

# Florida Keys History Center Series of Occasional Papers In Monroe County, Florida Historical Research



## No.2

### The Disaster of the 1733 *Nueva España Flota* (New Spain Fleet) as Reported in English Newspapers

<i>Ships Names</i>	<i>Captains Names.</i>	<i>Length of the Keels in Spanish Codos, or Cubits.</i>	<i>Men.</i>	<i>Guns.</i>
<b>KING'S SHIPS,</b>				
Admiral. The Ruby,	Don Juan de Arnaud,	64	500	64
Vicc-Admiral. The Cock,	Don Fr. Thomas Aguirre,	60	450	56
Infante,	Don Pablo Aguirre,	62	450	60
New Ship, St. Joseph, alias Africa,	Don Daniel Huony,	66	500	66
The Pink. The Populo,	Don Juan de Egues,	58	150	20
<b>MERCHANTS SHIPS,</b>				
N. S. del Rosario, y S. Vincente Ferrer,	Don Juan de Arizon,	57	225	26
St. Philip,	Don Joseph del Villar,	64	130	34
N. S. del Rosario,	Don Juan de Espeleta,	60	130	30
N. S. de los Dolores, y S. Yzabel,	Don Antonio de Loaiza,	60	130	30
San Fernando,	Don Juan de Reyna,	61	130	34
N. S. de las Angustias, San Raphael,	Don Francisco Sanchez de Madrid,	60	130	30
San Ignacio,	Don Christoval Urquixo,	60	130	30
San Francisco,	Don Vincente de Yturribarria,	57	120	26
San Joseph y las Animas,	Don Xoval Fr. Franco,	60	130	30
St. Peter,	Don Gaspar Lopez,	56	125	24
El gran Poder de Dios,	Don Joseph Sanchez de Madrid,	52	75	20
N. S. de Belen y San Antonio,	Don Luis de Herrera,	53	70	20
N. S. del Carmen, S. Ant. y las Animas,	Don Antonio de Chaves,	45	50	18
El Auviso,	Don Joseph de Aramvide,	35	20	8
Also a Frigate bound for Florida, which failed in Company with the Flota.				

The Ships of Spain's 1733 Fleet, from *The Daily Journal* (London) October 27, 1733. Burney Collection, British Museum.

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"To explore, preserve, promote, and make accessible the history of Monroe County, Florida."

**Abstract:**

In July of 1733, Spain's *Nueva España flota*, carrying silver and other cargoes from Mexico, sailed from Havana, Cuba bound for Cadiz. Two days into the journey, the ships were struck by a hurricane and twenty of them were sunk along the reefs of the Florida Keys. Rescue teams quickly arrived from Havana to begin saving people and treasure. The crews of English ships traveling the Gulf Stream current saw the wrecks and the recovery efforts and carried news of the disaster home. Their eyewitness accounts were published in various London newspapers, which led to a year-long stream of reporting on the disaster, the first sustained news reporting of events from the Florida Keys. This annotated and transcribed survey of news articles about the 1733 fleet found in the British Museum's Burney Collection of eighteenth-century newspapers offers new insight into the story of the 1733 fleet and the practices and role of early journalism in spreading news from a then-distant corner of the world.

## Overview

Spain's colonial maritime empire is largely remembered today for its treasure-laden galleons. For centuries, these armed cargo ships were organized into convoys that carried the output of mines and plantations from the American colonies across the Atlantic Ocean to Spain. For a period of over 250 years, at least two large fleets sailed annually – one from South America (the *Tierra Firme* galleons), and one from Mexico, which was then known as New Spain (the *Nueva España Flota*). These ships would meet with other vessels in Havana and then sail to Spain as a group.

On May 25, 1733, the *Nueva España Flota*, under the command of Don Rodrigo de Torres, left Vera Cruz for Havana. The ships were loaded with silver, spices, porcelain, and a wide variety of other commercial cargoes, all intended for Spain. After taking on passengers and final cargoes and provisions, twenty-one ships left Havana on July 13<sup>th</sup>. Not long after, the crews sighted Key West and then adjusted their course to carry them eastward through the Florida Straits. The following evening, they began to experience a strong north wind, and experience told Torres and his captains that a hurricane was imminent. By the morning of the 15<sup>th</sup>, the winds clocked around to the south, and the fleet was driven onto the reefs and shoals of the Florida Keys. When it was all over, twenty vessels were wrecked; scattered along the Upper Florida Keys, from present-day Marathon to Elliott Key.

News of the tragedy quickly reached Havana, and salvage crews were dispatched immediately to offer relief to the victims of the disaster. They found almost all the ships hard aground and dismantled along the reefs and shoals fronting the Florida Keys. A camp was quickly established on one of the nearby islands, and it served both as a refuge for the survivors and the command center for the extensive salvage operations that followed.

Though many of the ships were badly damaged, most were in shallow enough water that it was relatively easy to recover the cargoes, and a variety of techniques were employed to rescue whatever could be recovered. According to the news accounts only one of the wrecked ships – the private merchant vessel *Nuestra Señora del Rosario* – was refloated and put back into service. The others were lost, and many were burned to the waterline to recover valuables in their holds and iron fittings from their hulls that were otherwise inaccessible. Ultimately, more treasure was recovered from the wrecks than had been registered when they sailed.<sup>1</sup>

Beginning in the 1930's and continuing through the 1990's, many of the wreck sites were located by US treasure hunting operations, and these groups worked to recover much of what had been lost or left behind by the Spaniards. But many of the wrecks remain, and today thirteen of the 1733 shipwreck sites are identified in the waters of the Florida Keys National Marine Sanctuary and Biscayne National Park. A program called the "1733 Spanish Galleon Trail" has been developed to encourage interested divers to

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<sup>1</sup> Smith, Roger C. (1988). "Treasure Ships of the Spanish Main," in *Ships and Shipwrecks of the Americas*, George F. Bass, editor. Thames and Hudson, New York.

visit these wrecks as a hands-on way of learning about Spain's important maritime system and the tragedy suffered by the New Spain fleet nearly 300 years ago.<sup>2</sup>

### **The English News Accounts**

Articles about the disaster published in a variety of weekly English broadsheets represent the first newspaper reporting from the Florida Keys, and it is interesting to note how information traveled from the remote reefs and islands to readers across the Atlantic. From the bylines, it is evident the primary mechanism by which publishers received information was through the sharing of letters. Some were written by ships' crews who had sailed upon the scene of the wrecked fleet and shared the news upon arrival to their destination. Word of the disaster also came from the correspondence of British officials stationed in both Spain and France. And other news of the fleet came via letters written by a variety of sources in Havana, South Carolina, Jamaica, Spain (chiefly Cadiz), France, Holland, and Italy. Whether the letters were private correspondence that was shared secondarily with the newspapers, or if they were messages sent directly to publishers is not clear. Whatever the case, the combination of an early, informal maritime postal system combined with a mushrooming English newspaper industry, allowed a tremendous amount of information concerning events at the Florida Keys to reach printing presses and be shared broadly with the world.

Because much of Spain's colonial wealth was aboard the fleet, and the potential loss of the treasure would have had an economic impact well-beyond Spain's borders, the disaster was big news; English papers eagerly carried the story of the fleet's drama. Though the accounts were sometimes erratic and conflicting, when aggregated they added up to a comprehensive and timely interpretation of what had happened to ships, their crews, and the cargoes.

The news first broke in England one month after the hurricane – about as quickly as was then possible – when the scattered wrecks were first seen within two days of the disaster by the crew of an English merchantman, whose captain reported the news back home. The information came so soon after the loss that announcements of the fleet's departure from Havana were still arriving well after the news of its problems.

Giving confirmation to the rumors, other vessels sailing through the Gulf Stream passed the wrecked fleet in the days that followed, and they offered brief but vivid perspectives of the Spanish salvage of the wrecks. One account reads:

“... I saw six large Ships on Shore on the Marteiros,<sup>3</sup> and one that was afloat; her Masts were gone, and they had got up Jury Masts, and was near fitted. The People had 30 Tents on the Shore, made with the Ships Sails. We also saw two or three Boats pass from the Shore to the Wrecks, and a Sloop that was at Anchor. We were about a Mile distant from the Hull of one of them, and saw the men at work on board her, and also Boats which seemed to be loaden, go

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<sup>2</sup> Florida Bureau of Archaeological Research (2005). *1733 Spanish Galleon Trail: Explore the Spanish Plate Fleet Disaster of 1733*. Florida Division of Historical Resources Bureau of Archaeological Research, Tallahassee. See also <https://info.flheritage.com/galleon-trail/>

<sup>3</sup> The “Marteiros” (*Martires*, or Martyrs in English) was a colonial-era Spanish name for the Florida Keys.

ashore from her. The Ship which was afloat had two Teer of Ports, and I believe was a Fifty Gun Ship. The Wrecks all appear'd to be as large as that on float."<sup>4</sup>

The same article further states that the hurricane came from New Providence Island in the Bahamas, where it had struck on the 14<sup>th</sup> of July, indicating the storm was traveling generally WSW when it hit the fleet. Also, and quite surprisingly, the wreckage from the fleet scattered well beyond the Keys. Flotsam (in the form of masts, pieces of hull, and a drowned cow) was found as far as twenty-seven and a half degrees north, along the Florida Coast near present-day Ft. Pierce Inlet.<sup>5</sup>

The salvage of the wrecked fleet was a very large task and apparently the Spaniards were not fully equipped to handle it. As a result, not all passing ships were allowed to simply go on their way. Reports reached England of vessels being pressed into service by the Spaniards to transport salvaged cargo from the Florida Keys to Havana. Two vessels reported having to make two circuits of ferrying goods between the wreck sites and Cuba, before being allowed to continue their voyages home.<sup>6</sup>

The newspapers also published detailed accounts of the storm and the sufferings of the ships and crew as they went through it.<sup>7</sup> And to give a sense of the scale of the loss, there is a comprehensive table outlining the names of each ship, its master, the number of guns it carried, and its size, along with the aggregate cargoes of the fleet.<sup>8</sup>

After a long period of waiting and wondering, four vessels dispatched to carry the salvaged treasure across the Atlantic finally arrived at Cadiz on the 19<sup>th</sup> of June 1734.<sup>9</sup> Included in the convoy of ships were the ships *Africa* and *Rosario*, both of which had been part of the original fleet. All that was left was the assessment of the salvage fees by the king. He did so, averaging a little over 20 per cent as a levy for the recovery, storage, and transportation of the rescued goods.<sup>10</sup> After safe delivery of the treasure, the news ends. From there, the business of recovering the treasure and delivering it to its intended destination was complete, and further reporting on the subject was not necessary.

The following transcripts are from articles found in the Burney Collection of seventeenth- and eighteenth-century English newspapers housed at the British Library and available (via subscription) through an online database. The stories are presented chronologically as published and because information reached the publishers erratically, the narrative jumps back and forth at times. The original grammar and spelling have been retained, and footnotes have been added to clarify obscure terms. The antiquated writing styles used in some of the articles can be a bit challenging to the modern reader, but taken as a whole, the difficulties suffered by the 1733 fleet are presented in the texts fully and in "real time," much as would have been experienced by readers in the eighteenth century.

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<sup>4</sup> See entry 4: Extract of a letter from South-Carolina, July 21. *St. James's Evening Post* (London) September 29, 1733.

<sup>5</sup> *Ibid.*

<sup>6</sup> See entry 18: *London Evening Post*, December 15, 1733.

<sup>7</sup> See entries 7 & 8: *London Evening Post*, October 11, 1733, and *The Daily Journal* (London), October 12, 1733.

<sup>8</sup> See entry 14: *The Daily Journal* (London), October 27, 1733.

<sup>9</sup> See entry 24: *The Daily Journal* (London) July 3, 1734.

<sup>10</sup> See entry 27: Extract of a Letter from Cadiz, dated July 27. N.S. *The London Journal*, August 10, 1734.

## Transcripts of the English Newspaper Articles

1)

***Daily Journal (London), August 18, 1733***

*Extract of a letter from Capt. Crichton Commander of the Ship Peniel  
dated at Bristol the 15<sup>th</sup> Instant*

“We arrived here yesterday, having had seven weeks and four days passage from Jamaica, where remained the Westmoreland, Capt. Marshal, and the America, Capt. Hicks, bound for London. On the 7<sup>th</sup> of July<sup>11</sup> in latitude 25, being in the Gulph<sup>12</sup> and where land begins to trent<sup>13</sup> away to the northward, I saw three large ships, two of which had their lower masts, but no yards; the third was without masts. I was within less than a league of one of them: She hoisted British Colours, but we were of the Opinion that they were Spaniards.”

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2)

***Daily Journal (London), August 23, 1733***

It's written from Port St. Mary's the 11<sup>th</sup> inst, N.S.<sup>14</sup> That a French ship arrived the Day before from Guarica, near the Havanna, the Master of whom reported, that the Flota put to Sea from La Vera Cruz the 29<sup>th</sup> of June, N.S. for the Havanna and Cadiz. *If this be true, there is little Room to doubt but that the three large Ships seen (one without any Masts, and the other two with only their lower Masts) by Capt. Crichton, the 7<sup>th</sup> of July, in the Latitude 25 near the Coast of Florida (as mentioned in our Paper of Monday last) were part of the Flota.*

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3)

***London Journal, August 25, 1733***

There was a Mistake in the Account of the Flota's sailing from La Vera Cruz the 29<sup>th</sup> of June, N.S. it being more probable that they sailed then from the Havanna for Cadiz, as

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<sup>11</sup> The discrepancy in dates, which occurs throughout many of the various accounts, is the result of some people using the Julian calendar (Old Style) and others using the Gregorian calendar (New Style). In 1733, there was a difference of 11 days between the two. When corrected, this date becomes July 18<sup>th</sup>.

<sup>12</sup> The “Gulph of Florida” is the area between Florida, Cuba, and The Bahamas.

<sup>13</sup> Trend.

<sup>14</sup> “New Style,” i.e. the Gregorian calendar.

will appear by the following Paragraph taken out of a Letter from Port St. Mary's, dated the 12<sup>th</sup> Instant,<sup>15</sup> N.S.

“A French Ship came in Yesterday from Guarico near the Havanna, advises, the Flota parted for Europe the 29<sup>th</sup> of June, and may be expected in ten Days.”

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***St. James's Evening Post (London), September 29, 1733***

*Extract of a Letter from Bristol, dated Sept. 29 [sic].*

“By a letter from the Anne and Johnnah, Gythen, bound to this Port from Jamaica, clear of the Gulph, dated Aug. 21, in the Latitude of 29 Degrees, and 30 Minutes, the Capt. Advises us:

Undoubtedly you will have heard before this of the dismal Loss; that on the 19<sup>th</sup> Inst. We saw lost on the Florida Shore 12 or 14 Sail of vast large Ships, which undoubtedly, in my Opinion, must be the Flota; there one of them was afloat, but her Main Mast gone; but the rest of them are wreck'd and entirely lost. We saw several Sloops, &c. on the Wrecks, and 30 Tents on Shore, in a Medium between one and the other. And, Capt Marks in the Swallow, who arriv'd this Day from Jamaica, gives the following Account. On the 18<sup>th</sup> of August I saw six large Ships on Shore on the Marteiros, and one that was afloat; her Masts were gone, and they had got up Jury Masts, and was near fitted. The People had 30 Tents on the Shore, made with the Ships Sails. We also saw two or three Boats pass from the Shore to the Wrecks, and a Sloop that was at Anchor. We were about a Mile distant from the Hull of one of them, and saw the men at work on board her, and also Boats which seemed to be loaden, go ashore from her. The Ship which was afloat had two Teer of Ports, and I believe was a Fifty Gun Ship. The Wrecks all appear'd to be as large as that on float.”

*Extract of a letter from South-Carolina, July 21.*

“About four days since Capt. Gazon arrived here from the Island of Providence,<sup>16</sup> and brings an Account, that on the 3<sup>rd</sup> of this month there happened a violent storm or Hurricane at the said Island, which lasted twelve Hours, and drove ashore all the Vessels in that Harbor, but Capt. Smith's; that the said vessels all got off again, excepting two which are lost; and Yesterday arrived Capt. Davis from St. Augustine, who reports, that five or six large Masts were found on Shore in the Gulph of Florida, in Lat. 27 one half, with several Pieces of Vessel, and a Cow but newly dead, which they supposed at S. Augustine to be the Wreck of two Spanish Men of War.<sup>17</sup>

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<sup>15</sup> “Instant” is an antiquated term that indicates the date was within the current month. Similarly, “ultimo” indicates a date from the previous month and “proximo” the next month.

<sup>16</sup> New Providence, Bahamas, the island where Nassau is located.

<sup>17</sup> These items were almost surely flotsam from the wrecked New Spain fleet and carried by the Gulf Stream current from the Florida Keys to the east coast of mainland Florida.

5)

*London Evening Post, October 2, 1733*

Capt. Chandler, in the Loyal Jane from Jamaica, is said to have seen five or six Sail of Large Ships on Shore on the Martieres near Cape Florida on the 1<sup>st</sup> of August, and several smaller Vessels on Float near them: It's also said that he spoke with a Vessel bound from the Havannah to Cadiz, whose Master told him, that the Flota sailed the 1<sup>st</sup> of July, N.S. from the Havannah for Cadiz. If so, it's surprising they should not know at St. Jago in Cuba the 20<sup>th</sup> of July, N.S. of their being at the Havannah, about which Time one of the South Sea Company's Snows,<sup>18</sup> commanded by Capt. Stevens came from thence.

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6)

*Daily Journal (London), October 6, 1733*

Various reports have been spread of the Account brought by Capt. Sabine Chandler, Commander of the Loyal Jane from Jamaica, relating to the ships seen by him on Shore on the Coast of Florida, but we can assure our Readers, that the following is genuine, viz. On the 12<sup>th</sup> of August, soon after making the Coast of Florida, we perceived a large Wreck on Shore, which as we drew nearer, we found to be a Ship of about 600 or 700 Tons, with out any Mast standing; and as we drew to the Northward we saw four more, about a League from the other: we saw these plainly on the Deck; but from the Mast Head they saw another, in all Six: but the Lower Masts of the last Five were standing. There were four Sloops, and two Snows with Spanish Colours cruising about them, but none strove to speak with me, altho' I had our Ensign abroad some time, and went with little Sail, expecting it, as they were all round me: The weather coming on Squally hinder'd my observing farther, being obliged to get from the Shore as fast as possible. One of the Snows pass'd the Gulph with me, and was in Sight three Days after we were clear, then steering more Easterly, parted without ever coming to speak with us: I believe she was bound for Cadiz.

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7)

*London Evening Post, October 11, 1733*

Extract of a Letter from Cadiz, dated Sept. 29

"The 14<sup>th</sup> Inst a Man of War arrived from Havannah in 74 Days, having sailed thence the 13<sup>th</sup> of July with the Flota (which arrived at the Havannah from La Vera Cruz the 20<sup>th</sup> of June) composed of four Men of War and thirteen Merchant-Men; the 14<sup>th</sup> at Night they were got within ten Leagues of Cape Florida, when began a very hard Gale of Wind at N.

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<sup>18</sup> The South Sea Company was a British joint-stock, public-private company organized to conduct trade between Great Britain, the "South Seas," and South America. A snow was a type of square-rigged, two-masted vessel.



which lasted till Noon the next Day; and then (after having shifted to every Point) it came to the S.E. and blew most violently till Night: At Five o'Clock the Capitana fired a Gun, as a Signal to stand before the Wind; at Eight this captain still saw them right before it, but he, with a large Pink<sup>19</sup> and an Advice-Boat,<sup>20</sup> being too far engaged, and but poorly mann'd, after having carry'd his Top-mast and the Head of his Main-mast by the Board, and they all their Masts, were forced to come to an Anchor off Cape Florida, where he rode it out, but the other two parted their Cables, ran ashore and were lost; the People were saved; and the Captain believes the rest of the Flota got into the Havannah, or Bay of Montancas,<sup>21</sup> or at worst (if not dismasted) they got into the Bay of Mexico. He reports, that he saw an English Ship, to whom he hoisted English Colours, and fired a Gun, but she would not come near him; and this we take to be the Bristol Man arrived there, and these the Ships he saw. The Flota had on board ten Millions of Pieces of Eight<sup>22</sup> for the Commerce, one and a half for the King, and 500,000 for the Church; 2000 Bags of Cochneal, and a large quantity of Cocoa: The whole is computed at 18 Millions register'd.

P.S. A large Ship is seen in the Offin, which is said to be the N.S.<sup>23</sup> de Rosario; and an English Ship is come in, who saw four large Ships thirty Leagues at Sea, which are supposed to be of this Nation.

The following Copy of a Letter was receiv'd by the South-Sea Company, from Mr. Keene, his Majesty's Minister at the Court of Spain, viz.

*St. Idelfonso*, Oct. 10, N.S. 'I take the Opportunity of a French Courier to acquaint you, that M. Patinho received an Account this Morning from Cadiz of the Loss of the Flota, consisting of three Men of War and 18 Merchant Men, upon the Cayo Largo,<sup>24</sup> is confirm'd; but the greatest Part of the Treasure, some of the Fruit,<sup>25</sup> and all the Equipage, are saved; the Commodore of the Flota, don Roderigo de Torres, has desired three Men of War to be sent to him, to bring Home the Money; which hath been comply'd with."

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8)

*The Daily Journal (London), October 12, 1733*

LONDON

*Extract of a Letter from Cadiz, dated Sept. 29. N.S.*

On the 24<sup>th</sup> Inst. In the Evening arrived here from the Havanna, the Africa, a new Man of War of 60 Guns, built near the Havanna (loaded with Tobacco for the King) Don Daniel O Huony Commander. She sailed the 13<sup>th</sup> of July, in Company with the Flota, commanded by

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<sup>19</sup> A smaller, shallow-draft vessel with a narrow stern.

<sup>20</sup> A small to medium sized vessel that carried information between ships in the fleet or from ship to shore.

<sup>21</sup> Matanzas, Cuba.

<sup>22</sup> One-ounce silver coins.

<sup>23</sup> Nuestra Señora, or "Our Lady." In this case the ship's name *Nuestra Señora del Rosario*, was, in English, *Our Lady of the Rosary*.

<sup>24</sup> Key Largo

<sup>25</sup> Agricultural products.

Don Rodrigo de Torres, making, with her, five Men of War, also the Vera Cruz Advice Boat, and 13 Merchant Ships for Cadiz and two for Florida, in all 21 Sail; but on the 14<sup>th</sup>, about 9 at Night, a Storm of Wind at North arose, they being then about 30 to 35 Leagues from the Havanna, and not enter'd the Gulph; the Storm increased, and Shifting almost round the Compass, the Admiral, about 5 in the Morning of the 15<sup>th</sup>, made a Signal for going about, which they all did but this Ship, which being ill-rigg'd, her Top-Masts came down, and she carried away her Mizzen-Masts; she soon lost Sight of them, and was forced by the Current to the Bahama Side of the Gulph (but as this storm did not last above 18 Hours it's hoped the Flota either got back to the Havanna, or Bay of Matanza, near it); and on the 16<sup>th</sup> or 17<sup>th</sup> Capt. O Huony got into a Port called Cayo Largo, and there found the King's Pink Del Populo,<sup>26</sup> loaded with Tobacco and Lumber, ashore and stranded (she was an unwieldy Fly-Boat, and would not answer her Helm) and near to her, at Anchor, was the Advice Boat, without Masts or Rudder, both abandoned by their Crews, who all but one came from the Island on board the Africa, which having spent six Days in refitting, proceeded on her Voyage, having heard no more of the Flota. She touched at Fyall, where she found and left (dismasted) a Register Ship from Carraccas for the Canaries: The Register Santissimi Trinidad alias St. Jago, Don Miguel Antonio de Eugenio, from this Port, was arrived at the Havanna, and near ready to return, by whom we soon hope to hear agreeable News. The Flota sailed from Vera Cruz the 24<sup>th</sup> of May, and arrived at the Havanna the 24<sup>th</sup> and 26<sup>th</sup> of June, and are said to have on board in Specie 1,500,000 Pieces of Eight for the King, and about 10,500,000 for the Merchants, about 2000 Serons of Cochineal, &c. esteemed in all the Value of 17,000,000.

P.S. A large Spanish Merchant Ship is now coming in being one of the Flota, said to be the N.S. del Rosario, Don Thomaso de Apodaca.

We have several other Letters, which mention several Reports spread at Cadiz, which were not altogether credited, viz. That Capt Huony took up a Chest floating soon after the Storm, which belong'd to an Officer in the Capitana; that he saw one or more very large Masts floating. And as they heard at Cadiz the account we received from Capt. Crichton, on his Arrival at Bristol from Jamaica (inserted in our Paper of August 20.) of his having seen, they remark thereon thusly, 'It agrees exactly with that of Capt. Huony, especially the Circumstance of shewing English Colours, he having made use of the Stratagem to have decoy'd some English on board him, so doubt not but the Ships the Bristol Captain saw, were this Africa, the Aviso, and Del Populo.'

Whereas Capt. Crichton's Account was, That the Ships he saw on the 7/18 of July, were in the Latitude of 25, being in the Gulph, where the Land (prusume the Coast of Florida) begins to trent away to the Northward.

Another Letter from Cadiz relating to the Flota, mentions the Affair of their Separation as follows, viz.

"On the 14<sup>th</sup> at Night they were got within 10 Leagues of Cape Florida, when arose a very hard Gale at North, which lasted 'till the 15<sup>th</sup> at Noon, and then having shifted to every Point of the Compass, it came to the East, and blew most violently until Night; at 5 that

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<sup>26</sup> The *Populo* was a small but battle-ready guard ship. It sank near Elliott Key in today's Biscayne National Park and is recognized as the northernmost of the 1733 fleet shipwrecks.

Morning a Gun was fired from the Capitana, as a Signal to go before the Wind, and they were in Sight 'till 8, standing before it, but the Africa, a large Pink, and a small Advice Boat, being poorly Mann'd, and having suffer'd in their Masts, &c. came to an Anchor off Cape Florida,<sup>27</sup> the Africa rid it out, but the other two were wreck'd. Capt. Huony reports that he saw an English Ship, to whom he hoisted English Colours, and fired a Gun, but to no Purpose, and this we take to be the Bristol Ship.<sup>28</sup>

P.S. A large Spanish Ship appears in the Offin, but the Weather being hazey, and Wind off Shore, can't be certain who she is."

*Postscript to a Letter from Port St. Mary's, dated Sept. 29, N.S. at half an Hour past 3 in the Afternoon.* "We have the good News from Rota of four Flota Ships being off, two of which are known to be the Rosario and the San Pedro, or Don Gaspar de la Rea's Ship."

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9)

***London Evening Post, October 13, 1733***

In our last Saturday's Paper we inserted the Copy of a Letter from Mr. Keene, his Majesty's Minister at the Spanish Court, relating to the Loss of the Flota, dated at St. Idelfonso the 10<sup>th</sup> Instant, N.S. but have since been favour'd with the following Copy of another Letter from the same Place, and of the same Date, which came by the Late French Mail, viz.

"This Day an Express arriv'd from Seville, with the melancholy news from Admiral de Torres, of the Flota, which entering the Channel of Bahama met with a terrible Storm, upon which he gave orders for tacking about, and making the best of their Way back to Havana; but the Storm continuing, and the Currents being very strong, cast them on the Shore: Fortunately a small Vessel belonging to the Havanna happen'd to see this dismal Disaster, so proceeded to the Havanna and acquainted the Governor thereof, who immediately sent twelve large Sloops, with 200 Grenadiers, to their Assistance, which arrived time enough to save all the Silver, as also the Cochineal, &c. though with great Average; and of all their Crews they knew not of more than one Sailor being drowned. The Flota had in Gold and Silver eighteen Millions of Pieces of Eight register'd. The Admiral desires three Men of War may be sent him, which are order'd away. This news came by an Advice Boat, in which was an Officer with the Admiral's Dispatches; he was sent on shore on the Coast of Portugal, from whence he went Express to Seville, but falling sick another Person came here Express with his Dispatches.

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***The Daily Journal, (London) October 13, 1733***

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<sup>27</sup> Cape Florida is the southern tip of Key Biscayne.

<sup>28</sup> See entry 1: Extract of a letter from Capt. Crichton Commander of the Ship Peniel dated at Bristol the 15th Instant. Daily Journal (London) August 18, 1733.

LONDON

The Letter from Cadiz dated Sept. 29, N.S. received by the last French Mail, from which we made several Extracts, and inserted them in our last, were filled with Hopes of the Flota's Welfare, but the same seem now to be vanish'd, as will appear by the following Copy of a Letter, received by the South-Sea Company, from Mr. Keene, his Majesty's Minister at the Court of Spain, viz.

*St. Idelfonso, Oct. 10, 1733 N.S.*

"I take the Opportunity of a French Courier to acquaint you, that M. Patinho received an account this Morning from Cadiz of the Loss of the Flota, consisting of Three Men of War and Eighteen Merchant Men, upon the Cayo Largo; but the greatest Part of the Treasure, some of the Fruits, and all the Equipage are saved. The Commander of the Flota, Don Rodrigo de Torres, has desired Three Men of War to be sent to him, in order to bring home the said Effects, and they'll be immediately dispatch'd to the Havanna."

From this Account it appears very probable; that those Ships which in the Storm were seen bearing away, got back to the Havanna, or some other Place, according to Capt. O Huony's Conjecture, as mentioned in our last, and that this Misfortune befell them after their sailing a second Time; for it's observable, that Capt. O Huony put into Cayo Largo (where they are said to have been lost) and stay'd there six Days refitting, in all which Time he heard nothing of them.

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11)

***The Daily Journal (London), October 19, 1733***

LONDON

*Extracts from several Letters, dated the 6<sup>th</sup> Inst. N.S.*

We have now the melancholy News, that on the 15<sup>th</sup> of July last our Flota was cast away on the Island of Cuba, about 50 Leagues to the Eastward of the Havanna.

This disagreeable Account is come by an Aviso from the Havanna, which arrived about two Hours since. We have not yet heard any farther Particulars, than that the Hulls of the Capitana, and the Almirante, having remain'd for some time whole, till all the Register'd Money was safely landed, which was to be carried from thence to the Havanna. It's likewise assured, that the greatest Part of the Cochineal, and other Effects, were saved; but all the Ships were lost, except two, viz. the N.S. del Rosario, Capt. Tho. de Apodaca, and the other the Gran Poder de Dios y Santa Anna, Capt. Fr. Sancher and of these two they can give no other Account, but that they were not seen amongst the Ships lost. It is said the People were all saved, except those that were in two Ships. This Aviso having run ashore near Faro, her Letters were sent round by Hand, and are not yet arrived here.

This Morning came here from Faro, where they landed out of an Aviso (which run on Shore there) from Havanna, three Sailors, by whom we learn, that the Flota was lost the 15<sup>th</sup> of July on the Coast of Cuba, but that all the Register'd Money was saved. The Ship which was coming in the 29<sup>th</sup> past, and supposed to be the N.S. del Rosario, and one of the

Flota, proved to be one of the Biscay Company's Ships with 11000 Fanegas of Cacao, from the Carracas; she parted at Sea from another with 6000. A French Ship is arrived at Havre from Hispaniola, and brings two Passengers who came from Carthagen, where they left a Spanish Man of War, with large Remittances for this Place from Porto Bello. The Advice Boat is now come in having been 48 Days from the Havanna.

We have just now received the melancholy News, that on the 15<sup>th</sup> of July the Flota was lost on the Coast of Cuba, about 40 Leagues from the Havanna, only two Ships escaped, said to be the N.S. del Rosario y St. Domingo, and the Gran Poder de Dios; the Treasure was saved, and part of the Effects; a great many People were drowned, and out of Urquixo's Ship only 10 People were saved, Urquixo, and a considerable Factor were drowned. The San Joseph y las Animas founder'd, occasion'd by her not throwing over-board the Guns, &c. The Aviso that brings this News, comes in 48 Days from the Havanna: One who came in the Aviso, saw Don Raymundo, and Capt. Loaysa, after the Storm: He likewise reports, that the N.S. de los Dolores, was stranded in such a Place, that there was Hopes of saving most of her Effects. The Letters by the Aviso are not yet deliver'd out, so can give you no further Particulars till next Post.

Another Letter says, That only four Men belonging to the Capitana were drowned.

We are at a Loss to reconcile these Accounts from Cadiz, as to the Flota's being lost on the Coast of Cuba, with the Wrecks seen on the Coast of Florida by the Masters of several Ships from Jamaica.

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12)

*Daily Post (London), October 22, 1733*

Since our last arriv'd the Mails from France and Holland

We learn from Cadiz, that the Africa Man of War is arriv'd there from the Havanna, laden with Hides, Sugar, Tobacco, &c. the captain whereof reports, that don Rodrigues de Torres, Admiral, who conducted the Flotilla from New Spain, having on the first Approach of the late Storm they had on their Return Home, given Signal for them to make for the Havanna, it is generally believ'd the Damage they receiv'd was inconsiderable: The said Fleet consists of one Million and a half of Pieces of Eight for the King's Account, of the Millions for Private Persons, with about 1800 Serons<sup>29</sup> of Cochineal, Indigo, Vanillas, Tobacco, &c.

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13)

*The Daily Journal (London), October 26, 1733*

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<sup>29</sup> A bundle of package of approximately 100 pounds.

LONDON

*Extract of a Letter from Cadiz, the 13<sup>th</sup> Inst. N.S.*

We were misinformed as to the Flota's being lost on the Coast of Cuba, for upon reading our Letters from the Havanna, relating to this Misfortune, it appears they were lost on and about the Cayos de Matecumbe, or Martieres, small broken Islands on the Coast of Florida: The N.S. del Rosario y San Domingo, and the Gran Poder de Dios y Santa Anna, by good Fortune fell into a Channel, where they were saved: All the Register'd Money in the Capitana and the Infante Man of War was saved, and out of the Almirante only two Cases, of 3000 Pieces of Eight each were lost. The Treasure was brought to the Havanna. As to the Cochineal, Indigo, and other Fruits, we have various Accounts, some that Most was saved, and with little Damage, and others, that the greatest Part of the Cochineal was lost, and what was saved much damaged, and all other Goods looked on as lost, or so much damaged to be of little Value. The Capitana had seven Feet water in her Hold before she run ashore (if she had not gone on Shore she must have sunk). It's believ'd that two or three Men of War will speedily be sent to bring home what's saved, computed the Value of 14,000,000 of Pieces of Eight, which we hope may be here in 6 months.

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14)

*The Daily Journal (London), October 27, 1733*

LONDON

*Extract of a Letter from the Havanna, Aug. 19, N.S.*

"This goes by an Aviso bound to Cadiz, with the melancholy News of the Loss of all the Flota in the Night of the 15<sup>th</sup> ult. on the Keys, or broken Islands, near Cape Florida, except the Africa Man of War; the San Ignacio and the Florida Ship were beat to Pieces, so that only 12 out of about 300 Men were saved; the San Joseph y Las Animas sunk; the rest of the finest Fleet that ever went from hence, are whole, but with-out Masts, having cut most of them down, and in such a Condition that they say it's not possible, so won't endeavour to get any others off than those commanded by Don Juan de Espelets, Don Antonio Chaves, and the Aviso; they have lost but 12 men, and those by having over-loaded themselves with Plunder. It's certain much more Money is saved than was register'd, for our Governor has nearly Ten Million of Pieces of Eight in his Custody, and there is full Three Millions more known to be saved, expected here in a few Days, with the Commander in Chief, Don Rodrigo; but as to the rest of the Effects but little is saved, and of that, little without Damage. The following is a compleat List of the Flota, which sailed from the Port of the Havanna, under the Command of the Rear-Admiral Don Rodrigo de Torres y Morales, the 13<sup>th</sup> of July this present Year 1733, and the 16<sup>th</sup> following in the Morning, appeared lost on the Keys of Baca,<sup>30</sup> Vivors,<sup>31</sup> and Matacumbe, viz.

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<sup>30</sup> Key Vaca, which is the major part of the City of Marathon today.

<sup>31</sup> A variant of Viper Key, i.e. Long Key.

<i>Ships Names.</i>	<i>Captains Names</i>	<i>Length of the Keels in Spanish Codos, or Cubits</i>	<i>Men</i>	<i>Guns</i>
<b>KING's SHIPS.</b>				
Admiral. The Ruby,	Don Juan de Arnaud,	64	500	64
Vice-Admiral. The Cock,	Don Fr. Thomas Aguirre,	60	450	56
Infante	Don Pablo Aguirre,	62	450	60
New Ship, St. Joseph, alias Africa,	Don Pablo Huony,	66	500	66
The Pink. The Populo,	Don Juan de Egues,	58	150	20
<b>MERCHANTS SHIPS.</b>				
N.S. del Rosario, y San Vincente Ferrer,	Don Juan de Arizon,	57	125	25
St. Philip,	Don Joseph del Villar,	64	130	34
N.S. del Rosario,	Don Juan de Espeleta,	60	130	30
N.S. de los Dolores, y S.Yzabel,	Don Antonio de Loaiza,	60	130	30
San Fernando,	Don Juan de Reyna	61	130	34
N.S. de las Angustias, San Raphael,	Don Francisco Sanchez de Madrid	60	130	30
San Ignacio,	Don Christoval Urquixo	60	130	30
San Francisco,	Don Vincente de Yturribarria	57	120	26
San Joseph y Las Animas,	Don Xeval Fr. Francisco	60	130	30
St. Peter,	Don Gaspar Lopez	56	125	24
El Gran Poder de Dios,	Don Joseph Sanchez de Madrid	52	75	20
N.S. de Belen y San Antonio,	Don Luis de Herrera	53	70	20
N.S. del Carmen, S. Ant. Y Las Animas,	Don Antonio de Chaves	45	50	18
El Aviso,	Don Joseph de Aramvide	35	20	8
Also, a Frigate bound for Florida, which sailed in Company with the Flota.				

The following is an exact Account of what treasure and Effects were shipp'd in the Flota, and register'd , at La Vera Cruz.

### **GOLD and SILVER**

338	Castiliana's of wrought Gold
6400	Pieces of 8 Value, in coin'd Gold
284	Marks, 4 ounces of Silver in Ingots
12593 ½	Marks of wrought Silver
10748727	Pieces of 8 in coin'd Silver

Cochineal <sup>32</sup>	2323	Serons
Ditto Silvester <sup>33</sup>	138	Serons
Vanillas	392275000	
Chocolate	101	Chests
Guatamilla Indigo	1362	Serons
Sugar	2766	Arroves <sup>34</sup>

<sup>32</sup> A red dyestuff made from insects (*Dactylopius coccus*) that thrive on host cacti. Cochineal was an important agricultural product of colonial Mexico.

<sup>33</sup> *Cochineal silvestre*, i.e. wild cochineal gathered from non-agricultural sources.

<sup>34</sup> *Arroba*, a unit of weight equal to approximately 25 pounds.

Snuff	1062	lb.
Tanned Hides	13955	
Presents	100	Cases
Earthen Jarrs	185	
Tortoise Shell	1	Case

**DRUGS**

Jallap <sup>35</sup>	6594	Arroves
Sarsaparilla	252	ditto and 7 lb.
Liquid Amber	49	ditto
Cortex <sup>36</sup>	49	ditto
ContraYerba <sup>37</sup>		
Balsam	271	ditto 13 lb.
Zevadilla <sup>38</sup>	487	ditto
Achiote <sup>39</sup>	188	ditto
Aziete de Baria <sup>40</sup>	14	lb.

15)

***Corn Cutter's Journal (London), November 27, 1733***

From Genoa, Nov. 8. That an English Ship was arrived there from Alicant with several Sailors on Board, who had escaped out of the Wreck of the Spanish Flota, on the Coast of Florida, and reported, that two of the Ships of the said Flota resolving to keep the Sea at all Events, had perished entirely, but the Treasure on Board the rest was all safe, as likewise most of the Merchandize.

16)

***London Evening Post, December 6, 1733***

*Extract of a Letter from Cadiz, dated Nov. 24*

“One of the four Men of War that is designed, as is pretended, for the Havanna, is come down into our Bay, and will be soon followed by the rest, and if the are really ready to go, they will be ready to sail by the Middle of next Month; yet it is here suggested, that

<sup>35</sup> The root of the plant *Convolvulus Jalapa*, which was used as a purgative. It is found in abundance at Xalapa, Mexico. William Lewis (1791). *An Experimental History Of The Materia Medica*. J. Johnson, London.

<sup>36</sup> Bark of trees of the genus *cinchona*, which yield quinine.

<sup>37</sup> *ContraYerba*, medicinal plants of the genus *Dorstenia*.

<sup>38</sup> Also known as *sabadilla* or *cevadilla*, this refers to the seeds of the plant *Schoenocaulon officinale*. When processed, these produce a highly toxic alkaloid. Compounds made from this were sometimes used as a pesticide, especially for the treatment of fleas and lice. Shoemaker, J. V. (1898). *A Practical Treatise on Materia Medica and Theraputicis*, F.A. Davis Co., Philadelphia.

<sup>39</sup> The seeds from this plant (*Bixa orellana*) are known as *Annatto*, which are used as a seasoning. Other parts of the plant were used as food coloring. Divina, F. & M. (2004). *Foods of the Americas*. Tenspeed Press, Berkley.

<sup>40</sup> An unidentified type of oil.



immediately upon the News of the Loss of the Flota, private Orders were dispatched for the Havanna from some Part, probably to order the Treasure that was saved, to be sent home by the first Conveyance, perhaps by the Barlovento Squadron, or by the Incendio from Carthagena and Porto Bello, and the Ship N.S. El Rosario, Capt. Apadoda, one of the Ships that escaped, which is a fine new Ship capable of mounting 60 Guns; which Circumstances proving true, we may in that Case expect to see the Money home in a very few Months; and what contributes to the believing it may be so, is, that the Avizo from thence tarries, and the Register from Havanna, called the Santissima Trinidad, who it was said was to sail shortly after the last Avizo that arrived, do not yet appear, and may be detained to come home with those Ships, the Truth of all which we must shortly know, and the Incendio one way or other, must very quickly appear, as doubtless she brings a considerable Treasure.”

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17)

*The British Gazetteer, December 15, 1733*

Madrid, Nov. 24

Orders are gone to Cadiz, for four Men of War to sail to the Havanna, to fetch home the Treasure sav'd from the late Wreck of the Flotilla.

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18)

*London Evening Post, December 15, 1733*

*Extract of a Letter from Jamaica, Oct. 8*

“On the 19<sup>th</sup> past arrived here the Rye Man of War, Capt. Swale, from the French Part of Hispaniola, and this Week the Spence Sloop of War, from convoying several Ships through the windward Passage. A Vessel arrived yesterday from Carolina in twenty-three Days; and two Days before she came from thence a Schooner arrived there which had been trading for Skins at Mississippi, which in her Passage was stopp'd by the Spaniards on the Coast of Florida, where the Flota was wreck'd; they unladed his Vessel, and sent her two Trips with Silver to the Havanna, tis said they lost no Silver, but that only three Ships out of twenty-four were saved, and that the Spaniards had burnt most of the rest for their Iron-work.”<sup>41</sup>

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<sup>41</sup> The practice of burning a ship's wooden hull to free valuable iron rigging and fasteners.

19)

*London Evening Post, January 17, 1734*

Extract of a Letter from Cadiz, the 5<sup>th</sup> Inst. N.S.

“On the 3d arriv’d the Register Ship N.S. de Loretto y S. Francisco Xavier, capt. Francisco Mongere Arizon, from St. Martha, in 53 Days from the Havanna, from whence the Santissima Trinidad sail’d 20 Days before, but was seen about a Month ago, 150 Leagues West from Terceira, by a Sloop which arriv’d Yesterday from New England, from whom she took so much Water and Provision, as to put the Sloop’s Crew in Fear of wanting.

The Loretto brings the Value of 400,000 Pieces of Eight in Cacao, Cochineal, Indigo, and Money, and brought in with her and English Snow, called the Thomas, Aaron Simmons, Master, laden with Pilchards for Naples, which having been chased by her off Ayamonte, 15 Leagues from the Land, and the Crew believing themselves chased by a Sallee Cruizer, took to their Boat, and were soon taken up by the Mary, from the Canaries, who arriv’d here the 2d. Our Governor has ordered the Snow to be restored to her Commander, and all the Damages made good by the Register Ship. The San Carlos 70 Guns, the Royal Africa 64, the Santa Rosa 50, and the San Francisco Xavier 46 Guns, will be paid in two or three Days, and proceed on the first Notice to bring home the Flota’s Treasure.”

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20)

*London Evening Post, January 22, 1734*

The four Spanish Men of War designed to bring home the Flota’s Treasure, sailed from Cadiz the 11<sup>th</sup> Inst. for the Havanna, but were not got clear the 12<sup>th</sup> at the coming away of the Letters.

They write from Cadiz, that their last Advices from the Havanna confirm the Accounts formerly receiv’d, that all the Silver is saved from the late Wreck of the Flotilla; but that the Cochineal and Indigo is greatly damaged.

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21)

*London Journal, May 25, 1734*

*Extract of two Letters from Spain.*

*Cadiz, May 11. N.S.* Three Days since arrived the Aviso from Cartagena and Porto Bello, that sailed from the Havanna with the Incendio, and put back again to that Port, where she staid some Days; she has had a tedious Passage of 76 Days from the Havanna, so can bring no News of the four Men of War being arrived there: but however, they are expected by the End of this Month, or in all next.

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22)

*The Daily Journal (London), June 18, 1734*

LONDON.

Letters from Paris by Yesterday's French Mail say, That by an Express they had received an Account of an Advice Boat having arrived at Cadiz the 6<sup>th</sup> Inst. N.S. in 65 Days from the Havanna, where she left the 4 Men of War who had the Flota's Treasure on board, and that they were to sail for Cadiz in 8 Days after her.

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23)

*The Daily Journal (London), June 27, 1734*

It is written from Bordeaux, the 29<sup>th</sup> Inst. N.S. That by a courier from Bayonne, the Day before, that they had received the agreeable News of the Men of War with the Flota's Treasure being arrived at Cadiz.

They write from Cadiz, the 15<sup>th</sup> Inst. N.S. That the two large Ships appeared off that Bay, which they were in Hopes were the two Men of War from the Havanna, with the Flota's Treasure, but proved to be Maltese Men of War, bound to Lisbon.

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24)

*The Daily Journal (London), July 3, 1734*

The Account from Bayonne (inserted in our last Thursday's Paper) of the Men of War with the Flota's Treasure from the Havanna being arrived at Cadiz, came confirmed from diverse Places by the last French Mail, adding, that they arrived the 19<sup>th</sup> of June, N.S. and brought in Gold and Silver to the Value of Twelve Millions of Pieces of Eight, and in Effects Four Millions.

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25)

*The Daily Journal (London), July 4, 1734*

Cargoe of the Europa, Capitana; Africa, Almirante;<sup>42</sup> Patache;<sup>43</sup> St. Francisco Xavier; and the St. Rosa, Men of War; and a large Merchant Ship the N.S. del Rosario y S. Domingo,

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<sup>42</sup> Rear-guard ship of a fleet.

<sup>43</sup> A smaller, two-masted tender vessel of a fleet.

which arrived at Cadiz the 19<sup>th</sup> of June N.S. in 45 Days from the Havanna, with the Treasure and Effects saved out of the Flota, viz.

12,476,331 Pieces of Eight for Account of the King of Spain and Private Persons.	
Cochineal, good -----	13818 Arroves
D <sup>o</sup> , damaged -----	12168
D <sup>o</sup> , good and bad mixed-----	1794 Serons
Copper Plates -----	1028
Indigo, good -----	5880 Arroves
D <sup>o</sup> , damaged -----	4057
Snuff,-----	11874
Tobacco, in Leaf -----	17784
Sugar,-----	9147
Chocolate, -----	11
Tanned Hides, -----	624
Jallap, <sup>44</sup> -----	1816
Wild Cochineal, -----	99
Cascarilla, <sup>45</sup> -----	496
Cacao, -----	9236
Vanellas, -----	36
Salsaparilla, -----	174
Mechoacan, <sup>46</sup> -----	60
Achiote, -----	221
Balsam, -----	3
Vicunia Wool, -----	354
Cases of Presents, -----	62

Various Reports were raised at Cadiz, concerning what Indulto, and what Salvage the King of Spain would charge the Proprietors of these Effects with, but the same could not be known there at coming away of the Letters; however, they were in Hopes that it will be speedily settled, and not long before delivered.

26)

*The London Journal, July 6, 1734*

*Extract of a Letter from Cadiz, dated June 22, N.S.*

With great Pleasure we come now to advise you of the arrival here (the 19<sup>th</sup> Current) of the Treasure of the Flota from the Havanna, after a short Passage of 46 Days. It was

<sup>44</sup> Jalap, a plant (*Ipomoea purga*) used to create a purgative medicine.

<sup>45</sup> A plant (*Croton eluteria*) whose leaves were added to tobacco for their pleasant aroma.

<sup>46</sup> A weaker form of jalap.

shipped in three Men of War in the Manner it came from Vera Cruz; to wit, in the Europa as Capitana, in the Africa as Almiranta, and in the Xavier, in lieu of the Infanta. The Santa Rosa Man of War accompanied them, and the N.S. del Rosario y Santo Domingo, a Merchant Man, Capt. Thomas de Apocada, which was saved of the Flota, came under their Convoy. The San Carlos, that went hence, designed to come as Capitana, ran on a Rock and struck off her Keel, so remained behind. There sailed with them two small Carracca Men, bound for the Canaries, an Avizo, a Brigantine, loaded with Sugar and Tobacco's, and another Vessel with cacao for this Place. This last arrived the 20<sup>th</sup>, and the Brigantine yesterday Evening.

The Charge of saving the Flota's Treasure comes out at about 3 per Cent. but what further Demand the King may make for the Expence of the Four Ships which went from hence to fetch the Treasure, Time must tell. We hope the Order for issuing out the Money, will soon come down.

27)

*The London Journal, August 10, 1734*

*Extract of a Letter from Cadiz, dated July 27. N.S.*

We informed you, that the Order for the Delivery of the Flota was come down, and that the King insisted upon 400,000 Dollars double Plate, in consideration of the Loss of his Ships, and the Charges of fitting out those that were sent for it to the Havanna. The Accounts have since been regulated, and three Days ago they made a small Beginning in the issuing out of the Money; but as two Holidays have intervned, very little has been done therein.

Charges of Salvage of the Money is as follows; and the Contribution on all, as we find it comes out, at 3 and a half *per Cent*:

	<i>Reals</i> <sup>47</sup>	<i>Maravedis</i> <sup>48</sup>
Salvage <i>per</i> the Capitana	24	17 <i>per Cent</i> .
Almiranta	20	20 <i>Ditto</i> .
Infante	28	23 <i>Ditto</i> .

Freight 1 half *per Cent*. Indulto,<sup>49</sup> 9 per Cent. Consulado<sup>50</sup> and the Church 1/4<sup>th</sup> Current Money;<sup>51</sup> which by the Capitana comes out at 18 *per Cent*. in Specie, and the rest in Proportion, as above.

<sup>47</sup> The Spanish *real* was worth approximately 1/8 of an ounce of silver.

<sup>48</sup> The *maravedi* was valued at 1/34 of a *real*.

<sup>49</sup> A tax on goods imported to Spain from the colonies.

<sup>50</sup> The *Consulado* was a merchants' guild that played an administrative role in the Indies trade and commercial shipping.

<sup>51</sup> A term for an authorized national medium of exchange.