Navy. Therefore, Odyssey has taken, without authorization, part of Spain's historical patrimony and has desecrated the gravesite of hundreds of Spanish citizens. As Admiral of the Spanish Navy and as Admiral Director of the Institute, the Naval Museum, and the naval archives of Spain, I respectfully request that this honorable court order the prompt return to Spain of the property that Odyssey took from the *Mercedes* to the United States in secret and without authorization.

In testimony hereof, for all necessary purposes and under penalty of perjury, I declare that the above declaration is true and correct.

Executed at Madrid this 12th day of September 2008.

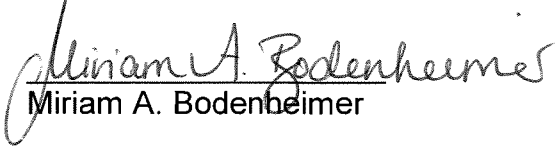
 ADMIRAL DIRECTOR

Teodoro de Leste Contreras

ANNEX 1
TO EXHIBIT A
(De Leste 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 "General Registry of Navy Vessels (1804)" from Spanish to English.


Miriam A. Bodenheimer

[Title Page]

General State
of the
Royal Navy
Year of 1804

[Seal]

From Superior Order
Madrid at the Royal Press

[Page 157]

LIST

Of the Vessels that make up the Royal Navy, including those that are being constructed, stating shipyard and years of construction, and number of cannons they carry, as well as stating whether they are armed or disarmed, as is shown by the initials A or D respectively.

[* * *]

[Page 159]

Vessels

Cannons

State

Shipyards

Years

[* * *]

Department of El Ferrol

Battle Ships

[* * *]

Frigates

[* * *]

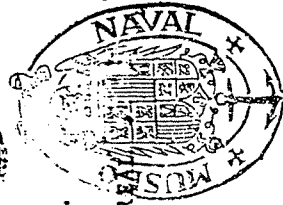
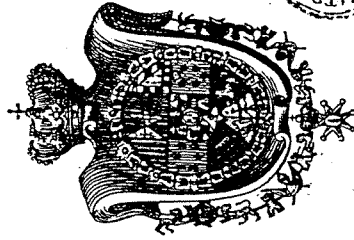
[*Page 160*]

<i>Vessels</i>	<i>Cannons</i>	<i>State</i>	<i>Shipyards</i>	<i>Years</i>
Nra. Sra. del Pilar . . .	38	D	Id.	1781
Nuestra Señora de las Mercedes	38	A	Havana.	1788

[* * *]

ESTADO GENERAL
DE LA
REAL ARMADA.

AÑO DE 1804.



DE ORDEN SUPERIOR.

MADRID EN LA IMPRENTA REAL.

Encomiendas.

ORDEN DE MONTESA.

Ares..... Valencia..... 13343

CRUCES PENSIONADAS DE LA DISTINGUIDA ORDEN DE CARLOS III.

En el año de 1772, en que se establecieron, se sirvió S. M. señalar el número de treinta para que se distribuyesen en el Cuerpo de su Real Armada.

RELACION

De los Buques de que se compone la Real Armada, incluído los que se están construyendo, con expresion de los Artífices y años de su construcción, y número de cañones que montan, como tambien de los que eran armados ó desarmados, según respectivamente significarán las letras iniciales A ó D.

DEPARTAMENTO DE CADIZ.

Buques.	Caño.	Esti- do.	Arti- feros.	Años.
NAVIOS.				
Santísima Trinidad...	134	D.	Havana.	1769
Santa Ana.....	114	D.	Ferrol..	1784
Conde de Regla.....	84	D.	Havana.	1786
Kayo.....	84	D.	Idem...	1749
S. Rafael.....	76	D.	Idem...	1771
Africa.....	76	D.	Cádiz..	1752
Terrible.....	76	D.	Cartag.	1724
Firme.....	76	D.	Cádiz..	1734
Glorioso.....	76	A.	Ferrol..	1735
Vencedor.....	76	D.	Idem..	1752
S. Juan Bautista.....	76	D.	Guatm.	1772
S. Gabriel.....	76	D.	Ferrol..	1772
S. Justo.....	76	A.	Cartag.	1779
S. Fermín.....	76	D.	Passage.	1782
Bahama.....	76	A.	Havana.	1784
Soberano.....	76	D.	Idem...	1790
La Ferme.....	76	D.	Entrega- do por los Franceses.	1794
España.....	68	A.	Cádiz..	1757
América.....	68	D.	Havana.	1775
FRAGATAS.				
Anítrite.....	41	A.	Havana.	1781
Santa Sabina.....	40	A.	Ferrol..	1781
Nuestra Señora de Atocha.....	40	A.	Havana.	1789
Minerva.....	38	A.	Idem...	1790
Liebre.....	38	D.	Cádiz..	1755
Venus.....	38	D.	Idem...	1755
Asírea.....	38	D.	Cartag.	1756
Santa Perpetua.....	38	A.	Ferrol..	1772
Nuestra Señora de la Asuncion.....	38	A.	Idem...	1772
Santa Maria Magda- lena.....	38	A.	Idem...	1773

Buques.	Cañon- ner.	Erida- do.	Artillería- ros.	Años
Santa Agueda.....	38	D.	Havana.	1776
Santa Rufina.....	38	D.	Ferrol..	1777
Nuestra Señora de la O.....	38	A.	Havana.	1778
Nuestra Señora de la Paz.....	38	A.	Rerrol..	1785
Santa Gertrudis.....	26	D.	Guam..	1768
Santa Efigenia.....	26	D.	Presaa..	
CORBETAS.				
Colón.....	22	D.	Presaa..	
Descubierta.....	20	A.	Cádiz..	1789
Atrevida.....	20	A.	Idem...	1789
Ardilla.....	16	A.	Presaa..	
URCAS.				
Santa Polonia.....	6	D.	Ferrol..	1773
Santa Librada.....	6	D.	Idem...	1777
BERGANTINES.				
Segunda Amistad.....	14	D.	Ferrol..	
Santa Teresa.....	14	A.	Idem...	
Argos.....	14	A.	Passage.	1803
Atrévido.....	12	A.	S. Maló.	1780
Primera Amistad.....	10	D.	Idem...	
Liebre.....	8	D.	Presaa..	
Trucha.....	8	D.	Ferrol..	
Pohi.....	8	D.	Presaa..	
Cartagenero.....	8	D.	Presaa..	
Guillermo Pitt.....	8	A.	Presaa..	
PAQUEBOTES.				
S. Francisco de Borja.	18	A.	Havana.	1784
S. Francisco de Pau- la.....	18	A.	Idem...	
S. Carlos.....	16	A.	Idem...	
BALANDRAS.				
Hopp.....	14	D.	Presaa..	
Santa Teresa.....	10	D.	Idem...	
Ligera.....	10	D.	Idem...	
S. Miguel.....	8	D.	Idem...	
Terrible.....	8	D.	Idem...	
S. Joseph.....	8	D.	Idem...	
Covadonga.....	8	D.	Idem...	
Escolope.....	16	D.	Presaa..	
Experimento.....	16	A.	Idem...	
GOLETAS.				
Elisabet.....	10	A.	Havana.	
S. Bruno.....	10	A.	Presaa..	

Buques.	Cañon- ner.	Erida- do.	Artillería- ros.	Años.
Anunciación.....		A.	Idem...	
Santa María Magda- lena.....	8	A.	Idem...	
S. Juan Bautista.....	8	A.	Idem...	
Nanci.....	8	A.	Idem...	
Taumaturgo.....		A.	Idem...	
Sevillana.....		A.	Idem...	
BALAUKES.				
Dafne.....	18	A.	Presaa..	1803
Zeloso.....	14	A.	Passage.	
MISTICO.				
Delfin.....				
DEPARTAMENTO DE FERROL.				
NAVIOS.				
Purísima Concepción.	114	D.	Ferrol..	1779
Mexicano.....	114	D.	Havana.	1786
Príncipe de Asturias.	114	A.	Idem...	1793
Real Familia.....	114	A.	en gr.	Idem...
S. Fernando.....	100	D.	Idem...	1765
S. Eugenio.....	82	A.	Ferrol..	1775
Neptuno.....	82	A.	Idem...	1795
Emprendedor.....	82	A.	en gr.	Idem...
Oriente.....	76	D.	Idem...	1753
Serío.....	76	D.	Guarni.	1754
S. Juan Nepomuceno.	76	D.	Idem...	1766
S. Francisco de Asis..	76	D.	Idem...	1767
S. Agustín.....	76	D.	Idem...	1768
S. Telmo.....	76	D.	Ferrol..	1788
Monarca.....	76	A.	Idem...	1794
Montañés.....	76	D.	Idem...	1794
Tridente.....	76	D.	en gr.	Idem...
S. Fulgencio.....	68	A.	Idem...	1787
S. Leandro.....	68	A.	Cartag.	1787
Castilla.....	62	D.	Ferrol..	1780
S. Julian.....	62	D.	Idem...	1781
Miño.....	56	D.	Cartag.	1779
FERROL.				
Victoria.....	44	A.	en gr.	Ferrol..
Gloria.....	40	A.	Havana.	1793
Flora.....	40	D.	Idem...	1795
Medea.....	40	A.	Idem...	1797
Prueba.....	40	D.	Idem...	1800
Santa Clara.....	38	A.	Ferrol..	1774

Buques.	Caño- ner.	Erid- do.	Artiller- Años.	Artiller- Años.	Artiller- Años.
Príncipe de la Paz...	4	A.			
Postillon.....	4	A.			
Polux.....		D.			Idem...
S. Francisco Xavier...		A.			
Batidor.....		D.			
Esperanza.....		D.			
PAQUEBOT.					
S. Rafael.....		D.			
RALANDRA.					
Gallega.....	8	D.			Ferrol.. 1797
GOLETAS.					
Chula.....	14	A.			
Santa Isabel.....		A.			
Defensa.....	12	A.			
Vigilancia.....	12	A.			Idem... 1797
Gallega.....	12	A.			
Brava.....	12	A.			
Santa Gertrudis.....	10	A.			
Carlota.....	10	A.			Idem...

DEPARTAMENTO DE CARTAGENA.

NAVIOS.					
San Carlos.....	114	A.			Havana. 1769
Reyna Luisa.....	114	A.			Ferrol.. 1791
Argonauta.....	82	A.			Idem... 1798
Guerrero.....	76	D.			Idem... 1788
S. Lorenzo.....	76	A.			Guarn.. 1771
S. Joaquin.....	76	D.			Ferrol.. 1771
S. Pablo.....	76	D.			Idem... 1773
Angel de la Guarda...	76	A.			Cartag. 1783
S. Francisco de Paula.	76	D.			Havana. 1784
Bahara.....	76	A.			Cartag. 1785
S. Idelfonso.....	68	D.			Havana. 1765
S. Ramon.....	68	D.			Idem... 1788
S. Pedro de Alcantara.	68	D.			Idem... 1789
Asia.....	68	D.			Idem... 1789
Astuto.....	64	D.			Idem... 1781
Santo Domingo.....	64	D.			Idem... 1781
FRAGATAS.					
Santa Lucia.....	38	D.			Havana. 1770
Santa Matilde.....	38	A.			Ferrol.. 1778
Santa Rosa.....	38	D.			Idem... 1782
Santa Casilda.....	38	D.			Cartag. 1784
Santa Catalina.....	38	D.			Havana. 1787
Nra. Sra. de la Soledad.	38	D.			Cartag. 1788

Buques.	Caño- ner.	Erid- do.	Artiller- Años.	Artiller- Años.	Artiller- Años.
Nra. Sra. del Pilar.....	38	D.			Idem... 1781
Nuestra Señora de las Mercedes.....	38	A.			Havana. 1788
Diana.....	38	D.			Mahon. 1791
CORBETAS.					
Fuerte.....	26	A.			Idem... 1800
Príncipe de Asturias...	24	A.			
Infante D. Francisco.	24	A.			
Infante D. Carlos.....	24	A.			
Indagador.....	24	en gr.			Ferrol.. 1802
Mercurio.....	24	A.			Cartag..
Mosca.....	24	A.			
Urquijo.....	24	A.			
Diligencia.....	20	A.			Ferrol.. 1800
Cevallos.....	10	A.			
Grembay.....	10	A.			Presa...
Batidora.....	10	A.			

URCAS.

Nra. Sra. de la Presentacion.....	6	A.			Idem... 1774
Nra. Sra. de la Anunciacion.....	6	D.			Idem... 1774
Nra. Sra. de Regla.....	6	D.			Cartag. 1772
Santa Rita.....	6	A.			Idem... 1773
Anónima.....	6	A.			Idem... 1777
Cargadora.....	6	A.			Ferrol.. 1791
Aurora.....	6	A.			Idem... 1791
Wincon.....	6	A.			Presa...
BERGANTINES.					
Flecha.....	18	A.			S. Sebast. 1779
Volador.....	18	A.			Havana. 1791
Ciervo.....	18	A.			Idem... 1796
Valeroso.....	18	A.			Idem... 1795
Golondrina.....	18	A.			Idem... 1795
Paloma.....	18	A.			Ferrol.. 1795
Veloz.....	18	A.			en gr. Havana.
Santa Casilda.....	16	A.			Presa.. 1775
Agulla.....	16	A.			Presa.. 1791
Saeta.....	16	A.			Havana. 1791
Sau Antonio.....	16	A.			Cádiz... 1788
Cazador.....	14	A.			Idem... 1788
Ligero.....	14	A.			Mahon.. 1789
Descubridor.....	14	A.			
S. Juan Bautista.....	14	A.			
Princesa.....	14	A.			
Santa Catalina.....	10	A.			Presa...

Buquer.	Cañi- nes.	Esta- do.	Astilla- vos.	Años.
Perla.....	38	D.	Idem...	1789
Esmeralda.....	38	D.	Mahon.	1791
Venganza.....	38	A.	Idem...	1793
Sirena.....	38	A.	Presá..	1793
Pomona.....	38	D.	Ferrol.	1794
Fama.....	38	A.	Cartag.	1795
Proserpina.....	38	A.	Mahon.	1797
CORBETA.				
Americana.....	20			
URCAS.				
Santa Florentina.....	6	A.	Cartag.	1773
Espaciosa.....	6	D.		
Aduana.....	6	D.	Comprada.	1777
Santa Justa.....	6	D.		
Erójula.....	6	A.	Mahon.	1798
XABQUES.				
Murciano.....	32	D.	Cartag.	1779
Lebrel.....	32	D.	Palma en Mallorca.	1769
S. Sebastian.....	26	D.	Cartag.	1774
S. Blas.....	18	D.	Idem...	1779
S. Lino.....	18	D.	Idem...	1779
BERAGANTINES.				
Peruano.....	20	A.	Idem...	1793
Vigilante.....	16	A.	Mahon.	1789
Empresa.....	14	A.	Cartag.	1790
Aierta.....	14		Idem...	1790
S. Leon.....	14		Ferrol.	1783
Prueba.....	10	A.	Cartag.	1798
S. Luis Gonzaga.....	8	D.	Presá..	
Havaneño.....	8	A.	Havana.	
S. Joseph y las Aultmás.	8	A.		
Tejomenes.....	8	A.		
Trinidad.....	8	A.		
MISTICO.				
S. Leon.....	3			
LUGRE.				
Experimento.....	8	A.		
GOLETAS.				
Brava.....			Ferrol.	
La Furia.....	2 cañ.	A.	Mahon.	
La Feliz.....	1 mort.			
S. Martin.....				
Atrevida.....		A.		

Buquer.	Cañi- nes.	Esta- do.	Astilla- vos.	Años.
Ligera.....		A.		
Ventura.....	12	A.		
Argonauta.....	8	A.		
Cecilia.....	8	A.		
Carmen.....	8	A.		
Galgá.....	8	A.		
GALERAS.				
S. Antonio.....	3	D.	Idem...	1787
Santa Bárbara.....	3	D.	Idem...	1794

NOTA. Hay tambien armados con destino al servicio de Guardacostas en el Mediterraneo
 14 Goletas de 2 cañones.
 18 Barcos y
 16 Faluchos con un cañon.

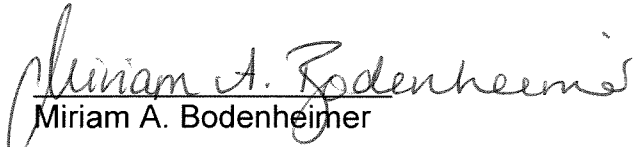
RESUMEN GENERAL DE LOS BUQUES DE LOS TRES DEPARTAMENTOS.

	Cádiz.	Ferrol.	Cartagena.	Total.
Navios.....	19	22	16	57
Fragatas.....	16	9	13	38
Corbetas.....	4	12	1	17
Xabques.....	2	2	2	6
Urcas.....	2	8	5	15
Dergantines.....	10	3	11	24
Faquebotes.....	3	1	1	5
Balandras.....	9	3	11	23
Goletas.....	9	3	11	23
Fugre.....	1	1	1	3
Balauxés.....	2	1	1	4
Mistico.....	1	1	1	3
Galeras.....				
Total general.....				322

ANNEX 2
TO EXHIBIT A
(De Leste 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 "List of Navy Vessels (1990)" from Spanish to English.


Miriam A. Bodenheimer

[Title Page]

Master List
of
Vessels

Working Document No. 1

January 1990

[Page 186]

[* * *]

MERCEDES (The), (Ntra. Sra. de las)
Frigate 1789-1804 War Sail OE

[Page 187]

Frigate of 40 cannons constructed in Havana and out to sea in 1789. It was part of the Squadron of the Marquis of Socorro commanded by Don J. de Aguirre and in 1797 of Squadron of Don José de Córdoba, under the command of F[rigate] C[aptain] Vasco y Vargas. While part of the Division of Squadron Leader Don José Bustamente, who was substituted at sea by his Major General Don Diego de Alvear due to illness, during a voyage from Peru to Spain, commanded by F[rigate] C[aptain] Don J. Goicoa and in company of the frigates "Medea", "Fama" and "Clara", it was attacked on October 5, 1804 upon the Cape of Saint Mary by the English Division of Commodore Moore. It blew up in combat (0).

LISTADO GENERAL

DE

BUQUES

DOCUMENTO DE TRABAJO Nº 1

ENERO DE 1990



Crucero de 4500t, 6 cañones de 152mm, varios cañones menores y 12 tubos lanzatorpedos, turbinas de 45000cv y 29 nudos. Construido en El Ferrol y botado en 1923. En Julio de 1936 se encontraba en Fernando Poo. Sublevada su dotación contra la oficialidad, regresó a España incorporándose a la Escuadra roja. Fué recuperado en Bizerta al terminar la guerra civil, entrando en obras de reparación y transformación. Era gemelo del "Blas de Lezo" (O).

-
MENDEZ NUÑEZ (a. "Resolución")

Fragata Blindada 1861-1886 Guerra Vapor Vela OM

Fragata de 42 cañones y 3300t, máquina de 500cv construida en El Ferrol y botada en 1861. Formó en la Escuadra del Pacifico del Contralmirante Don Casto Méndez Nuñez mandada por el CN Valcárcel, asistiendo en 1866 al bombardeo de Valparaiso y acción de El Callao. En 1870 se cambió su anterior nombre de "Resolución" por el de "Méndez Nuñez". Sublevada en Cartagena al ocurrir la insurrección cantonal de 1873. Excluida en 1886 (O).

-
MENTOR

Fragata *(1781) *Vela E

*

-
MERCED (Ntra. Sra. de la)

Galeón *-1702 *Vela O

Galeón de 30 cañones hundido en Vigo en 1702 (O).

-
MERCED (Ntra. Sra. de la)

Galeón *-* Guerra Vela O

Galeón de la Escuadra de Don Antonio de Oquendo y de la de Cantabria que mandó Don Martín de Bertendona (O).

-
MERCED (Ntra. Sra. de la)

Saetia *(1738) *Vela E

*

-
MERCEDES

Goleta *(1815) Guerra Vela E

*

-
MERCEDES (Virgen de las)

Balandra *(1742) *Vela E

*

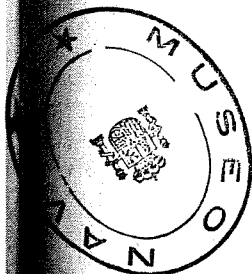
-
MERCEDES (Ntra. Sra. de las)

Galeón *-1702 Guerra Vela O

Galeón de 12 cañones hundido en Vigo en 1702 (O).

-
MERCEDES (La), (Ntra. Sra. de las)

Fragata 1789-1804 Guerra Vela OE



Fragata de 40 cañones construida en La Habana y botada en 1789. Formó en la Escuadra del Marqués del Socorro mandada por Don J. de Aguirre y en 1797 en la de Don José de Córdoba, al mando del CF Vasco y Vargas. Formando en la División del Jefe de Escuadra Don José Bustamante, sustituido en la mar por enfermedad por su Mayor General Don Diego de Alvear, en viaje del Perú a España, mandada por el CF Don J. Goicoa y en unión de las fragatas "Medea", "Fama" y "Clara", fué atacada el 5 de Octubre de 1804 sobre Cabo Santa Maria por la División inglesa del Comodoro Moore. Voló en el combate (0).

-
MERCEDES (Ntra. Sra. de las)
Goleta *(1748) *Vela E

*

-
MERCEditas
Paquebot *(1780-1782) *Vela E

*

-
MERCURIO
Fragata *(1754-1763) Guerra Vela E

*

-
MERCURIO
Corbeta 1802-1813 Guerra Vela OE
Corbeta de 26 cañones construida en Cartagena en 1802. Tomada en Montevideo por los disidentes en 1813 (0).

-
MERCURIO
Fragata 1817-1822 Guerra Vela O
Fragata de 44 cañones construida en Rusia y adquirida a dicho pais en virtud del Tratado de Eguia-Tattischeff de Agosto de 1817. Designada para formar en la Escuadra que debía salir para Buenos Aires en 1818 mandada por el Brigadier Don Francisco Mourelle y esta Fragata por el CF Don Rafael Santibáñez, no pudo hacerlo debido a su lamentable estado. Excluida en Cádiz en 1822 (0).

-
MERCURIO
Navio *(1770) *Vela E

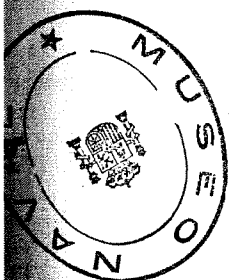
*

-
MERCURIO
Paquebot *(1753-1754) Guerra Vela E

*

-
MEROCH
Mistico *(1805) *Vela E

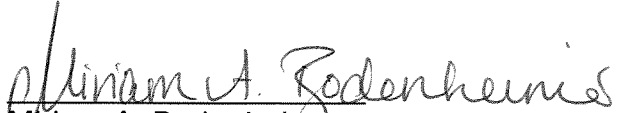
*



ANNEX 3
TO EXHIBIT A
(De Leste 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 "Captain Goycoa's Service File" from Spanish to English.


Miriam A. Bodenheimer

[. . .]

Don Joseph Goycoa

Midshipman on May 22, 1776.

Ensign on August 8, 1778.

Lieutenant Junior Grade on September 16, 1781.

Lieutenant on November 15, 1784.

[. . .]

D[on] Jose Manuel de Goycoa

from S[an] Sebastian

Days in which he started service in his	D	M	Y	Y	M	D	Time when he served each of his
Employments							Employments
Midshipman	22		1776	2	9	16	As Midshipman
Ensign	8	Aug	1778	3	1	8	As Ensign
Lieutenant Junior Grade	16	Sept	1781	3	1	29	As Lieutenant Junior Grade
Lieutenant [<i>Teniente de Fragata</i>]	15	Nov	1784	4	10	6	As Lieutenant
Lieutenant [<i>Teniente de Navío</i>]	29	Sept	1789	6	11	6	As Lieutenant
Captain [<i>Capitán de Fragata</i>]	27	Aug	1796	6		8	As Captain
Captain [<i>Capitán de Navío</i>]	5	Oct	1802				
Died on...	5	Oct	1804				
the events about the death of this Officer are stated on the next page							

Commissioned Employments

Time of Service in each one

1st Lieutenant to the Major General of Cartagena
[illegible] in the previous employment

Days	Months	Years	Years	Months	Days
29	May	1801			
24	April	1802			

[Descriptions relating to previous years]

[. . .]

On 13 Dec. 1802[,] by virtue of Royal Order he took the command of the Frigate Mercedes.

Year 1803

On 27 February[,] he set sail with the Frigate Mercedes of his command with destination to Lima where [illegible].

1804

On 9 June, he entered Montevideo Coming from Lima and on 5 October upon the Cape of Saint Mary and returning from Montevideo with three other Frigates under the command of Squadron Leader José Bustamente[,] in the battle that occurred there with 4 other English Frigates[,] the one under the command of this Officer which was the Mercedes blew up, in which he perished as noted expressed in the file created about this incident.

[. . .]

The King has resolved to concede [] María Jefa de Bermingham, widow of Captain [*Capitán de Navío*] D[on] Josef Manuel de Goicoa who perished in the explosion of the Frigate Mercedes of his command, four thousand *reales* of life pension per year, without prejudice to what corresponds to the military [illegible]. What H[is]M[ajesty] orders I communicate for the notice and satisfaction of the interested. God keep Y[our]E[xcellency] m[any]y[ears]. Madrid 28 July 1805.

[signature]

Sir D[on] Felix de Texada

GOYCOA y LABART
Jose Manuel

Contiene 22
Carpetillas

x S Sebastian 1757
G^aM^a. 1776. N^o 2007

C de N

© Da Ma^a Jose^{ta} de
Bennighan
1803 _____

xx V + 1804 pag. Mercedes



D.ⁿ Joseph Goyroa

Corp. n.º

N.º de fol.



Guardia maxima en 22 de Mayo de 1776.

Alferez de Fragata en 8 de Agosto de 1778.

A Alferez de C. Navio en 16 de Septiembre de 1783.

A Teniente de Fragata en 15 de Enero de 1784.

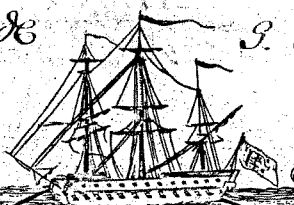


N^o 6.

D. Jose Manuel de Goyco



natural de S. Sebastian



Nombres de empleos a servir en el				Tiempo q. en via cada uno de ellos			
Empleos	D.	M.	A.	A.	M.	D.	Empleos
Guardia Marina	22	Nov	76	2.	2.	16	de Guardia Marina
Ajeres de Fragata	4	Ag	78	2.	4.	8	de Ajeres de Fragata
Ajeres de Navio	16	Sept	81	3.	1	29	de Ajeres de Navio
Teniente de Fragata	15	Nov	84	4.	10	6	de Teniente de Fragata
Teniente de Navio	21	Sept	89	6.	11.	6	de Teniente de Navio
Cap. de Fragata	27	Ag	96				
Cap. de Navio	8	Ag	802				

Empleos de Comision

Tiempo q. en via cada uno

1^o Ay. de Com. de Cartagena 29 Mayo 1801.

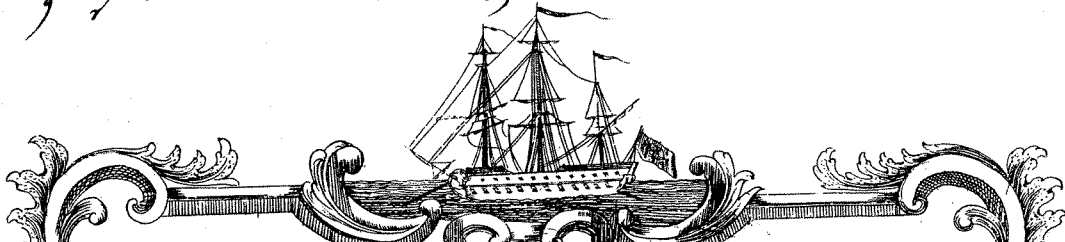


Comando de un año hasta
fin de Septiembre de 1873.

Remanecido en Europa y America. Mencion de libellitos y cosas sueltas: Incl. Enquien
5. Sil el cmo de 16 fue a Puerto: Sula, mancha en las 2. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000.



Relación de los Meritos, y servicios del Alférez de Fragata de la
 R. Armada D. Josef Manuel de Goycoa, Natural de S. Sebastian,
 y de edad de 20 años;



Tiempo q. ^e empeno à Servir,				Tiempo q. ^e obtuvo cada Empleo			
Empleos,	años	meses	días	años	meses	días	Empleos,
Guardia Marina...	22	May	1776	2	2	17	de Guardia Marina
Alférez de Frag. ^{ta} ...	8	Ag. ^{to}	1778	0	6	13	de Alférez de Frag. ^{ta}



Campañas

De Guardia Marina se embarco en el Paquetot S. Gil en 26 de Junio
 de 1778 del Mando del Comodoro D. Fernando Baccazel con destino
 à S. Peterburgo, desembarco en 20 de Nov. del mismo Año en q.^e estamoy;

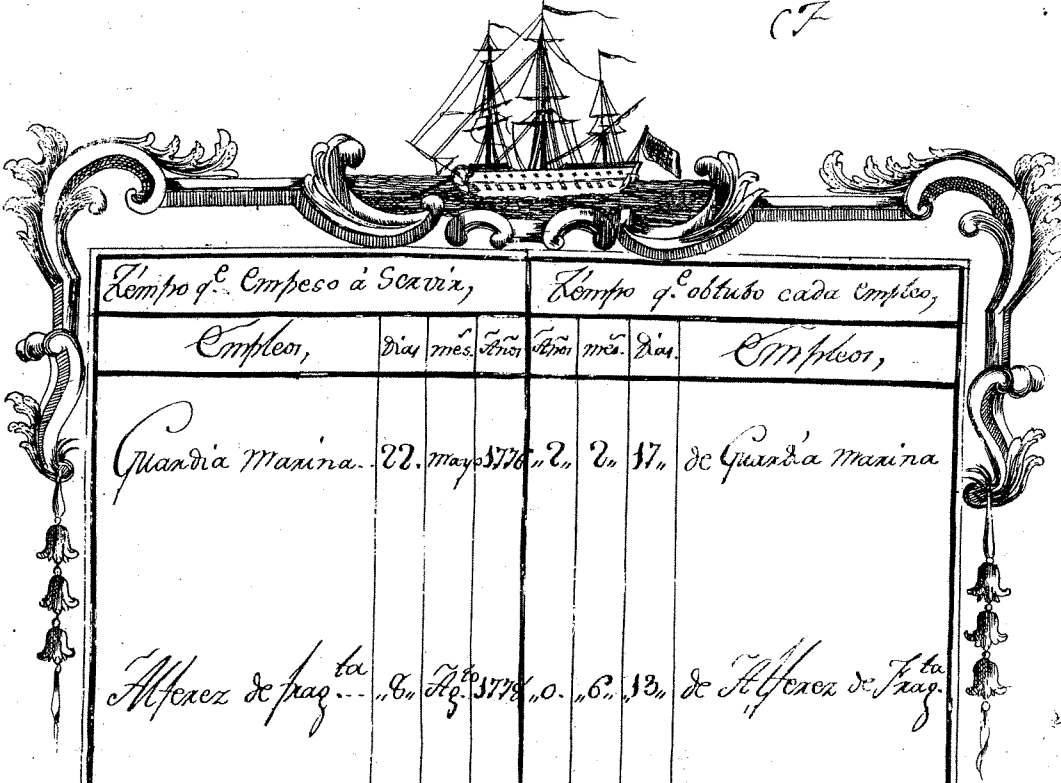
Comisiones Particulares

En 27 de Nov. de 1779 fue destinado de Ayudante del Mayor General;
 Ferral 21 de Febrero de 1779 Josef Manu. de Goycoa

Relación de los méritos, y servicios del Aferez de Fragata de la R. Armada
D.^{no} Josef, Manu.^l de Goycoa, Natural de S.^{ta} Sebastian, y de edad de 20, años

5

CF



Tiempo q. ^e Empeso á Servir,				Tiempo q. ^e obtuvo cada Empleo,			
Empleo,	Dias	més.	Años	Años	més.	Dias.	Empleo,
Guardia Marina.	22.	Mayo	1776.	2.	2.	17.	de Guardia Marina
Aferez de frag. ^{ta}	6.	Ag. ^{to}	1778.	0.	6.	13.	de Aferez de frag. ^{ta}



Campañas

De Guardia Marina se Embanco en el Paquetot S.^{ta} Gil en 16 de Junio de 1778, del Mando del Feriente de Navio D.^{no} Fern.^{do} Rodriguez Balcazar con destino á S.^{ta} Petersburgo, desembarco en 20 de Nov del Año de 1779.


Comisiones Particulares

En 27 de Nov. de 1779, fue destinado de Ayudante del Mayor General;
Feriol 25 de Febrero de 1779, Josef Manu.^l de Goycoa

D. José Manuel de Goycoa.

Natural de S. Sebastian.

3



Tsch. enq. e principios en sus		tiempo q. sirvio cada uno de sus					Empleos.
Empleos.	D.	M.	A.	di.	ni.	D.	
Guardia Marina	22	ago	1776	2	2	16	de Guardia Marina
Alferez de Fragata	8	ago	1778	3	1	8	de Alferez de Fragata
Alferez de Navio	16	ago	1781	3	1	29	de Alferez de Navio
teniente de Fragata	15	Nov	1784	4	10	6	de teniente de fraga.
teniente de Navio	25	sep	1789	6	11	6	de teniente de Navio
Capitan de Fragata	27	ago	1796	6	1	8	de Cap. de frag. ta
Capitan de Navio	3	oct	1802				
Allejo en	5	abr	804				

H

à la buelta de capre
van los acacim. sobre
la muerte de este ofi.

Empleos de Comision

Tiempo q. sirvio cada uno
otros meses dias

or e r a
Dias en el año
S. Ayud. del Rey Gen. Castag. 29. mayo. 1803.
Cero en el anterior empleo. 24 Abril. 1802



B. En. 803,

V.

oficial

D. José Tricoa C. de N.

Lic.^a p.^a casare con D.^a Trifa
Birmingham.

Carp. n.º 12
N.º de fol. 3



El Rey se há servido conceder á D.^a Maria Ter-
sa Bexmingham, Viuda El Capitan El Navio D.
Josef Manuel E Goicoas q.^o perexió en la boladu-
ra E la Fragata Mercedes E su mando, quatro
mil reales E pensión vitalicia al año, sin per-
juicio E la que le corresponde El monte-pio
militar. Lo q.^o E orden E S. M. participo á V. E.
para su noticia y satisfaccion E la intere-
rada. Dios que. á V. E. m. a. Madrid 28 E Julio
E 805.



por cop
franc del
30



50^o D. Felix E Texada.

El Rey se ha servido aumentar la pensión vitalicia de quatorce mil
 rs. de vellón al año que en veinte y ocho del mes próximo anterior
 se digno conceder á D.ª María Josefa de Birmingham, Nieta del
 capitán de Navio D. José Manuel de Espyora, hasta nueve mil
 rs. que es la mitad del sueldo que disfrutaba su marido, igual-
 andola con esta gracia á la que obtuvieron la Nieta de los Comand-
 antes de los Navios Real Carlos, Hermenegildo y Santo Do-
 mingo que obtuvieron la misma designada sueldo que la Fragata
 el Escudo del mando de Espyora. Lo que de Real orden participo
 á V. S. para su inteligencia y debido cumplimiento = Dios que
 á V. S. muchos años San Ildefonso veinte y quatro de Setiembre
 de mil ochocientos y cinco = Fr. Francisco Gpl. = Señor D. Luis de la
 rra de Salazar = Ferrol veinte y nueve de Setiembre de mil ochocientos
 y cinco = Para esta Real orden á los señores principales para que
 tenga el debido cumplimiento = Salazar. Certifico que es copia
 á la letra de la Real orden original que para en esta Intendencia
 principal de Navarra semi-cuero Ferrol veintiseis de octubre de mil
 ochocientos y cinco = Angel Panara. Copia de la Real Or-
 den Original que me ha exhibido D.ª María Jose-
 fa Birmingham y ente de ella igno y firmo yo
 el Excmo.

José Luis de Regandía



ANNEX 4
TO EXHIBIT A
(De Leste Declaration)

CERTIFICATE OF ACCURACY

I, José E. Arvelo, 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 "Statement of History of the *Mercedes*" from Spanish to English.

A handwritten signature in black ink, appearing to read "José E. Arvelo", written in a cursive style. The signature is positioned above a horizontal line.

José E. Arvelo

Frigate
Mercedes

Built in Havana in 1788 [illegible] of [illegible]

Historical specifications of the King's frigate named the Mercedes

Frigate Nuestra Señora de las Mercedes

<u>Dimensions [of the] Prow</u>	<u>Feet</u>	<u>Inches</u>
[...]	[...]	[...]
[...]	[...]	[...]
[...]	[...]	[...]
[...]	[...]	[...]
[...]	[...]	[...]

<u>Artillery</u>	<u>Cannons</u>	<u>Caliber</u>
[...]	[...]	[...]
	[...]	[...]

<u>Ballast</u>	<u>Q[uintiles]</u>
In Ingots and Cannons	3000
In stones	<u>3000</u>
Total	<u>6000</u>

<u>Capacity</u>	<u>Tons</u>
[...]	[...]

Masts and Spars

[...]

[...]

History

It was built in Havana by the Navy Engineers and launched to sea on November 15, 1788.

In May of 1789 it left for Cartagena de Indias under the command of Captain [*Capitán de Fragata*] Don Juan de Aguirre to transport the Viceroy of [illegible] and returned to this port in July of the same year.

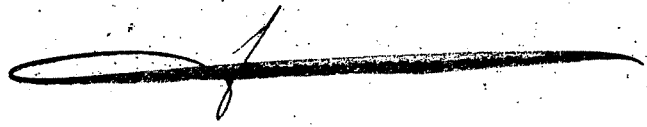
Once again set sail with funds [*situado*] for Puerto Rico and [Santo] Domingo and arrived at this port on 21 December and has been generally repaired [*recorrido*] on the side and deck and is about to set sail under the command of the same Commander to the port of Cádiz with specie in convoy with the battleships San Ramón and Castilla. It is considered [to be] in need of revamped sheathing and to reconnoiter its bottom for having touched in its navigation to Puerto Rico, without other issue on the hull, masts and spars, or minor boats. Ha[v]ana [illegible] de Herrero of 1790. = Francisco [illegible]
[...]

Fragata

Narciso.



Comandante en la Marina en 1783. por de AH - #



Piego de Historia de la Frag. ^{ta} El Rey nom
brada la Mercedes



Pagata Nueva Señora de las Mercedes

<u>Dimensiones</u>	<u>Pies</u>	<u>Pulg.</u>
Elora de fuera afuera	161	
Quilla	144	8
Manga	41	5
Plan	16	8
Puntal hasta el Puente de la Casaca	29	7 1/2

<u>Artilleria</u>	<u>Canon</u>	<u>Calib.</u>
Arma montada	26	12
	8	6



<u>Lentes</u>	<u>gros</u>
En Limates y Canones	2000
En piezas	2000
Total	6000

Capacidades

Dada el cupiento y manga con bazuco y paja de	
Bateria, y en pie de defension a caballo	
Desplaza el todo al agua	1140
Mide segun el metodo de Arquero prefix. en 19 de sep. de 42.	680

Tabladuras

	<u>Diametro</u>		<u>Larga en</u>		<u>Trabiles en</u>		<u>Calves</u>	
	<u>en pie</u>	<u>en paja</u>	<u>pies y paja</u>	<u>pies y m.</u>	<u>pies y m.</u>	<u>en y m.</u>	<u>en y m.</u>	<u>en y m.</u>
Palo mojon	30. 1/2		98				12	6
Martelens mojon	18.		61. 1/2				7	
Martelens de Trancos mojon	9. 1/2		44. 1/2				11	8
Perza mojon	20. 1/2		93	4	89. 2 1/2			
Perza de Sevilla	14. 1/2		65	2	53. 1			
Perza de Trancos mojon	7. 1/2		42		37. 4			
Perza de Tabie Juanes Idem	4. 1/2		27. 8		24. 10. 3/4			
Pala de tringueres	28. 1/2		91				11	
Martelens de Melacho	17. 1/2		57. 2				6	
Idem de Trancos de Proa	8. 3/4		40. 10				10	
Perza de tringueres	19. 1/2		84		74. 8			
Idem de Melacho	14		60. 8		49			
Idem de Trancos de Proa	7		37. 4 1/2		33. 3			
Id. de Pie, Trancos de Idem	5. 3/4		24. 8		25. 5			
Pala de Alvaras	20. 1/2		71. 2				8	9
Martelens de Alvaras	11. 3/4		42				5	3
Martelens de Trancos de Alvaras	6		31. 6				8	2
Perza de Alvaras	14. 3/4		79. 4		48. 9			

Banga Saia	10	99	6	49
Banga de sobre Mesana	8	39	8	29
Banga de Juanero de Idem	4	26	8	22
Bangas	29	58	4	
Botalon del Fach	12	42		
Botalon de Ibla de Suria	7	44	4	
Botalon de Ibla de Velouho	7	42		
Banga de Cebaxas	14	63		51
Idem de sobre Tebadena	7	37	4	33
Arca de Veindena de Papa	8	42		
Idem de Papa	4	21		
Balanca de Zerotrusca	7	48		
Banga de Xaxena de Papa	7	38	8	27
Idem alto	6	31	6	30
Banga de Xaxena de Papa	7	40	6	42
Idem alto	5	31	4	30
Banga de Ibla de Suria	4	19	2	18
Banga de Ibla de Velouho	3	17	6	16
Id. de Ibla de Juan de Moyon	3	10	8	9
Id. de Ibla de Juanero de Papa	2	3	4	8
Arca de Xaxena de Moyon	3	26	3	5
Idem de Papa	8	24	11	4



Historia

Fue construida en la Havana por los Ing. de Marina y botado al agua en 15 de Noviembre de 1788.

En Mayo de 1789, salio para Cartaxena de Indias al mando del Capitan de Fragata Juan de Aguirre a conducir al Virrey del Perú y de Mitituy a este Puerto en Julio del mismo año.

Volvió adan la Vela con virados para Puerto Rico, y S. Domingo fondo en este Puerto el 21 de Diciembre y seba Leonardo general de Corredores y Cubiertas, y era pronto adan la Vela al mando del propio Comand. para el Puerto de Cádiz, con Caudales en comenda de los Navios S. Ramon, y Castilla. Se considera con necesidad de renovar su fondo, y reconocen su fondo por haber tocado en su navegacion a Puerto Rico, sin otra novedad en Casos, Avoladura, ni Embarca. menores. Habana de Mayo de 1790. = Fran. Juan.

Llego a este Puerto, y en 26 de Junio de 1789, entrase en el Dique del Tacadero, fonde en sobre de. Paper

Examinadas interiormente las Planchas de la banda de estribor, y sin el
de la Vela; y salió del Dique el 12 de Julio siguiente, en o-
portunidad para la Vela, al mando del mismo Comandante Estanca,
y sin considerarse el menor daño en su Carro, Arboladura, y Embar-
caciones menores. Cartaxena 14 de Julio de 1790. Thomas Dixon.

Llegamos a este Departamento y habiéndose examinado habiendo
atendida con los reparos necesarios para su conservación en Jun 27.
de abril de 1 año de la fca. se introdujo en el 1.º Dique senta
sobre picadientes de quatro pulg. de quebrantos, de aforas, Reconis
de firme haciendole pueros varios Cuabanos, Yumbos, y sobre
ranos, ferns de Madena, y Gobre, y salió del Dique en 16 de
Mayo sig.º. Se le se leban en lo las obras necesarias para su
atamamento en el Buque, como en su Carro, Arboladura,
y Embarcaciones menores. hallase pronta para la Vela al mando
del Capitan de Navio D.º Bauro Ayala, Estanca, y sin consi-
derarse el menor daño en su Carro, Arbolad. y Embarcaciones.
menores. Cartaxena 26 de Junio de 1793. Miguel
de la Puente.



Después q.º Llego a este Puerto, se le han en lo la Botabanda
de la Congrepa, la Bodega de Mainicangalla, las Caureras de
Savia, quatro Botabanderas de las Alas de Trancos, y los Penan-
tes de la Citana Mayor. Reconis el Alcasar. 10. Costunad.
por la banda en el Castillo. 10. Item en la 2.ª Cubierta, y en la
primera los Camarotes de los oficiales. Sigue vapo el mando
del mismo Comandante hallándose Estanca, y sin considerarse
el menor daño en su Carro, Arboladura y Embarcaciones menores.
Cartaxena 14 de Noviembre de 1794. Thomas Dixon.

Después q.º Llego a este Puerto se le han Congrepa las Copas
de Mayor, y Trinquete.

Hallase pronta para dar la Vela, vapo el mando del mismo
Comandante. Cartaxena 10 de Sep.º de 1795. Thomas
Dixon.

Después q.º Llego a este Puerto de un campaña se le congruo
el Tardin de Vabo, hizo dos Molduras para el Tuzo, la Paraca
para las baxas de Mayor, y Trinquete, 8. Cuabos de Oxone,
para la Chupera, Media Pasa de la entrada del Alcasar,

El Paopas de Toem, con sus Motones Texaronios, 2. Cuchas en los
Sumbadores de Trinquere, los Caños de Proa, Vaxias Escalax, y en
acabados, Pia de Puilla, quitando sus fornos de tablon, y Cobax,
los Calafates, y bolris afornan en Cobax, sobre el irvo, dando
antes Manilla hecha con Cal, y sebo, alas Costuras, y Caveras de
Paxos, y Clavos; se le noto en su ultima Puilla, 3. pax. de
Recoxis sus Cortados, y Cubiertas. En su Arbolad. hize el Palo-
Mayon, una Cruzeta, para idem, y 2. Parveos p. el Baupier.

Hallase pronta adon la Vela Vaso e l mando de l Cap.
de esta Clase. 2.^o Joseph Vero. Cantaxena 28 de Henens de 1796.
Thomas Dixon.



Nota

Que en sus Corredores lleva 4. Placas de tablon de forno de pax.
de guero clabadas con Clavos de Cobax, sobre forrandolas con Planchas
de este metal, con el fin de aumentar la estabilidad de este Puque
cuya faena se concluyo en 6. de Dis. ultimos = fecha et supra.
Mayon.

En llegada de este Puque de Cobax en su Arbolad. una Cruzeta
de Cavia, 2. de sobre Tuaxete, un Botalon de for. una Nota
bana Taxxena, y se halla estanca, y se le considera el año
en su Corso, Arbolad. ni Embarcax. Menores, al mando de l
Capitan de la misma clase, D.^o Antonio de la Torre, Taxxena
D. de Mayo de 1798. = Miguel de la Puente.

Arbolad. de la 2.^o Cruta de la Frag. de Suenos nom-
brada Nuestra Señora de las Mercedes al porte de 40-
Cañones dispuesta por su Comand. el Capitan de Fragata
de la Real Armada D.^o Joseph Vero y Argual.

Proveo

Con 500 qq. de Piedra menuda se forno un Plan de
medio pie de altura cortado desde la sobrequilla, y conrehendido
desde el mangano de la Depenta hasta el pie de Cameros Paper
de la Escotilla de Proa, donde hize poner una division de tabon
a contribon de quatro tabon de altura p. sujecion de la
Cruta: En este espacio se quisieron 45. Cañones perpendiculares
de la Puilla formando un Plan, las Tollar a los otros ditant.

Un pie ambas Flexas, emperando desde Proa con 12 piezas del calibre de
 4. y siguiendo a Popa con 21 Cañones del de 8... 10. del de 6. y los
 restantes de 3. y 2. en los buques, siendo el peso de todo 840. qq. En
 las otras se guienon 21. Cañones con peso a 553 qq. del calibre de
 6. diez del de 4. y los restantes de 3. la colicacion de estos fue
 paralela a la quilla encontrado sus pesos de jolla, y cubata
 formando un plan desde la caña del agua a las banderas. Toda
 esta artilleria se cubrio con lastre piedra hasta 1000 qq. es-
 tendido por igual, pero haciendo pueros antes 3 Do. Lingotes
 de quintal en dos andanadas por todo el espacio del piso, y en
 las otras 5 Do. en tres andanadas, sobre la base del lastre
 referida se sento toda la toneleria ocupando desde el pie
 de la mureta por el de la Escotilla Mayor hasta el mangano
 q. hize poner a proa para sujecion de la Estiba, y para
 consolidar, y llenar los vacios de la toneleria, donde no
 combenia de otra se emplearon 300 qq. del mismo lastre
 piedras: ademas en el Poro sobre el lastre se guienon
 210. Lingotes de quintal para moberlo segun combenga,
 a las propiedades del Buque.



Despensa

Con 140. qq. de Piedra lastre se firmo la base de medio pie de altura
 segun el orden de la Bodega sobre la que se guienon 20. Cañones mo de 4.
 4. de 4... 8. de 4... y 6. de 4. con peso de 311. qq. tambien perpendicular a
 ala quilla en los mismos terminos, ademas en las banderas, y en
 ala Bulancama adunada al mangano de la Bodega donde no
 podia acomodarse se guienon 210. Lingotes de 3 qq. En el
 Pomo de la Tercera, hize poner 100. de estos Lingotes.

Demora de este Detalle q. para el lastre piedra 2000 qq.
 El de Cañones 1408. y en Lingotes 1400. y total de todo el peso de el
 lastre 4808. qq.

Colocar de Peltrero

Las 4. Anclas de proa, 2. Anclotes en las mexas Mayores, los 11. mores,
 y 4. mores de la caña del Castillo delante de las Vistas junto a las
 banderas; Los 6. Cables, y 4. Calabrotes en el soldado a bauer
 el de la Espenama, y el de Liba de Estiba a esta Vanda, Ayunt
 de Liba, y son colts de 4. Anclas a Varan; Dos Calabrotes en
 ca

el Cable de 4.^{ta} Anclas, y los otros dos en el centro encima de la Caja de Balas.

En las otras dos una banda portar de Coxen grande la C.^{ta} condecora de la Lancha, en la otra Tancia traxada; de Corro. hoy pong.^{on} de tacos en este sitio tambien se colocaron, dos quin-ques, y un Vinador de Comber.

En el poro mayor las 4. Boyas, Cabrestante del Comber, la Cuxena de la Lancha, y tablax de Suindolas; En el poro al Paoa, la Madena guerra del Carpentero, a Varon, a Estribor. anexada a b. pie de Carrero Poper de esta Escotilla, de Vaso de esta Madena las 12. boynas de Cabrestante de Pipeta sin puera de Coga a Paoa unidas a la sobrequilla, y encima de estar las vigotas de Cadena de Pipeta, la tablaron del gado a Cargo del Carpentero traxadas a las bandax de la Escotilla; dar 2. Cuxenas de Pipeta a una y otra banda del poro, las 2. Cuxenas de Pipeta anexadas a una banda, y los dos tambien en encima a la Madena guerra de el Comp.^o uno a cada banda. En el soco de Paoa que corresponde Vaso de los Pañoles, la Tanc.^a traxada del Contramañe, la guerra a una banda, y la delgada a otra, los botines a un cargo y del Calafate, los Guinales, y Vigotas sueltas. En el Pañol de Velas las dos Suindolas de Pipeta para tablax de Tancia mayor, y encima todo el Velamen.



En el de Tanc.^a toda la de Pipeta, y demas que no esta pendiente, en el abor en la murada colgada la mortonina menuda, guanda cabos, Amillos, paradores, Roldanas Espuel-
tas de Penos, y Pañoles, dar Salbachias, Berques, Vicos, y Palletes, colocados con separar.^{on} a un q. la mortonina guerra, Vozas de Comber, Vigotas de Planchuela de Pipeta para las Tancia, Escobar, Espuentas, Raquetas, y otros utiles menudos del Cargo del Contramañe.

El Piloto, Cirujano, Carp.^o y Calaf.^{te} tiene cada uno un Pañol en el entrapuente de la parte de Coga de los del Contramañe.

La Caxa de Madena de Pipeta, y la forma del

Tomon esta trincada a la Vanda en el entrecruces un pie
 levantada a la Cubierta, y de fierro, en el Comber presentada
 a la Camana, y sobre la Cubierta, las armas estan en una peque
 ña parte en dos Arms. a la Camana, y las demas en 4. Casos.
 Mobibles en el Alcaran, dos Churos en un frente de la
 Reposteria q. esta en el centro, y el Vaso entre las dadas
 de Vaso del Alcaran donde tambien estan sobre varrotes,
 los atacadores, vacatrapos, Cuchanar sobrantes despues de
 bebida la Antilleria de estos pextruchos; en una separ.
 delante de la Paraban estan los exes, Tuedas, banquetas,
 y Almoadas de Vajetas con algunos bacos en otra separacion.

En el Comber hay tres Casas de Limpia, una de bebida de
 Probe, una de efectos de Pisos, otra de la tropa, y demas por
 medidas por Ordenanzas. Los Vinos de Vajetas de Lancha
 y Probe, estan colocados encima de varrotes entre los Pabos.
 de la tropa, y Maximera cuelga en mochilas en varrotes de
 bacos al intento a las Muxadas, cada uno tiene su Coy con
 telenas, Bolinas, y quando a cabo para colgar en ganchos
 agrogando la mitad de la dotacion.

Aguada

21. Tomates. 53. Tomates, 21. Pajon, y 16. Guanteros en
 tres andanay q. de gran media vara de capacidad hasta los Pabos
 y ocupa desde el pie de Camano Puel a la Cristilla Mayor
 hasta el popel de la Proa.

Viveres q. Caben q. 3. meses.



40. Botas de Vinos, una de Nino, 23. Barriles de tozino,
 uno de carne, 2. de queso, 5. de arroz, 4. de gambanos, todo colocado
 en 3. andanay, ademas el utrejo, y otras menudencias; 381 qq.
 de Pan Ord. en los Panoles, 9. Barriles de Pan de Dieza
 en el Callejon de combate, 365 qq. de denta distribuida en
 la Botega y Dispensa, 12. Pajon de Paja, y 2. de Carbon en el
 Poro de Proa, 33. Camanos, en 3. divisiones, de Vaso a la
 Lancha, y 84. Gallinas en 4. Gallineros, colocados junto a la

Maderna de Napeto.

En este estado se halla la Refeida Frag. en el Puerto de Santos alar año del Ex. mo. Sr. D. Joseph Masamedo, y dio la vela ala del Ex. mo. Sr. Morales, observando antes su Calado al tpo. de eleban las Anclas, y heca como sigue

De Popa. 17. 6. de Proa. 15. 8. Dif. 1. conto. Bat. 8. 4. almedis.

Pier de Liniá de flotacion con solo la Arboladura.

Calado de Popa. 13. con 2. de Proa. do. con 3. la dif. en 2. pier. 11. 1/2. estando la Frag. en esta época, con 3. 1/2. de anclas. El Rey. y. Comandante esta Frag. en la Habana el año de 1788. le asigna 60000. de lastre para 8. pier y 4. 1/2. de Bateria, y un p. de dif. en 1. de Calado, le da desplam. atodo el Buque 1140. Toneladas, y 680. las q. mide segun el metodo de dragos propusos en 19. de Sep. de 1742. Abondo el experimento Buque en 1. de Mayo de 1796.

El lastre era escrupulosamente pesado, y la Bateria con consideracion en anclas, y faldas por inutilizada.

Entró en el 1.º Dique en 22. de Sep. de 1799. y salió en 20. de Sep. del mismo año. Recorrió sus fondos y fondo en Cobte, seleccionaron los para mano, y las pontas de la Bateria pñal. se colocaron 2. pedras de tabla, y 5. Tumbos en la cubierta pñal, se hicieron las tranclas de la Bateria de Alcaran, y congruieron las de la Bateria pñal, se congruieron los Cabreantes, se recorrieron sus costados, y cubiertas, y havilito de lo mas necesario para poder navegar. Seban reparados y recorridos sus costados, y cubiertas, y havilito de lo demas perteneciente a su Armamento.



Se le hizo el Palo de trinquete. El de Merano, El de Proa, 4. Martelinos de Sania, y Velas, 1. Berga de Sania, 1. Idem de Melabo, la Berga Seca, la de Trancos Mayor, 2. Martelinos de Trancos Mayor, 1. Dem Trancos de Proa, 2. Bergas Vataexas Vapor, 2. Idem de las de Sania

4. Botalones de Itlar de Danial, 4 Idem de Itlar de Juanete
 mayor, 2. Palancas de Seratracan, la Cofa de trinquete sur
 eido, los Baos, y Causeta de Item, los Baos y Causeta de
 Merana, 1. Timelga Negro. la Amboladuna de la d'ha.
 la de 2. Protes de 3.^a y 5.^a Clase, se compuso el Balon mayor
 la Benga de Item, los Baos, y Causetas Mayores, los de
 Savia y Velacho para Negro, la Cofa mayor, la de Merana
 El tamborete de trinquete, y el de Merana,



Para Negro de America

Se hizo 1. Martelino de Tramese a Proa. 1. Timelga,
 de Negro, 4. Botalones de Itlar de Savia, y Velacho.
 Tenor 12. de Noviembre de 1800. = Jph. Mullen

Por R. O. de 6 de Nov. del año pasado por
 el mando de Man en el Neg. con destino al Callao
 de Lima, se traen los Caudales y
 Mas. q. hubiere pronto en aquella America;
 y para verificar esta Comision, entró en Bogota
 y se le quitó el cobre de sus fondos y mudo una
 1.^a Ligaron, un pedazo de 2. m y algunas tablas;
 asi mismo, se le colocaron 4 tablas en los Cocederos
 y en las Cintas y las Cintas: algunas otras se
 formo en la Proega, varias tablas y mudo en
 la Cofa pnal, en la de Itarcan, Conlito y Paraman.
 se le pusieron los Cortaderos de los muros de guerra;
 colocaron algunos Pentales, Chilleras, Pentales de ma.
 se le compuso el toldado de cables y los Puntos de
 se hicieron 3 de este entre Cables y 3 Carracas
 de alojam^{to} y otras diferentes reparand: se le
 mudo la Clavaron de sus fondos: recomis
 generalmente y formo en cobre mudo para el

pon el Torcuato.

En la Armada, se le hizo un Armatelemis de
Gavia p.^a repuesto, uno ind. de velacho, uno de
Juan. mayor y otro de Mercana: una Vengra
de Gavia y otra de velacho: 2 Protector. de alas
de Gavia y velacho: los Bao y Cometas de
gavia y velacho; y 2 tamboretes de rep.^a
repuesto.

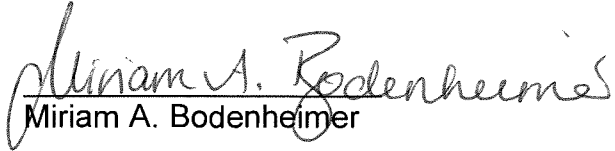
Hallare en Bahía, estancia y en Orizaba
con se hacen el viaje a y esta de tornada; y
monta a dar la Vela al mando del Cap.^{to}
de Navio Dn Jose Joyosa. Fernand H. de Feb.
de 1803. — Dn. Jose Muller



ANNEX 5
TO EXHIBIT A
(De Leste 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 "Registry Upon Entry to Cartagena de Indias (1789)" from Spanish to English.


Miriam A. Bodenheimer

Registry stating that [illegible] entering this Port of Cartagena de Indias, today . . . the Frigate of His M[ajesty] carrying 34 Cannons named Nuestra Señora de la *Mercedes* commanded by the Captain of this class of the Royal Navy D. Juan de Aguirre y Villalba

[*Description of Ship, Crew, and Armaments*]

1^a That this vessel enters watertight [*estanco*] and with its rigging, hanging masts and [illegible] complete.

2^a That the most Excellent Mr. Don Jose Ezpeleta Viceroy of Santa Fe [de Bogotá], the Vice-Queen and the rest of his family are transported.

[. . . .]

Anchored at the Port of Cartagena de Indias, 2 June 1789

Juan de Aguirre (Signed)



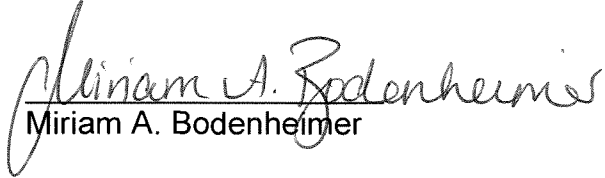
<p>Estado de Contabilidad del grupo en el mes de Agosto de 1921. Se hace constar que el grupo de trabajo se encuentra en el momento de ser organizado y se le ha asignado un jefe de grupo y un jefe de oficina.</p>									
Nombre	Edad	Profesion	Estado Civil	Religion	Partido	Residencia	Antecedentes	Observaciones	Fecha
16	"	16	16	17	18	19	20	21	22
<p>Partidos</p> <p>1. Partido Republicano</p> <p>2. Partido Socialista</p> <p>3. Partido Comunista</p> <p>4. Partido Obrero</p> <p>5. Partido Agrario</p> <p>6. Partido de la Clase Media</p> <p>7. Partido de la Clase Alta</p> <p>8. Partido de la Clase Baja</p> <p>9. Partido de la Clase Media-Baja</p> <p>10. Partido de la Clase Media-Alta</p>									
<p>Observaciones</p> <p>1. El grupo se encuentra en el momento de ser organizado y se le ha asignado un jefe de grupo y un jefe de oficina.</p> <p>2. Se ha asignado un jefe de grupo y un jefe de oficina.</p> <p>3. Se ha asignado un jefe de grupo y un jefe de oficina.</p> <p>4. Se ha asignado un jefe de grupo y un jefe de oficina.</p> <p>5. Se ha asignado un jefe de grupo y un jefe de oficina.</p> <p>6. Se ha asignado un jefe de grupo y un jefe de oficina.</p> <p>7. Se ha asignado un jefe de grupo y un jefe de oficina.</p> <p>8. Se ha asignado un jefe de grupo y un jefe de oficina.</p> <p>9. Se ha asignado un jefe de grupo y un jefe de oficina.</p> <p>10. Se ha asignado un jefe de grupo y un jefe de oficina.</p>									

Trabajo de Agosto 1921

ANNEX 6
TO EXHIBIT A
(De Leste 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 "Registry Upon Entry to Cádiz (Mar. 1790)" from Spanish to English.


Miriam A. Bodenheimer

REGISTRY STATING THAT . . . enters to THIS PORT OF Cadiz, today . . . the *Frigate* of H[is M]ajesty] carrying 34 Cannons named *Nuestra Señora de la Mercedes* commanded by the *Captain* of the same class of the Royal Navy Don Juan de Aguirre y Villalba

[*Description of Ship, Crew, and Armaments*]

- I. That this vessel is missing to complete its rigging two yards of topgallant sail, two flank hitching posts and two flank foretopsails and makes twelve inches of water with cool wind and sea=
- II. That it transports 999,000 pesos of the King, 47,538 of particulars and 3881 of the Officers. 24 sailors sentenced to

ration and without salary and transporting 1 [first-rank] corporal, 3 drummers and 11 soldiers of the Princess's Infantry Regiment.

3^d That upon departure of this Vessel, Lieutenant [*Teniente de Navío*] Don Juan de Eslava remained on land.

Aboard the previously mentioned anchored in the Port of Cádiz. 24 March 1790

Juan de Aguirre

a Nación y sin dolo y a Tany. C. I. Causa No. 10. Tamb. S. M. h. b. Sol. P. a. Y. a. M. L. P. miera
De... que alu talia nome Dug. C. se quere en Terra el Don. e. Nacio. e. M. Leon. e. E. h. a. u. a. l. =

Condo. e. la. C. p. t. r. e. n. a. al. Am. la. em. el. P. de. C. a. r. a. d. a. e. m. a. n. e. x. M. P. e. i.

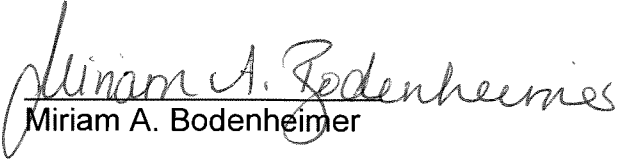
Juan & Aguirre



ANNEX 7
TO EXHIBIT A
(De Leste 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 "Registry Upon Departure from Cádiz (Nov. 1790)" from Spanish to English.


Miriam A. Bodenheimer

REGISTRY STATING THAT . . . sets sail from THIS PORT OF Cadiz, today . . . the *Frigate* of H[is] M[ajesty] carrying 34 Cannons named *Nuestra Señora de la Mercedes* commanded by the *Captain* of the same class of the Royal Navy Don *Juan de Aguirre y Villalba*

[*Description of Ship, Crew, and Armaments*]

- I. This Vessel leaves watertight [*estanco*].] sheathed in copper, and with all of its rigging, hanging masts and *respeto* complete.
- II. It has the Artillery of the Quarterdeck and Forecastle in number 8 cannons of 6 caliber [illegible] and the corresponding munitions to those of 4 [caliber].
- III. [. . . .]

[. . .]

Takes for transport to Algeciras 200 men of the Infantry Regiment of Galicia[,] the Lieutenant Colonel of another and 12 officers[,] the whole crew in accordance with regulation between [illegible] and absent the following sailors: 8 lead gunners; 13 ordinary gunners; 2 marines; 9 sailors-in-training; 2 cabin boys. General total of absent classes: 38 posts.

On board the said Vessel setting sail in the Bay of Cadiz [illegible number] of November of 1790.

Juan de Aguirre

