

PASSENGERS OF THE GOLDEN HIND TO AMERICA 1577-1580

Source: The First Englishmen in North America.) BY SAMUEL G. DRAKE, M. A.

It is doubtless a much better representation of the ships that transported our fathers to these shores than any hitherto given.]

It was long ago remarked that but for the voyages and expeditions of Sir Francis Drake, North America would have remained unsettled, if not almost unknown, for many years, if not for ages. To those familiar with the history of the state of Europe during the century Elizabeth lived, no argument will be required to convince them of the truth of that position.

An exception may be taken to the heading of our article, but we are well aware of the voyages of the Cabots, of Ponce de Leon, and of Verazzini; the former of whom it is said discovered Newfoundland, and the latter ravaged some part of Florida; and that Verazzini, a little later, was eaten by the Indians of North America. Suppose we consult history, popularly known as such. In that case, it will hardly appear that the Cabots set foot on these shores, while what was done by the others tended only to discourage voyages of discovery in this hemisphere.

This article intends to furnish as complete a list of the persons who sailed on the voyage with Sir Francis Drake around the world, as can be collected after a long and patient search and investigation. That such a list or catalog cannot fail to be attractive to this day, we feel assured, for two reasons; first, because they were probably the first Englishmen (certainly the first whose names we have) who landed in North America; and secondly, many of them bore words common amongst us, even to this time. Whether they were the ancestors or connections of the ancestors of these, we leave for the investigation of those who bear these names or who may have the curiosity and leisure to pursue the exciting inquiry.

A third reason might have been given why such a catalog of names should be made out had we published it earlier. Still, as a settlement of the "Oregon Question" has taken place, no one will be likely to put in a claim to any part of that territory by right of discovery made by his ancestor. Hence, an emigrant to that region has no other reason for any interest he may take in the following names than any of us have on this side of the Rocky Mountains. And instead of the ancient claim of rights by discovery, the Oregonian must now console himself as well as he can help with this distich of our famous revolutionary poet, Freneau:

For the time once was here, to the world be it known,

That all a man sailed by or saw was his own.

By the following list, it will be seen that the most significant number of those who embarked in the voyage continued during it and that some others did not; while of some, it is uncertain whether they continued in it, returned with Capt. Winter, was lost with Capt. Thomas, or are

otherwise to be accounted for.

Drake set sail from Plymouth on Nov. 15, 1577, and returned to the same port on Sept. 26, 1580.

The following is the last entry in the only genuine and authentic journal preserved of that voyage. It is entitled "THE WORLD Encompassed by Sir Francis Drake," &c., and was printed in a small quarto volume, with this imprint, "London, Printed for Nicholas Bourne, " and will be sold at his shop at the Royall Exchange, 1628."

"And the 26. of Sept. (which was Monday in the just and ordinary reckoning of those that had stayed at home in one place or country, but in our c[=o]putation was the Lord's day or Sunday) we safely with joyful minds and thankful hearts to God, arrived at Plimoth, the place of our first setting forth after we had spent 2. years 10. months and some few odd days besides, in seeing the wonders of the Lord in the deep, in discovering so many admirable things, in going through with so many strange adventures, in escaping so many dangers, and overcoming so many difficulties in this our encompassing of this neither globe and passing round about the world, which we have related."

We now proceed with the proposed catalog of names, where we shall study brevity.

FRANCIS DRAKE, Admiral, or as that officer was then generally denominated, general, of the expedition, in the ship called the Pelican, which names she bore until she entered the South Sea when it was changed to the Golden Hind. He was born about 1537 and died on his ship near Porto Bello on Jan. 28, 1596.

JOHN WINTER, Vice-Admiral, in the Elizabeth. He continued in the voyage till the passing of the Straits of Magellan, when a storm, which for its fury and duration, had never been known to him or his companions, made every heart quail but the Admiral's, and compelled him, for his own safety, as he contended, to forsake the voyage and return to England. We have no means of knowing how many returned with him.

To form an estimate of the violence of the storm which deprived Drake of all his ships but that in which he was, one must recur to the original Journal of the voyage before noticed. The reader may have an idea of that curious work, and lest he never sees it, a short extract will be introduced here. The writer of the Journal was in the Admiral's ship, to which it applies.

"For such was the present danger by forcing and continually flaws, that we were rather to looke for present death then hope for any deliury, if God almightie should not make the way for vs. The winds were such as if the bowels of the earth had set all at libertie; or as if all the clouds vnder heauen had beene called together, to lay their force vpon that one place: The seas, which by nature and of themselues are heauie, and of a weightie substance, were rowled vp from the depths, euen from the roots of the rockes, as if it had beene a scroll of parchment, which by the

extremity of heate runneth together: and being aloft were carried in most strange manner and abundance, as feathers or drifts of snow, by the violence of the winds, to water the exceeding tops of high and loftie mountaines. Our anchors, as false friends in such a danger, gaue over their holdfast, and as if it had been with horror of the thing, did shrink down to hide themselves in this miserable storm; committing the distressed ship and helpless men to the vncertaine and rowling seas, which tossed them, like a ball in a racket. In this case, to let fall more anchors would auaille vs nothing; for being driuen from our first place at anchoring, so vnmeasurable was the depth, that 500. fathome would fetch no ground: So that the violent storme without intermission; the impossibility to come to anchor; the want of opportunitie to spread any sayle; the most mad seas; the lee shores; the dangerous rocks; the contrary and most intolerable winds; the impossible passage out; the desperate tarrying there; and ineuitable perils on euery side, did lay before vs so small likelihood to escape present destruction, that if the speciall providence of God himselfe had not supported vs, we could neuer haue endured that wofull state: as being inuironed with most terrible and most fearfull judgements round about. For truly it was more likely that the mountaines should have beene rent in sunder, from the top to the bottome, and cast headlong into the sea, by these vnnatural winds, than that we, by any helpe or cunning of man, should free the life of any one amongst vs.

"Notwithstanding, the same God of mercy which delivered Ionas out of the Whales belly, and heareth all those that call vpon him faithfully, in their distresse; looked downe from heauen, beheld our teares, and heard our humble petitions, ioyned with holy vowes. Euen God (whom not the winds and seas alone, but euen the diuels themselues and powers of hell obey) did so wonderfully free vs, and make our way open before vs, as it were by his holy Angels still guiding and conducting vs, that more then the affright and amaze of this estate, we received no part of damage in all the things that belonged vnto vs.

"But escaping from these straites and miseries, as it were through the needles ey (that God might haue the greater glory in our deliury) by the great and effectuall care and trauell of our Generall, the Lord's instrument therein; we could now no longer forbear, but must needes finde some place of refuge, as well to provide water, wood, and other necessities, as to comfort our men, thus worne and tired out, by so many and so long intollerable toyles: the like whereof, its to be supposed, no traveller hath felt, neither hath there ever beene, such a tempest (that any records make mention of) so violent, and of such continuance, since Noahs flood; for as hath beene sayd, it lasted from September 7. to October 28, full 52 dayes."

Though this extract be long, we have given but the closing part of the description of the storm. When we consider that it was winter in that region, and the nature of those seas, the storm (of which we have heard so much,) which overtook Columbus sinks into comparative insignificance.

We cannot close this lengthened digression, (if so it may be considered,) without an extract from a Poem on the Death of Drake by Charles Fitz-Geffrey; who in the following passage seems

to have had the wild scenes of Terra del Fuego, in a dismal winter's night, vividly before him:—

"Huge mountain islands of congealed ice,
Floating (like Delos) on the stormy main,
Could not deter him from his enterprise,
Nor blood congealing winter's freezing pain,
Enforce him, coward like, turn back again:
Valor in greatest danger shines most bright,
As full-faced Phœbe in the darkest night."

JOHN THOMAS, captain of the *Marigold*. He was lost with all his company, after the expedition had passed the Straits of Magellan, in the terrible tempest, just described, among the islands of Terra del Fuego.

JOHN CHESTER, captain of the *Swan*. He probably continued throughout the voyage.

THOMAS MOONE, captain of the *Christopher*. He was with Drake in his early voyages to South America, and seems always to have been with him and to have followed his fortunes as long as he lived, and to have died almost at the same time with his beloved commander; not however from disease like him, but by the hand of his enemy, being killed by the Spaniards.

THOMAS DRAKE, the youngest brother of the Admiral. He does not appear to have been in any command at the outset of the voyage, but was soon after raised to the command of one of the ships. At this time he was probably about 18 years of age. He continued with his brother in most of his voyages afterward, was with him in his last voyage, and in command of a ship. From him are descended the Drakes of Buckland, and of several other places in the south of Devonshire.

FRANCIS FLETCHER, chaplain to the expedition. He kept a journal of the voyage, a copy of which in MS. is said still to be seen in the British Museum, and from which the account before mentioned is supposed to be principally made up.

EDWARD CLIFFE, who sailed in Capt. Winter's ship, and returned with him. He left a good account of his voyage.

JOHN DRAKE, for being the first to discover a Spanish treasure ship was rewarded by the Admiral with his gold chain, "which he usually wore." He does not appear to have been of the Admiral's immediate family, but was very probably a near relative. He was afterwards a captain in Fenton's disastrous expedition, was cast away in the mouth of the Rio de la Plata, fell into the

hands of the Indians, thence into the hands of the Spaniards, and was not heard of after.

HENRY DRAKE. Of his relationship to the Admiral, we have no certain knowledge, nor are we certain that he was one of the "great voyages." He was in the last voyage, was present when a cannon-shot from the castle of Porto Rico passed through Sir Francis's ship, while he with his principal officers were at supper, which shot struck his seat from under him, mortally wounding Capt. Brute Browne and Sir Nicholas Clifford. "This," says Dr. Thomas Fuller, "I had from the mouth of Henry Drake, Esq., there present, my dear and worthy parishioner lately deceased."

FRANCIS PRETTY. About this individual there has been of late much controversy; whether or not he was one of Drake's company, and if he was, whether he was the author of the "Famous Voyage," (as that around the world was styled,) first printed by Hakluyt, in 1589. We have not space here to go into an examination of that question, and shall only remark, that it is possible he may have been one of Drake's company. Some have made him a Frenchman; but that opinion we entirely reject. It is certain that he sailed with Cavendish, and wrote an account of his voyage. The two voyages of Drake and Cavendish were printed in connection, which may have given rise to an error. In his late examination of the Oregon Question, Dr. Twiss has, to our mind, set the matter in a clear light.

GEORGE FORTESCUE, probably a connection of Drake, and perhaps of the family of Bartholomew Fortescue, Esq., whose daughter Gertrude married Sir Bernard Drake of Ash. This George Fortescue left a MS. account of the voyage, or at least some part of it, as Dr. Fuller informs us. He was a captain under his old commander in the West Indies, in 1585, and died during that expedition.

THOMAS DOUGHTY. One of those, who, if we can credit Herrera, went out as a gentleman, "to learn navigation" and naval warfare, without any particular office. He became mutinous before the fleet arrived on the coast of Brazil, and was finally tried, condemned, and executed on a small island in the harbor of Port St. Julian. "In the Island," says the writer of the voyage, "as we digged to burie this gentleman, we found a great grinding stone, broken in two parts, which wee tooke and set fast in the ground, the one part at the head, the other at the feet, building vp the middle space with other stones and turfes of earth, and engraved in the stones the names of the parties buried there, with the time of their departure, and a memoriall of our generalls name in Latine, that it might the better be vnderstood, by all that should come after vs." He was buried with Mr. Oliver, who had just been killed by the Indians.

THOMAS HOOD mentioned only in connection with the case of Doughty.

THOMAS BLACOLER, afterward in the expedition of Fenton. The name is spelt with variation. There are those bearing it now in New England.

JOHN GRIPE. Perhaps a mistake for "John the Greek."

LEONARD VICARY, who was an advocate for Doughty. The name of Vicary, though not common in New England, is to be met with, and has probably been known in Massachusetts since 1680. In that year, according to Farmer, Seth was admitted a freeman of Hull; he adds, "This name has been in New Hampshire within a few years."

— CRANE, perhaps Ralph Crane, who afterwards served with Fenton, in 1582.

THOMAS CHESTER, also a witness in the case of Doughty.

ROBERT WINTERLY.

— OLIVER, the master-gunner in the fleet, killed by the Patagonians.

THOMAS CUTTLE, belonging to the Admiral's ship, with the rank of captain.

JOHN DOUGHTY, a younger brother of Thomas, who was executed.

JOHN BROWN, a trumpeter, an evidence against Doughty.

JOHN COOK. It is doubtful whether any one of the company bore this name, yet a MS. bearing it has been made use of in a collection of voyages, the whole purport of which seems to be an attempt to cast a stain on the proceedings of Drake in the case of Doughty. It is supposed to have been written by some one present in the fleet, and the name of the transcriber may have been taken for the author. A John Conyers is mentioned by Mr. Barrow as "an annotator on" the original narrative, now in the British Museum.

JOHN FRYE, who, with more courage than discretion, jumping on shore in Africa, was seized by the Moors and carried off. He finally returned to England.

EDWARD BRIGHT, a chief accuser of Thomas Doughty.

THOMAS GOOD, prominent in the case of Doughty.

JOHN BREWER, one of the company who landed on the island of Mocha with the Admiral, and were attacked by the Indians. He received seventeen wounds, yet recovered, and sailed afterwards with Cavendish.

HUGH SMITH, mentioned in connection with the affair of Doughty.

RICHARD MINIVY, who was killed by the Spaniards near Cyppo, Dec. 19, 1578.

ROBERT WINTER. Perhaps the same called Winterly in one account, and Winterhie in another.

PETER CARDER, who with seven others separated from the Admiral at the western mouth of the Straits of Magellan, during the tempest before mentioned. In an open boat they succeeded in repassing the Straits, coasted the continent to Brazil, through every variety of suffering, until Carder alone was left alive. He finally reached England after nine years' absence, and was admitted to the presence of Queen Elizabeth, who heard the tale of his adventures from his mouth. Purchas got from him the account which we have, and which he published in "his Pilgrims."

WILLIAM PITCHER, who was one of the companions of Carder, and lived to reach the coast of Brazil, where he died from drinking too freely of water, when near dead of thirst.

JOHN AUDLEY, one of those who favored Doughty's mutinous conduct.

— WARRALL, also deeply concerned in the mutiny.

ULYSSES, probably an African, servant to Capt. Winter.

— COBB, [Caube in the narratives] with Winter or Thomas.

— CHARLES, also with Winter or Thomas, but once mentioned.

— ANTHONY, also with Winter or Thomas, and but once mentioned.

WILLIAM HAWKINS, perhaps a brother of Sir Richard Hawkins, and son of Sir John Hawkins, Kt. He was afterward vice-admiral under Capt. Fenton, in the expedition of 1582.

JOHN DEANE, a witness in the case of Doughty. Whether he continued throughout the voyage or not, is unknown.

JOHN MARTYN, afterward Capt. John Martyn or Martin of Plymouth, and son of— Martin of Bridgetown near Totnes, who had male issue living there in 1620.

THOMAS CLACKLEY, boatswain in the Admiral's ship.

JOHN SARICOLD, one of the important evidence against Doughty.

EMANUEL WATKINS. His name, with Saricold's and several others, is signed to certain articles to prove Doughty's guilt.

GEORGE CARY, a musician. The same probably called Gregory Cary, in the documents in Barrow's Worthies. He attested to the mutinous conduct of Doughty.

HENRY SPINDELAY, gunner in Capt. Chester's ship.

JAMES SYDYE, mentioned only in Doughty's case.

WILLIAM SEAGE mentioned only as above.

JOHN DAVIS, whose name the great Northern Strait will ever perpetuate, who was perhaps in Capt. Winter's ship, though we are not sure of the fact; but in 1595, he said he had then "thrice passed the Straits of Magellan," which renders it quite certain that he must have sailed with Drake in his voyage of circumnavigation, as there is no other way of accounting for his having "thrice passed those Straits."

Thus out of "164 able and sufficient men," we have about one third of them by name; and from a passage in "Barrow's Naval Worthies," we are led to hope, that "twenty-nine" other names will yet be recovered. Should they come to our hand, we may at a future time make an article respecting them also.[O]

FOOTNOTES:

[N]The time of Sir Francis Drake's birth has usually been fixed at 1545; but from genealogical and other investigations, it appears that he must have been born as early as 1537.