

**Voyages to Roanoke and
the Lost Colony, 1584 - 1618**

**Chronological Voyages To The West Indies and
Possible Contact With the Lost Colony
At The Village Of Croatan, Located At
Cape Hatteras Today**

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Nov. 9, 2016

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This research is an addenda to support the research papers of Fred Willard and Phil McMullan “Hidden Maps, Hidden City” and “Conspiracy, Spies, Secrets & Lies”. “Hidden Maps, Hidden City” is a completed research, whereas “Conspiracy, Spies, Secrets & Lies” is ongoing research, and needs more confirmation and still has implements of speculation. Documenting the research to its present level will hopefully advance these facts to a conclusive confirmation in the future, with these authors or other researchers in future generations.

The list of investors below in regards to the voyages compiled in this particular paper is also very preliminary, and original documents from England and Spain need to be obtained to complete this research.

A List of Participants in the Roanoke Voyages: THE ROANOKE ISLAND COLONISTS AND SUPPORT STAFF

Who were the personnel associated with the Roanoke Island colonies? A few such as Cavendish, Drake, Grenville, Harriot, and Lane were significant enough to have been remembered for other reasons. Most have defied scholarly attempts at identification for centuries. Although current research holds significant promise for their ultimate identification, some of the investor, settlers, explorers and mariners remain mere names on a list.

INVESTORS IN THE CITTIE OF RALEGH IN VIRGINIA

Sir Walter Raleigh
Thomas Smith
William Sanderson
Walter Bayly
William Gamage
Edmund Nevil
Thomas Harding
Walter Marler
Thomas Martin
Gabriel Harris
William George
William Stone
Henry Fleetewood
John Gerrard
Robert Macklyn
Richard Hakluyt
Thomas Hoode
Thomas Wade

<https://www.nps.gov/fora/learn/education/a-list-of-participants-in-the-roanoke-voyages.htm>

Reported history of the 1587 colony is that they were abandoned, and for three years afterward no attempts were made to contact them, give them sustenance and food, and new colony members. The below list would suggest that scholars have not recognized at least 238 voyages were attempted to North America over the next three years after the colony was seeded. More importantly, almost all of the ventures to the New World were by the same group who were originally drafted by Sir Francis Walsingham as investors and financiers of all of Sir Walter Raleigh's Roanoke Voyages (**Note:** The dates preceding and following the ones listed in the title, and ones not featuring any voyages, are for historical referencing purposes and to provide a chronological timeframe for certain important events).

1569: George Clifford, the third Earl of Cumberland, attains his title (Kenneth R. Andrews, *Elizabethan Privateering: English Privateering During the Spanish War, 1585-1603* (Cambridge, England: Cambridge University Press), 1964: 70).

1572: Edward Horsey sets forth James Ranse, who joined Sir Francis Drake in the West Indies (Andrews, 1964: 18).

1578: Horsey supports Sir Humphrey Gilbert's venture, with which Sir William Hawkins is also associated, attempting to establish a North American base for raiding Spanish ships (Andrews, 1964: 18).

1578-1581: Sir Thomas Myddelton is married to the daughter of Sir Richard Saltonstall, the governor of the merchant adventures. Frequently partnering with his father-in-law, Myddelton also partners with Nicholas Farrer (John Farrer's brother???) and Erasmus Hardy (Andrews, 1964: 115).

1579: Cumberland gains his majority, obtaining one of the richest inheritances of the country (Andrews, 1964: 70).

1580: Christopher Newport sails in the *Minion* of London to Brazil (Andrews, 1964: 84).

1581: Martin Frobisher, the man who supposedly has found the eastern entrance of the Northwest Passage, is put in charge of another return voyage that includes men from Drake's voyage. One of these men is John Drake, who captains the second vessel, the *Francis*. Frobisher's instructions for this voyage are not only to leave men at an undisclosed position but also to discover China and Cathay so England could establish direct trade with them (Samuel Bawlf,

The Secret Voyage of Sir Francis Drake 1577-1580 (New York: Penguin Books), 2004: 198-199). He is also not supposed to travel into the waters of King Phillip's domain while on the Pacific Ocean; instead he is to make for the Moluccas in order to discover the Northwest Passage (Katherine Lankins, "Sir Francis Drake In The New World, 1577-1580" (Western Oregon University: Senior Seminar Paper), June 3, 2009, <http://www.wou.edu/history/files/2015/08/Katherine-Lankins-HST-499.pdf>: 19).

1582: Christopher Newport becomes listed as one of the shipmasters of Harwich (Andrews, 1964: 85).

1582: Edward Fenton takes command of Drake's voyage with instructions to "*better [discover] the Northwest Passage*" and to colonize the anchorage point of Drake with as many of his men as he feels comfortable with. Fenton does not make it through the Straits of Magellan because King Phillip II learns about the voyage and sends a naval force to block the Straits (Bawlf, 2004: 4-5).

1582-1584: Sir Robert Cecil is an amateur when he begins funding privateering adventures, but gains knowledge and experience by collaborating with the Howards (Andrews, 1964: 79). Charles Howard, the Great Lord of the Admiralty, not only appoints his brother Thomas Howard Vice-Admiral of Dorset, but also makes his other brother William Howard Vice-Admiral of Yorkshire (Andrews, 1964: 29).

April 2/12, 1584: Four ships belonging to Christopher Carleill are being fitted out to go to scout Raleigh's new adventure. Carleill is Walsingham's

stepson (David Beers Quinn, *The Roanoke Voyages*, 2 Vols. (New York: Dover Publications), 1955: 725-6).

April 2/12, 1584: Also from the Spanish ambassador, Hawkins' brother is also very secretly preparing to leave shortly (William Hawkins) (Quinn, 1955: 725-6) (William Hawkins is the elder brother of Sir John Hawkins (Quinn, 1955: 217)).

1584-1602: The Fenners, Hawkinses, Braggs, and Winters are all merchants with and involved in shipping and reprisal activity in the West Indies, pillaging Spanish ships and towns during this timeframe, when the Roanoke Voyages are taking place (Andrews, 1964: 99).

1585: The *Lion* sails under the command of Admiral Richard Grenville and Captain George Raymond. Evidently, Raymond is the chief adventurer in the voyage this year to Virginia. Separated from Grenville, he leaves 32 men at Croatan, but then proceeds to Newfoundland, where he meets Bernard Drake in the ship *Golden Riall* (Andrews, 1964: 92).

June 26, 1585: Two ships, the *Elizabeth* and the *Tiger*, reach Wococon Island on the Outer Banks of what is now North Carolina (Old Virginia). Two more ships, the *Lion* (see above voyage) and a fly boat, were already waiting at Port Ferdinando (Paul Hulton, *America 1585: The Complete Drawings of John White* (Chapel Hill: University of North Carolina Press), 1984: 5). The Cape Merchant Thomas Harvey was a chief factor for the sale of commodities brought home for sale in England (Quinn, 1955: 233).

1585: Sir George Carey sends out the *Roe Buck*, captained by John Clarke and owned by Sir Walter Raleigh (Andrews, 1964: 97).

1585: John Young leads a group of sailors located in and around Chichester. An old dog, he was active during Bloody Mary's reign, and is now at the center of this group of corsairs (Andrews, 1964: 91). Young, George and William Fenner, along with four other Fenners, are deeply involved with Reprisals against Spain (Ibid).

1585: An associate of John Young who sails this year is John Croke of Southampton. He is the owner of the *Primrose*, the *Marigold*, and the *John Evangelist* (featured in later voyages below) (Andrews, 1964: 92).

1585: Sir Ralph Lane's voyage has the Croatan site set up as a lookout station. When the people from the station see Drake's ship, they build a large fire to signal him (because they were in major trouble and had to get out of there) (**Note:** the Indian site is at the inlet where the Lost Colony left the information (on the tree and palisade) where they had gone: Croatan, or Cape Hatteras, Buxton, NC today) (Andrews, 1964: 195).

1585-1590: In this timeframe, nearly all of the English privateering visits to the Caribbean are connected with the Virginia Enterprise. One of the most important objectives of the Roanoke Voyages is to establish a base from which to continue attacks on the Spanish Indies (Andrews, 1964: 163). Lane, Michel, and Cranston are associated with John Watts, involved in many voyages, and would make many more in the following years afterward (Andrews, 1964: 165). There is more interest in southern settlements than ones farther to the north

(Andrews, 1964: 188), and Edward Hayes is one of the early explorers (see David Beers Quinn, *Hayes: Liverpool Colonial Pioneer*, Vol. III (England: Historic Society of Lancashire and Cheshire), 1959: 25-45).

March-May 1586: Sir Francis Drake pillages Spanish holdings. He attacks Santiago in the Cape Verde islands, Santo Domingo (Haiti/Dominican Republic), Cartagena and lastly St. Augustine. He purloins two thousand pounds of bullion at St. Augustine alone. One-third of the original 2000-member crew die on the expedition, and one of the men who die is Walter Bigges; his account of the voyage survives and is published in 1588. A map of the St. Augustine Assault has survived as portrayed by *Baptista Boazib* (London, 1589). Drake's fleet of 23 ships is detected on the coast of NC at the location of the Roanoke Colonists in Port Ferdinando (Tony Campbell, *Early Maps* (New York: Abbeville Press, Incorporated), 1981: 48-9, Plate 20). On board Drake's ship were 15 hundred galley slaves that were imprisoned by the Spanish. Drake offered to let them go free, or if they wished, to become part of the new settlement at Roanoke Island. Of the 15 hundred, many were Portuguese/Moroccan descent, one third were African-American, and the balance Indians (Quinn, 1955: 252, 268, 295, 303, 310, 411, 477, 722, 745, 748, 754, 761, 763, 799, 803). The final disposition of these 15 hundred individuals is one of the most important areas of research to be contemplated. The focus of this group and what happened to them was or is the main impetus for the Lost Colony Center for Science & Research, Inc. to attempt DNA evidence of past Croatan/Hatteras Indians, and match them with living descendants in coastal North Carolina today

(see Fred L. Willard, “Wanted: Dead Or Alive”, <http://lost-colony.com/currentresearch.html>, 1996 to 2006).

1586: The ship’s log of the *Primrose*, one of Drake’s ships that relieves/rescues the Lane 1585 colony, has notations that there are large amounts of sassafras stored in the hold to take back to England, and that sassafras is the most valuable commodity in all of North America (originally £2 per ton, now £2,000 per ton) (Quinn, 1955: 35, 303-8).

1586: Richard Grenville with seven or eight ships arrives off Roanoke Island (also known as “Jacan” or “Jacam”) with settlers and food stores, unaware that Lane has abandoned his post. Grenville himself later travels up into different places of the country (Quinn, 1955: 479), and explored parts where he had not been in 1585. Hakluyt reports he leads several expeditions himself (Quinn, 1955: 469).

1586: Raleigh, shortly after Grenville left, sends out two more pinnaces, the *Serpent* and the *Mary Spark* to take prizes in the Azores. In addition to the above Raleigh also sends out the ship *Dorothy* to join in an expedition mounted by the Earl of Cumberland, which proves to be not very successful (Mark Nicholls and Penny Williams, *Sir Walter Raleigh: In Life & Legend* (London: The Continuum International Publishing Group), 2011: 67).

1586: Cumberland’s first adventure in privateering commences. The ship *Red Dragon* (260 tons, built primarily for combat and fighting (Andrews, 1964: 37), and the bark *Clifford* (130), set out from Gravesend under the command of Robert Worthington and Christopher Lister. Accompanying them on this voyage

are the *Roe*, and Sir Walter Raleigh's pinnace, the *Dorothy*. The fleet plans to go to the Straights of Magellan; they return home empty-handed (Andrews, 1964: 71).

1586: Sir George Carey is primarily involved with reprisal activity on the Iberian coast throughout this whole year (Andrews, 1964: 97).

1586-1588: George Clifford, the third Earl of Cumberland, finances several expeditions with little gain (Andrews, 1964: 73).

February 1587: Sir George Carey Squadron, commanded by Captain William Irish. He leads the *Swallow*, the *Gabriel*, and a third ship (there is evidence that they were connected to the John White venture). A deposition of Alonso Ruizca, a captured Spanish seaman, reports Irish went to 37° on the northeast coast (saw cattle there) (Port Ferdinando is at 35 ½°) (Quinn, 1955: 502). He also reports that his and one other ship left Jacan (Roanoke Island), but five others stayed (no English report about this landing has ever surfaced, although some accounts place Irish at Port Ferdinando, where he reported seeing a mule or donkey with a brand on it, see below) (Quinn, 1955: 782-3 and Quinn, 1985: 299). Because of the extended visit of John White before he sailed for the new settlement in 1587, there is strong evidence that Carey was one of the major investors in the Roanoke Ventures, and this research needs to be extended to determine how deeply he was involved, as many of his ships are visiting the coast very close to Roanoke Island over the next ten years. If he was a major investor, it is ludicrous to think he would not try to contact the colony if his ships were in the immediate area. It is suspicious that he and many of the other investors

make this many voyages and not be involved in the secret trade of sassafras, which was “mysteriously” arriving in England when no reported contact had been made (see “Raorium & Consignment” in Fred L. Willard, Phil McMullan, Kathryn Sugg, “Hidden Maps, Hidden City: The Jamestown Connection to the Lost Colony” (East Carolina University: Requirement for a Multidiscipline Study Degree on Coastal Carolina Indians for Dr. James Kirkland and Dr. Karen Mulchaey), 2013: <http://www.lost-colony.com/currentresearch.html>, Lost Colony Center for Science & Research, Inc.). Although this is not definitive proof, it would certainly lead to a suspicion that these investors were secretly exporting commodities from America, and also make one question why, with so many people making so many ventures, not one trace of the “Lost” Colony was ever found.

April-May 1587: John White and Edward Stafford sailed with three ships: the *Admiral* (120 tons, with John White and Simon Fernandez), a “flie boat” (name & size unknown, captained by Edward Spicer), and a “pinnesse” (not named, captained by Edward Stafford). On April 26, they left Portsmouth for Roanoke and came to anchor on the 28th at the Cowes, in the Isle of Wight where they stayed for eight days. On May 8, they weighed anchor and sailed for Virginia. Sir George Carey’s quarters were at Carisbrooke Castle, some six miles away from the Cowes (Isle of Wright). It is widely thought that his expedition was planned with White’s (Quinn, 1955: 515-517).

1587: William Irish is in the West Indies commanding five privateering ships as captain. There is no documented record of Sir George Carey being at

Roanoke Island, but a deposition of a captured Spanish sailor indicates that they were at Port Ferdinando. He was captured in June 1587 by Fancisca de Avalors. The English ship he was on sailed to 37° at the Bay of Santa Maria, where they saw cattle and a dark-brown mule, where they stayed for three days and went ashore to take in water. His ship left with one of the captured Spanish ships (no mention of how many ships may have stayed, but this could be Port Ferdinando) (this is obviously the same voyage as above, but more information has been provided) (Quinn, 1955: 782-3).

1587: William Parker begins his service under Sir Francis Drake in Cadiz (Andrews, 1964: 85).

1587: Christopher Newport is master mate of a privateer called the *Drake*, owned by London merchant John Watts (Andrews, 1964, 85).

1587: John Watts sends the *Hopewell*, the *Little John*, and the *John Evangelist*. William Sanderson, meanwhile, contributes his ship, the *Moonlight*, and the *Bark Young* is Sir George Carey's ship. Watts promises Raleigh he will ship White with stores and additional planters. Carey meets with John White before the venture sets sail and attempts to rendezvous with White at Roanoke Island (with Thomas Myddelton's *Conclude*, and John Norris' *Falcon's Flight*), but they never connect (Andrews, 1959). Norris, of Barnstaphe, is a merchant who is formerly associated with Richard Grenville's expedition (he is important, because as part of Drake's fleet, he would have been to the Croatan site) (Andrews, 1964: 195).

October 9, 1587: Queen Elizabeth puts a stay on all shipping (Quinn, 1955: 554).

1587: The *Susan* (260 tons) owned by Alderman Paul Baynin (an old man for privateering at this time), is under the command of James Lancaster (Andrews, 1964: 110).

1587-1600: During this timeframe of the abandonment of Sir Walter Raleigh's colony, Kenneth Andrews concludes that at least 300 ships are being sent out to capture Spanish spoils. There are only the documented voyages listed as ships eligible for Letters of Reprisal. Other ships are given patents by the Queen or authority by the Great Lord of the Admiralty, or go out (as many did) without any proper authorization (Andrews, 1964: 32-3). In addition, Sir George Carey and John Watts are financially involved with Sir Walter Raleigh's Roanoke Voyages (Andrews, 1959).

April 22-May 22, 1588: John White attempts to reprovision the colony with the *Brave* and the *Roe*, with Captain Arthur Facy and Pilot Pedro Diaz, a kidnapped Spanish sailor. The ships are plundered by a French warship (a rocheller), and many on White's ships are killed, thus forcing the crippled vessels to turn back and abort the attempt (Quinn, 1955: 562-9, Doc. 86).

March 1588: The *Drake*, the *Examiner*, the *Hope* and the *Chance* set out from England (Kenneth Andrews, *English Privateering Voyages to the West Indies*, 1588-1595 (London: Hakluyt Society, Second Series CXI), 1959).

1588: The *John Young* is out on letters of reprisal (Andrews, 1964: 92).

1588: Some of Raleigh's ships were in the Caribbean in 1587 and 1588, and several other fighting ships were also out in the same year as the Queen proclaimed an embargo (Nicholls and Williams, 2011: 64; Nicholls is citing here Kenneth R. Andrews, *Trade, Plunder and Settlement: Maritime Enterprise and the Genesis of the British Empire, 1480-1630* (Cambridge: Cambridge University Press), 1984: 218).

1588: Walsingham agrees to sponsor Drake's south sea venture, the Terceina Project, and Fenton's voyage (see 1582 voyage above) (Andrews, 1964: 18).

July-August 1588: The *Drake*, the *Examiner*, the *Hope* and the *Chance* are sighted in the West Indies, and then they arrive at the Newfoundland coast. It is a possibility that the *Chance* is Sir George Carey's ship, and that this is at least in part Carey's voyage. The owner of the *Drake* and the *Examiner* is John Watts (**Note:** the voyage north would have taken this expedition within 12-15 miles of Cape Hatteras, where the colony indicated that it was going to move to. Furthermore, it is the Hatteras Inlet of Chacandapecko (sic.) at Cape Creek, Buxton, NC today where John White sounded the channel before going to Roanoke Island in 1590) (Andrews, 1959).

1588: The Lord Admiral's private vessels, the Earl of Cumberland's vessels, and one or two of Raleigh's ships are built especially for privateering. In addition, Thomas Heaton's *Bevis* is also built on plans designed to be a privateer (Andrews, 1964: 37).

1588: Converted prizes revamped for privateering become Sir George Carey's and Commander William Grafton's *Our Lady* and Lord Thomas Howard's *Flight* (Andrews, 1964: 37).

1588: John Watts has ships out: the *Examiner*, under the command of his brother, Thomas, and two others with Sir Francis Drake (Andrews, 1964: 106). Sir George Carey may be a contributor to one of these ships, and there may well be an intention of visiting Raleigh's colony (Andrews, 1964: 98).

1588: William Irish once again leads an expedition, changing his objective from the Iberian coast to the Caribbean waters for reprisal activity. During this outing he once again goes to the West Indies and Virginia (Andrews, 1964: 98).

1588: Thomas Cavendish returns to England from his own circumnavigation of the globe with the news that Tierra del Fuego is not a series of islands, and if this is true, and Drake lied, he may also be lying about finding the Northwest Passage (Bawlf, *The Secret Voyage*: 231-232).

1588-1595: There are 78 voyages of ships identifiable by name during this timeframe, and 73 in the remaining eight years of the war. These figures are incomplete, and there may be twice as many (Andrews, 1964: 175).

1588-1602: Other officials representing the Crown in activities relating to reprisals are less in stature than Carey and Raleigh (the greatest privateers in England), but deeply involved in sending out ships to press for Spanish bounty. These men include Robert Bragg, Stephen Riddlesden, John Young of Chichester, and Thomas Heaton of Southampton (Andrews, 1964: 29).

1589: The *Susan's Handmaid* is renamed the *Wildman's Club* (Andrews, 1964: 110).

January to September 1589: The 120-ton *Robin* (formerly the *Delight*) of Captain Andrew Merrick and Master Robert Burnet arrives off Brazil from Cape Blanco (West Africa), having become separated from an English expedition intended to round the Straits of Magellan into the Pacific. Its 24-year-old-leader, John Chidley, sights South America shortly thereafter with his 300-ton flagship, the *Wildman* (formerly the *Susan*) under Master John Ellis; the 140-ton *White Lion* (formerly the *Elizabeth Bonaventure*) of Captain Thomas Polwhele and Master Benjamin Wood; plus the tiny pinnace *Wildman's Club* of Richard Glover and another unknown auxiliary. Only *Robin* succeeds in gaining Puerto Deseado (Argentina), from where it attempts to enter the Straits of Magellan. A 15-man boat party is lost off a place called Penguin Island, and another five Englishmen are slaughtered by Patagonian natives near the derelict Spanish outpost of Rey don Felipe. The disheartened survivors refuse to go any farther, so *Robin* reverses course out of the straits two days later and sails back up Brazil toward Europe; it eventually wrecks off Cherbourg, France (David F. Marley, *Wars of the Americas: A Chronology of Armed Conflict in the New World, 1492 to the Present* (Santa Barbara, CA: ABC-CLIO), 1998: 77).

March 7, 1589: Sir Walter Raleigh, Thomas Smythe, etc., and John White etc. agree to continue the City of Raleigh Venture, and inhabit the “*countrie called Affamacomock, alias Wingandacoia, alias Virginia*”. For this service they shall

“for euer haue free trade, and traffique for all manner of Marchandise, or commodities what soeuer” (Quinn, 1955: 569-576 & 854).

1589: Raleigh fits out an expedition with the bark *Randol*, including Sir George Carey and John Randol and others (approximately 20 merchants) (Nicholls & Williams, 2011: 67).

1589: Another voyage organized and sent by Raleigh is captained by Mark Bury on the ship *Bark Burton* of Plymouth. This voyage consorts with Drake from Plymouth and meets with Cumberland’s fleet at the Azores (Andrews, 1964: 254).

1589: Thomas Myddelton voyage, captained by William Myddelton (brother?), is sent out of Port London. Ship is the *Eliza and Mary* (Andrews, 1964: 245).

1589: Captain Christopher Newport becomes the master of the *Margaret* of London (Andrews, 1964: 85).

1589: John Watts voyage, captain not listed. Ship is the *Dolphin* (50 tons) from London. Also see *May Morning* of London below (Andrews, 1964: 244).

1589: *May Morning* of London (50 tons), captained by Abraham Cocke. Sent by John Watts with *Dolphin* to the River Plate (Andrews, 1964: 247).

1589: John Stokes and John Watts voyage, captained by John Mussett. Ship is the *John* or *Little John* (100 tons), which consorted with the *Minion* of Bridgewater. Other ships owned/sent by Watts and Stokes were captained in 1591 by Christopher Newport and/or Michael Geare (Andrews, 1964: 246).

1589: The *John Young* is sailing under letters of reprisal (Andrews, 1964: 92).

1589: Commanding the Queen's *Victory*, Cumberland attains some success, taking a prize worth £100,000 (Andrews, 1964: 73).

1589: Benjamin Wood, a notable sea captain of his time, takes over as captain of the *White Lion* after her captain Thomas Polwhele and many of her crew die. While bringing the *White Lion* home, Wood becomes involved in a consortship with the *Wildman* and the *Club* (a pinnace), and they make their way to Trinidad to regain their health. It is here that Abraham Kendall stole away with the *Club* and sailed it to Barry Wahes and sold it. (**Note:** Abraham Kendall was at Roanoke Island with Sir Francis Drake and Ralph Lane. A gold signet ring was found at the Indian site of Croatan in Buxton, NC, in 2006, and it was identified as Kendall's (see *E.P.V.*, p. 62, "Kendall the Navigator")) (Andrews, 1964: 68).

1589: William Irish is again taking part in an expedition in the Caribbean that passes by the West Indies and Virginia (Andrews, 1964: 98).

1589-1591: During this timeframe of Queen Elizabeth's reign, there is never less than 200 ships sailing as volunteers in privateering ventures. In addition, many receive patents that allow for less scrutiny by the Lord Admiral, with special authority. Raleigh speaks of his squadron being accompanied by 20 voluntary barks of the West Company (Andrews, 1964: 32-4, citing Sir Michael Oppenheim, "Monson's Tracts", *The Naval Tracts of Sir William Monson*, XXII, XXIII, XLIII, XLV, XLVII (London: Naval Records Society), 1902: 14).

May 3/13 1590: Diego Menéndez de Valdés, governor of Puerto Rico, reported on 3/13 May the appearance of one of Carey's ships to King Phillip III, and Carey was a known investor with the Raleigh Ventures (Irene A. Wright, *Further English Voyages to Spanish America, 1583-1594: Documents from the Archives of the Indies at Seville illustrating English Voyages to the Caribbean, the Spanish Main, Florida, and Virginia*, The Hakluyt Society, Second Series (London: The Hakluyt Society. New York: Dover Publications, Inc.), 1951: 249 and Quinn, 1955: 581, 797).

May 12, 1590: Three other English ships and a pinnace were discovered at the port of San Francisco de La Aquada, northwest of San Juan, Puerto Rico (Quinn, 1955: 798).

1590: A John Watts and Thomas Sewell voyage, captained by Anthony Barlowe. The ship is called the *Examiner* (Andrews, 1964: 245).

1590: Christopher Newport achieves his first major command as captain of the *Little John* in a fleet sent out by John Watts for the West Indies and Virginia (Roanoke Island) (see next voyage below) (Andrews, 1964: 85).

1590: (John?) Watts has three ships out: the *Hopewell*, *Little John* and the *John Evangelist*. Also a prize named the *Water's Heart* is captured in Puerto Rico. This expedition was in cooperation with Watts and Raleigh, which culminated in a slender return (Nicholls & Williams, 2011: 62, 67-8).

1590: The *Henry and John* (160 tons, owned by Henry Cletherow and John Watts), the *Little John*, and the *John Evangelist* are all involved in voyages

to the Caribbean and Virginia (this is the same voyage when Christopher Newport has his arm “*strooken off*”) (Andrews, 1964: 106).

1590: A ship is sent out by Thomas Myddelton and Erasmus Harby. Its captain is a man named Geede (see *Riall* of Weymouth) (Andrews, 1964: 245).

1590: Sir George Carey sends William Irish out on his behalf, and maybe goes out himself as well (Andrews, 1964: 97). In this case, there may well be intention of visiting Raleigh’s colony (Andrews, 1964: 98).

1590: The *Harry and John* (or *Hopewell*) is sent by John Watts and John Stokes, and captained by Abraham Cocke. There were other ships involved in this fleet (see below), and Henry Cletherow and others were involved in the investment for this voyage (Andrews, 1964: 245).

May 27, 1590: An English ship of 200 tons that had 26 pieces of Iron Ordnynunce and more ordynunce in the bottom of the ship with 220 men and with them a Governor (John White?) (The *Hopewell* sailed by the coast of Puerto Rico between 5/15 May and 12/22 May (Quinn, 1955: 799 and citing Wright, *Further English Voyages*: 244 and 587-8)). This would be the same expedition that took John White to Roanoke Island but first anchored at the inlet of Chacandapecko (sic.) to gain information for transporting through the inlet (Nicholls & Williams, 2011: 67) (see below for reference).

1590: *Moonshine*, captained by John Myddelton, sets forth. This voyage was promoted by John Newton (Chris’ brother?) and John Bird (Andrews, 1964: 247). John Bird was one of the merchants involved with the capture of the *Madre de Dios* prize (Andrews, 1964: 43).

1590: Thomas Cavendish voyage, captained by John Cocke. The ship is called the *Roe Buck* (240 tons) (Andrews, 1964: 247).

1590: John Watts voyage, captained by William Lane on the ship *John Evangelist* (for comments, see *Harry and John* voyage above (Andrews, 1964: 246).

1590: John Young and George Sommers obtain letters of reprisal for the *Bark Young*. Sir George Carey, John Crooke and Young then combine to send the *Bark Young* to the West Indies and possibly the Virginia coast (Andrews, 1964: 92).

1590: Lord Charles Howard, Baron of Effingham, is involved in reprisals as the Lord High Admiral, chief decision maker for rights to reprisals, disputes over prizes, and appoints all of the vice admirals to officiate local control of the reprisals. In addition, he is a ship owner in the *Despure* capture with Italian merchants. Other privateers involved with the capture of this prize are Sir Walter Raleigh (Vice Admiral of Devon), Sir George Carey of Cornwall, Henry Sackford (Groom of the Chambers and Keeper of the Privy Purse), and the great London merchant Thomas Myddelton. All are powerful men, and related to the Queen (Andrews, 1964: 26-8). In addition, all are aligned closely with the Roanoke Voyages and investments with Sir Walter Raleigh.

1590: Thomas Wilson, at the very end of the Spanish War, comments to “the infinite number of men-of-war that ever are roving abroad in the Indies and Spanish domains” (Andrews, 1964: 34).

1590: Thomas Myddelton acts as treasurer for Drake's last voyage, once peace with Spain is achieved (Andrews, 1964: 116-7).

1590: Thomas Myddelton, with James Bragg, Nicholas Glanville and William Finch send forth the pinnace *Conclude* of Plymouth, which consorts with Sir William Sanderson's *Moonlight* and John Watts in the West Indies and Virginia (see next voyage below) (**Note:** this is the same voyage that John White took part in, first going to the Croatan village to sound Chacandapecko (sic.) Inlet, and then going to Roanoke Island and discovering his colony is gone).

1590: William Sanderson voyage, captained by Edward Spicer on the ship *Moonlight* (for remarks, see Harry and John voyage). *Moonlight* was 80 tons and was part of the fleet were to go to Roanoke Island, but only two arrived with John White. And White sounded the inlet at Hatteras before arriving at Roanoke Island (see **August 12, 1590**, below) (Andrews, 1964: 247).

July 25 to August 4, 1590: Two English sails were seen at San Juan Puerto Rico, where the English landed and burnt and spoiled the village of Aillarcibo (Arecibo, west of San Juan), took fresh water and went their ways (Quinn, 1955: 798, Doc 52, intercepted notes and letters from Diego Menéndez de Valdés).

August 12, 1590: The John White Voyage ships land at Croatan. The next day, the boats sound the inlet (for what purpose?) (David Beers Quinn, *The First Colonists* (Raleigh, NC: Department of Cultural Resources, Division of Archives & History), 1982: 123; and John White, *The Fifth Voyage of M. John White into the West Indies and Parts of America called Virginia, in the year 1590*,

American Journeys Collection, Document No. AJ-038 (Wisconsin Historical Society: Digital Library and Archives), 2003: <http://www.americanjourneys.org/pdf/AJ-038.pdf>). The co-authors of this paper have documented evidence of the exportation of the secret commodity of sassafras, and White's inquiry into this inlet helps greatly to support that the commodity was being transported overland from the headwaters of the Alligator River (Tramanskecooc) to Pomeyooc, and then carried by canoe to the Croatan Indian site, to be transported out into larger ships making their return voyage to England up the Atlantic Gulf Stream (this research is still in a preliminary phase; it's compelling, but at this time still unconfirmed). All of the ships visiting the Caribbean would have come within 16 miles of the Croatan Indian site, and it is documented that almost 100 ships were in this area the ten years after the colony was "lost", most of them investors in the colony itself (this area is well-known to the author Fred Willard, who was the original discoverer of this important site (and confirmed this site in 1996). John White, when he came through the inlet, would have been within 800 yards of the main Croatan site; he could not have come through the inlet without being seen, or the masts of his ships not being noticed by the Croatan Indians or the English colonists. It must be noted that being within 800 yards of information about the colony White left in 1587, it is inconceivable that he would not meet with the Croatan Indians or the colonists.

1590: *John---or Little John---John Evangelist and Moonlight* consort together and go to West Indies and Virginia (same voyage that brought White to

Roanoke, see above). Christopher Newport was a commander in this fleet and lost his arm in a fight over a valuable prize (see above) (Andrews, 1964: 246).

1590: Richard Hauskens voyage, captained by John Sled and Richard Savidge. The ships are the *Fly* and the *Fortmouth* (Andrews, 1964: 264).

1590: The ship *Dainty* (200 tons), owned by Sir John Hawkins, is documented being sent out. A direct connection to the Roanoke Voyage has not been found at this current time; however, both Hauskens and Hawkins are listed as being in the West Indies on many occasions (Andrews, 1964: 264).

1590: The ship *Bark Randall*, captained by Thomas Lothar, is sent out by Sir Walter Raleigh, John Randall, Sir George Carey and others. The *Bark Randall* shared in prizes captured with the *Riall* of Weymouth, discharged from London, captained by William Waltons Myddelton, and owned Thomas Myddelton (see *Riall* voyage below) (Andrews, 1964: 253).

1590: The *Riall* (160 tons) is sent out by Thomas Myddelton and Erasmus Harby, and captained by William Myddelton (Thomas' brother?). This ship consorted with the bark *Randall* of Weymouth, whose investors included Sir Walter Raleigh himself (Andrews, 1964: 254).

1590: Another Raleigh voyage, captained by Jacob Whiddon on the ship *Pilgrim*. This shared with Lord Thomas Howard's fleet, in the capture of a prize, with the ship *Penelope* of London (Andrews, 1964: 264).

1590: The *Chance* is sent out by Sir George Carey, and captained by David Perrin (Andrews, 1964, 250).

1590: Another Sir George Carey voyage, this time by the ship *Commander* (200 tons), captained by Thomas Page (Andrews, 1964: 250).

1590: The *Conclude* (35 tons), captained by Joseph Harris, is sent out by Thomas Myddelton, James Bagg, Nicholas Glanville, and William Finch. This voyage consorted with the *Moonlight* of London, and joined John Watts' fleet in the West Indies, connecting with the *Unity* and *Fancy* of Plymouth (Andrews, 1964: 255).

1590: The ship *Elizabeth*, captained by Nicholas Glanville, is sent forth with the *Conclude* and *Nicholas* of Plymouth. Glanville is associated with the Myddelton family enterprises, but a direct connection to Sir Walter Raleigh's commodity exchange has not been made at this time (Andrews, 1964: 256).

1590: Thomas Myddelton's ship, *Riall* of Weymouth (160 tons), captained by William Myddelton (his brother???), shares in two very rich prizes with another ship, the *Bark Randall* (Andrews, 1964: 115).

1590: John Watts and John Bird own the *Emanuel* together. Bird and John Newtown (Chris' brother???) own the ships *Olyft Burr*, *Bark Burr*, and the *Golden Noble*. And all of these ships are sent out on reprisals together, with the *Beat* and the *Anne Gallant*. The connection with Bird, however, does not last long (Andrews, 1964: 106).

1590: John Watts joins with Sir Walter Raleigh in an attempt to salvage the 1587 colony, as well as take part in privateering, and there may have been a similar intention in their partnership in 1591 (see below) (Andrews, 1964: 108-9).

1590-1591: William Parker is now captain of the *Richard*, owned by the merchant Richard Hutchins (Andrews, 1964: 85).

1590-1591: Cumberland holds his own financially at first but loses money in the end (Andrews, 1964: 73).

1591: Raleigh partners with the Watts Shipping Syndicate, led by the *Hopewell*, whose goods, when they arrive back in England with, amounted to £31,150, of which the crew received £14,952. The twelve investors put up £8,000 for outfitting, which nets them a return on their investment (David Beers Quinn, *England and the Discovery of America: 1481-1620* (New York: Alfred A Knopf), 1974: 300; Nicholls & Williams, 2011: 68). Watts is the major shareholder in this 10-ship expedition to the Caribbean, but Raleigh is the most eminent. Raleigh's share is not yet known, but this gives just one example of how Raleigh's interests for the 1591 expeditions are organized (**Note**: all 12 of the above are involved financially with the Roanoke Voyages. When the fleet dispersed and left to go back to England, they would have disembogued out of the Florida Straits and sailed north to Hatteras Point---the location that John White sounded the inlet the year before, in 1590. It seems that the probability of being only 16 miles from the place that John White proclaimed the colony had moved to (with the Croatan Indians, where Manteo's mother was queen (which makes him a prince)), they would be highly motivated to check in on the location of where the colony was last located (Andrews, 1964: 165).

1591: The *Fancy* is again sent out from Plymouth, captained by William Finch. Finch is associated with the Myddelton commercial activities, and the *Fancy* may be one of Myddelton's ships (Andrews, 1964: 256).

1591: The *Conclude*, owned by Thomas Myddelton, is sighted taking prizes home to England (Andrews, 1964, 256).

1591: The ship *Riall* (160 tons) is again sent out by Thomas Myddelton and Erasmus Harby, seeking reprisals, and again is captained by William Myddelton. But this time, it is accompanied by the *Hare of Myddelton* (Andrews, 1964: 116).

1591: Thomas Myddelton is captain himself during this joint venture with Harby (and two voyages in 1591 indicates that these trips were not to the West Indies, but most likely in the Channel area between England and Europe) (Andrews, 1964: 254).

1591: John Watts voyage, captained by John Rickman. Ship is named *Margaret and John* (180 tons) (also, see *Susan* voyages because of consortship and/or ownership; partnerships would change every year) (Andrews, 1964: 246).

1591: The *Flying Heart* and the *Fortmouth* sail under Richard Hauskens' organization. John Sled and Richard Savidge are listed as the captains (Andrews, 1964: 264).

1591: Robert Cobb, John More, John Newton, and William Jones send out the *Margaret* (60 tons), captained by Christopher Newport, and the *Prudence* (50 tons), captained by John Brough. All of the above play an import part in the promotion of privateering (and this is the first main expedition group of Raleigh

and the merchant syndicate working together to make profits by raiding Spanish ships and also helping to support colonization with the Roanoke Voyages) (Andrews, 1964: 165).

1591: Sir George Carey sends out the *Bark Burr* (130 tons), captained by William Irish, the *Swallow* (35 tons), captained by Ralph Lee, and the *Content* (30 tons), captained by Nicholas Leslie, and mastered by William King of Ratcliff (he leads an expedition the next year in 1592, and is possibly the author of Halkluyt's "The Content") (Lee and Irish have sailed many times on Carey's ships between 1585 and now, and this is the second main expedition group of Raleigh and the merchant syndicate working together) (see three voyage below) (Andrews, 1964: 165).

June 11, 1591: The *Bark Burr* and *Content* have a serious encounter with four Spanish men-of-war. The *Bark Burr* is blown up, with only Captain Irish and 16 others being saved, and the *Content* fights for 24 hours against much larger Spanish ships. Eventually, the *Content* escapes to the north, and waits for her consorts at a prearranged location. Failing the arrival of her consorts, *Content* sails for home (see voyage above, and three voyages below) (Andrews, 1964: 165-6).

June 13-September 15, 1591: The *Swallow* and the *Hopewell* return to Cape Corrientes, Cuba, there finding the *Centaur*, the *Pegasus*, and the *John*. In addition is the *Prudence*. The *Margaret*, captained by Christopher Newport, seems to have returned home with a prize captured in Hispaniola. Another ship, the *Lion* (Captain John Oken shares prizes with the *Swallow*), joins the group at

a station off Cuba, looking for prizes (see two voyages above, and two voyages below (Andrews, 1964: 165-6). They take three prizes at Cape Corrientes, four more at Santo Domingo, and lastly the *Trinity* of Seville, laden with silver, cochineal, and hides. After all of these prizes, they depart the Caribbean and are back in England by September 15 (all of these ships between June and September would have passed within 15 miles of the reported location of the 1587 colony, and all had large investments in both Sir Walter Raleigh's voyages and his colony) (see three voyages above and the voyage below) (Andrews, 1964: 166-7).

1591: The John Watts Syndicate sends out a fleet of five ships: the *Centaur*, captained by William Lane, the *Pegasus*, captained by Stephen Mitchell, the *Hopewell*, captained by William Cranston, the *John*, captained by Michael Geare, and the pinnace *Fifth Part* (and this is the third main expedition group of Raleigh and the merchant syndicate working together) (Andrews, 1964: 165). This fleet consorts with the *Bark Burr*, *Content*, *Swallow*, *Prudence*, and *Lion* (of South Hampton) in the capture of two prizes (which the *Swallow* is credited with) (see four voyages above) (Andrews, 1964: 246). In addition, the *Centaur* (120 tons) is also sent out by John Watts and others, from the port of London, under the command of Captain William Lane (see connections with the *Swallow* and the *Harry and John* below) (Andrews, 1964: 243).

1591: The *Harte* (40 tons) is sent out and captained by Thomas Myddelton. Thomas is also kinsman of the London Merchants (Andrews, 1964: 246).

1591: Captain Nicholas Lisle is sent out by Sir George Carey, and consorts with the *Swallow* and *Bark Burr* (also owned by Carey) (Andrews, 1964: 250).

1591: Another Sir George Carey voyage, this time by Captain Ralph Lee on the *Swallow* (70 tons). Once in the West Indies, a connection is made with the *Bark Burr* and the *Content*, and a consorting is done with John Watts' fleet (Andrews, 1964: 251). The *Bark Burr* (130 tons) is also sent out by Sir George Carey, from the port of London, under the command of Captain William Irish (Andrews, 1964: 243).

1591: Christopher Newport encounters two Mexican treasure ships where in the ensuing battle he is wounded (Andrews, 1964: 85).

1591: Cumberland outfits three of his own ships, captained by William Monson and Christopher Lister (Andrews, 1964: 73).

1591: John Watts' ships, the *Harry and John*, the *Little John*, the *Centaur* (140 tons), and the *Pegasus* (120 tons) score a tremendous prize (possibly the *Madre de Dios*) (Andrews, 1964: 106-7). John Watts is associated with John Stokes as part-owner of the *Little John* (Andrews, 1964: 105).

1591: Sir George Carey's last important project in privateering and West Indies ventures. There are three ships in this expedition, and William Irish is in charge of all of them (Andrews, 1964: 98). This year sees further collaboration between Carey, Watts, and Raleigh (Andrews 1964: 195).

1592-1595: Christopher Newport, now captain of the *Golden Dragon* (belonging to Henry Cletherow and John Moor), is involved in voyages to the West Indies (Andrews, 1964: 85).

1592: One particular voyage of Christopher Newport's is chronicled by Sir Richard Hakluyt (Andrews, 1964: 84).

1592: Three of John Watts' ships are again in the West Indies (probably the *Centaur*, the *Affection* (120 tons), and the *Little John* (Andrews, 1964: 106-7).

April-May 1592: Sir Walter Raleigh leads an expedition himself with sixteen ships: two of them owned by the Queen herself. Raleigh outfits his own ship, the *Roe Buck*, and his brother Carew fits out the gallant *Rawlighe*, and in addition John Watts sends out with this expedition the *Aledo*, the *Margaret* and the *John*, along with many other ships with Raleigh in command. Martin Frobisher followed behind this expedition and caught up on May 6 with orders from the Queen herself that Raleigh was to return to England at her majesty's command, with Martin Frobisher assuming Raleigh's position as commander (Nicholls & Williams, 2011: 68).

1592: Cumberland's five ships, under the command of John Norton, achieve fortune. Norton consorted with John Burgh, who was leading a fleet equipped and financed by Sir Walter Raleigh, Queen Elizabeth, the city of London, Sir John Hawkins and others. Burgh, in the *Roebuck*, had succeeded in capturing the *Madre de Dios* (mentioned elsewhere) in the Azores and was now escorting the prize to Dartmouth. The cargo was worth perhaps half a million dollars, and as a result of the consortship, Norton was able to share in it (Andrews, 1964: 73).

1592: The Myddeltons outfit the *Rose Lion* and the *Vineyard* for an expedition to the Caribbean, Sir Richard Cowper being the captain of the *Rose Lion* (Andrews, 1964: 116).

1592: The *Riall*, possibly with the *Harte* (40 tons), sets out again (Andrews, 1964: 116).

1592: No less than 13 English ships gather off Cuba. George Kenell is in the *Bark Randall*, Henry Roberts in the *Exchange* of Bristol, William Parker in the *Richard and John*, Myddelton in *Moonshine*, and there may be others (Andrews, 1964: 167).

1592-1598: The *Great Susan* (owned by Paul Bayning) takes many prizes (Andrews, 1964: 110).

June 12/22 1593: Richard Hawkins sailed from Plymouth (James A. Williamson, *The Age of Drake* (London: Adam and Charles Black), 1938: 346 and Quinn, 1955: 837). During his voyage, he sailed with two ships carrying supplies, people, ammunition, clothes, implements, and axes for the people at Jacan (Roanoke Island), for the settlers (no record of these two ships in 1593 have been documented) (Quinn, 1955: 836-7).

1593: Sir Walter Raleigh and Amyas Preston attempt to join forces for an expedition to Guiana. They are to meet up in Trinidad (Andrews, 1964: 171).

1593: Raleigh sent his own ship, the *Roe Buck*, with Sir John Burgh in command, with a squadron to the Caribbean, where they unsuccessfully attempted to sack the Spanish settlement on the island of La Margarita, off the

northern coast of South America. This may be the expedition as per above that Hawkins sailed with (Quinn, 1955: 798, and Nicholls & Williams, 2011: 68).

October 1593: Sir Francis Drake and Sir John Hawkins arrive at Guadalupe, sharing the commands of six of the queen's ships and some 20 other vessels, with 2,500 men. The voyage was a disaster, with both Drake and Hawkins dying from dysentery (Andrews, 1964: 174-5).

1594: Raleigh sent Jacob Whiddom to reconnoiter Trinidad (Nicholls & Williams, 2011: 68). This in all probability was a voyage seeking out locations to launch Sir Walter Raleigh's Guiana ventures in an attempt to find El Dorado, beginning in 1595 (Nicholls & Williams, 2011: 101). Raleigh is known to have sent at least one privateering voyage to the New World each year (Nicholls & Williams, 2011: 67), and in addition, these voyages would be sailing within 12 miles of the Croatan Indian site. They make no mention of stopping to check in on his 1587 colony.

1594: John Brereton in a paper to Sir Walter Raleigh: "*A company of men manned a new ship and were paid weekly wages to ensure they would not go after ships for plunder, and they are to secure sassafras and instructed to seek out the 1587 colony*" (Lee Miller, *Roanoke: Solving The Mystery Of The Lost Colony* (New York: Arcade Publishing), 2000: 207, derived from John Brereton, *A Brief & True Relation Of The Discovery of the North Part of Virginia* (London: 1602), Reproduced with introduction by Luther S. Livingston (New York: Dodd, Mead & Company), 1903 and citing Gonçalo Mendez de Canço, "Report of David Glavin, Irlandes, Soldado", *Documentos Históricos de la Florida y la Luisiana*,

siglos XVI al XVIII, ed. Manuel Serrano y Sanz, Recorded by Canço and forwarded to Philip III of Spain, February 1600 (Madrid: Librería General De Victoriano Suárez), 1913: 156; Quinn, David Beers, “Notes & Documents: Thomas Harriot & The Virginia Voyages of 1602”, *William & Mary Quarterly, 3rd series*, Vol. 27, No. 2 (Williamsburg, Virginia: Omohundro Institute of Early American History and Culture), April 1970: 268-81).

1594: Florida Governor Canço learned from David Glande that the 1587 colony was still alive, and sent word back to England; two relief boats were sent to Roanoke with planters, clothing, supplies and tools (Miller, 2000: 207, citing Canço, *Report*: 156).

June-July 1594: John Watts’ ships are on the coast again, five stationed off Havana. The *Centaur*, captained by William Lane, the *Affection*, captained by John Myddelton, and the *Jewel*, captained by Richard Best, are three of them (Andrews, 1964: 168).

1594: The *Rose Lion* (170 tons), captained by Thomas West, once again ventures to the Caribbean, this time financed by Nicholas Farrer, Thomas Cordell, William Garraway, Christopher Baker (of the famous Elizabethan shipbuilding family) and one Richard Allett. Myddelton is also a shareholder, by one-eighth (**Note:** this may be a relation to John Farrar and the source of material about the 1587 colony not found in any source but *Virgo Triumphans*, about sassafras and new fortifications on the Alligator River, not referenced anywhere else) (Andrews, 1964: 166).

1594: In addition to his own *Sampson*, Cumberland employs two powerful London merchantmen. The *Royal Exchange* (300 tons) was owned by William Holliday, Thomas Cordell and William Garraway. The *Mayflower* (also 300 tons, reconstructed from the *Pilgrim Fathers* (Andrews, 1964: 35; see R.C. Anderson, "A Mayflower Model", *Mariner's Mirror*, XII (England: Society for Nautical Research), 1926: 260-1), meanwhile, was owned by John Vassall (George Charles Williamson, *George, Third Earl of Cumberland (15558-1605), His Life and His Voyages*, (Cambridge, England: Cambridge University Press), 1920: 126-39, and *Monson's Tracks*, p. 309-11; these extra citations are given because it is very important to know the chronology of the *Mayflower's* owners). It is at this time that Cumberland becomes associated with Cordell of Mercers, who was a privateering merchant (Andrews, 1964: 76).

1594: Newport is at the port of Caballos with the *Golden Dragon* and the *Prudence* (most probably this is the Cobb Syndicate). Langton has been on a raiding party at Puerto de Caballos, and has taken six ships, when Newport gets there (Andrews, 1964: 173).

1594: Puerto de Caballos is raided a third time by William Parker in the *Richard*, and a French captain, Jeremy Raymond. This third raid by Parker is the only one that is successful yielding him and the Frenchman £30,000 (Andrews, 1964: 173).

1594-1597: Richard Hawkins and fourteen of his crew in the *Dainty* are captured off the Peruvian coast in 1594. In 1597 they are shipped to Spain. Richard Hawkins, when captured, was attempting to obtain sassafras. David

Glavin reports this in a deposition after being captured by the Spanish. (Miller, 2000: 318; and also Quinn, 1955: 834).

1595: Amyas Preston and George Somers make an important voyage to the West Indies (Andrews, 1964: 93). Both agree to take part in Walter Raleigh's proposed expedition to Trinidad and Guiana in the hope of finding El Dorado, as well as to commit to amphibious descents throughout the Spanish Main with them. However, after failing to meet, the expedition goes on their own venture along the coast of the Spanish Province of Venezuela and capture the fort at La Guaira, before they head south inland. After making an arduous trek through the mountains, the English being led by Preston and Somers are able to outmaneuver the waiting Spanish force and capture the colonial city of Santiago de Leon de Caracas (John Knox Laughton, "Preston, Sir Amyas", *Dictionary of National Biography, Vol. 46* (London: Smith, Elder & Co.), 1885-1900: 305; John Lombardi, *Venezuela: The Search for Order, the Dream of Progress* (Oxford, England: Oxford University Press), 1982: 72). After the failure of a ransom they plunder and torch the city and then go to capture Santa Ana de Coro before they make a brief excursion to the Spanish West Indies. Despite the challenges they face, the expedition is a success for the English who are able to return unmolested with some profit, having set out as only a supporting expedition (David Hannay, "The Navies and Armies of the World: A Weekly Causerie", *Navy and Army Illustrated, Volume 15* (London: Hudson & Kearns), 1902: 409).

1595: Christopher Newport marries for the third time, to Francis Glanville, one of the leading goldsmith families.

1595: Michael Geare, with the *Michael and John* and the *Handmaid*, is assaulted by a galleon and three shallops, which capture his pinnace and 35 of his men, and kill many more (Andrews, 1964: 168).

1595: Captain Alton Martin is reported by the Spanish to stay two to three months off the harbor of Cumana. Before now, he has always raided the pearl fishery (Andrews, 1964: 171).

1595: Captain Langton sets forth with the new gooton *Malice Scourge*, the *Alcedo*, the *Anthony*, and the *Frigate*, all belonging to Cumberland---excepting the 400-ton *Alcedo*, which belonged to the London merchant John Watts (Andrews, 1964: 76).

1595: James Bragg of Weymouth is elected mayor of Plymouth, and owns a share in the *Conclude* of Plymouth (Andrews, 1964: 98).

November 1595: William Parker departs to the Caribbean in his own ship, the *Prudence*, and a bark, the *Adventure* (Andrews, 1964: 85). Once out, he pays yet another raiding-party visit to Puerto de Caballos (Andrews, 1964: 173).

1596: With a newly aligned partnership with Francis and Richard Glanville of Southampton, and a new ship called the *Neptune* (built specifically for his Caribbean exploits by them (Andrews, 1964: 37)), Christopher Newport again sets out for the West Indies and Virginia (Andrews, 1964: 86).

1596: John Watts sends four ships out to the Caribbean, his son John Jr. leading. The *Centaur*, one of the four ships, returns to Bristol with a prize worth £6,000 (Andrews, 1964: 176).

1596: Sir Walter Raleigh and William Parker develop a really close relationship, Raleigh referring to him as “*some time my servant*” (Andrews, 1964: 85).

1596: Christopher Newport and his fellow captain, Michael Geare, arrive in the West Indies, but then Geare sails off in his small pinnace, leaving Newport on the *Neptune*. As a result, Newport spends his entire trip wasting time looking for Geare and his pinnace (it not being able to be available to him). Newport and his merchant partners sought legal redress against Geare, who was able to capture rich prizes. Newport’s claim was that with his larger ship, he could not plunder ports with shallow harbors (Andrews, 1964: 36).

1596: Sir George Carey succeeds in becoming Lord Hudson. His name has continued to show up in activities in the West Indies until this year, which is the last voyage of William Irish, on the ship named *Desire* (Andrew, 1964: 98).

1596-1602: Sir Walter Raleigh, Carew Raleigh, Adrian Gilbert, and Sir John Gilbert are closely connected in many ventures, though not seamen themselves (Andrews, 1964: 98).

1596-1602: Newport’s adventures with the *Neptune* extends six more times to the West Indies (Andrews, 1964: 86).

1597: Captain Newport, Captain Geare and Captain Ridleton are all joint captains of the *Neptune* and her pinnace in the Indies. The principle promoters of this expedition are Richard and Francis Glanville, and Newport himself (Andrews, 1964: 176).

October 1597: Lord Cumberland goes on a secret expedition for Queen Elizabeth. Robert Cecil notes archly: “Lord Cumberland is a suitor to go a royal journey in October (1597). The plot is very secret between her Majesty and him” (Roy F. Johnson, *Algonquins, the Indians of the Part of the New World First Visited by the English: Prehistory-Culture* (Wilmington, NC: Broadfoot Publishing Company), 1972: 337). This may have nothing to do with the Roanoke Ventures, but it is very intriguing and should be kept current in the above chronologies until more information is obtained (**Note:** Cecil’s father, Lord Burghley, is the patron of Edward Hayes, one of the early explorers of the New World (David Beers Quinn, “Some Spanish Reactions to Elizabethan Colonial Enterprises”, *Transactions of the Royal Historical Society* (Cambridge, England: Cambridge University Press), 1951: 1-23)).

June 1598: The Neptune, under command of Christopher Newport, comes home with two valuable prizes (Andrews, 1964: 177).

1598: Newport goes out a second time, this time with the *Triton* (Neptune’s pinnace). With Captain John Paul at his side, Newport makes another rewarding cruise (Andrews, 1964: 177).

1598: The last of Cumberland’s voyages takes place, attempting to overrun the Spanish-held island of Puerto Rico. Twenty vessels are provided with a total of 4,600 tons of burden. The fleet consists of fifteen ships, a pinnace, two frigates, and two barges. The chief investors in this voyage were Sir John Hart, Paul Bayning, John Watts, Thomas Cordell, William Garraway and William Shute. Additionally included were the investment representatives of London:

John More, Leonard Holliday, James Lancaster, Thomas Alabaster, and Robert Walden. Cordell's ships are the *Merchant Royal* (350 tons), the *Edward Bonaventure* (250 tons), the *George Bonaventure* (200 tons), the *Centurion* (250 tons), and the *Royal Exchange* (Andrews, 1964: 115). Watts, meanwhile, contributes the *Alcedo* (400 tons), the *Consent* (300 tons), the *Affection*, the *Galleon Constant*, the *Pegasus*, and the *Margaret and John* (Andrews, 1964: 107).

1598: The *Centaur*, the *Affection*, the *Alcedo*, the *Examiner*, the *Jewel*, and the *Sonne* are all still taking prizes (Andrews, 1964: 107).

1598: Watts' ships, the *Alcedo* and the *Margaret and John*, are awarded large portions of the *Madre de Dios* prize. His oldest son, John Watts Jr., meanwhile, is commander of the *Malice Scourge* in Cumberland's great venture (Andrews, 1964: 107).

1598-1600: Paul Baynin sends out the *Phoenix* for the Caribbean (Andrews, 1964: 110).

1599: Raleigh starts sending ships to bring back sassafras. A series of expeditions set out to obtain this valuable commodity, which was thought to be a cure for syphilis (Phil Jones, *Raleigh's Pirate Colony in America: The Lost Settlement of Roanoke 1594-90* (Charleston, SC: Tempus Publishing Co.), 2001: 101-102).

1599: Another expedition was sent to the Lost Colony by Sir George Cary, captained by William Irish but they reported that they did not find the colony.

Five ships were included in the attempt but the connection, if there was one, may have been suppressed (Quinn, 1955: 498-9, 502-3 and 781-4).

1599: Another voyage was planned to go to “Jacan” (Roanoke Island), with two ships, carrying supplies of people and ammunition (Quinn, 1955: 781-4). This may have been Samuel Mace’s first voyage to Virginia or he may have led a separate expedition that same year (see below 1601 and 1602).

1599: While in the hands of the Spanish at St. Augustine, David Glavin claims two additional ships were provisioned to go to Jacan (Roanoke Island), carrying supplies of people, ammunition, clothes, implements, axes and spades for the settlers there (Miller: 207-8; and also Quinn, 1955: 834).

1599: Newport resumes command of the *Neptune* for another expedition. In addition, the *Blessing* and the *Triton* go with him (Andrews, 1964: 177).

1599-1600: Paul Bayning also makes successful voyages during this timeframe. The *Golden Phoenix*, captained by John Adey, is in the company of the *Flying Hope* (a.k.a. the *Handmaid*), captained by William Cabreth; the *Trial*, captained by Thomas Cowper; the *Antelope*, captained by Thomas Burward; and the *Scorn*, captained by Richard Kingston and owned by Sir Thomas Gerard (Andrews, 1964: 178).

1600: It is possible Mace went out this year to search for traces of the lost colonists, for with the sea war running down Raleigh once again thought of reviving the colonization process and so exploiting his dormant rights to control trade and settlement on the North American shore (Quinn, 1974: 445).

1601: David Myddelton, in the *James* of Plymouth, and Michael Geare, in the *Archangel* of London, are again off the coast of Havana, Cuba, taking valuable prizes (Andrews, 1964: 178).

1601: Martin Pring, with a John White (possibly the governor) on board, made another voyage to search for the “Lost Colony” (Hulton, 1984: 16). Samuel Mace may have been part of this group or on a separate expedition this year as well (Quinn, 1974: 445).

1601: William Parker again sails and successfully raids the town of Porto Bela (see 1596, William Parker has a very close relationship with Sir Walter Raleigh) (Andrews, 1964: 85).

1601: Newport is again in the Indies, where he reports off the coast of Hispaniola (Andrews, 1964: 177).

December 1601: New port sets out again in the *Neptune*, accompanied by the *Diana*, captained by Edward Glanville (Andrews, 1964: 177).

March 1602: Samuel Mace (Mayce) is sent by Raleigh to find the colony and trade for sassafras (he had been to Virginia twice before, see above). He unaccountably reports he could not find Cape Hatteras and landed at 34° or forty leagues to the southwest (34° is the location of Cape Fear or Cape Lookout) (Quinn, 1974: 405-7). “Nonetheless”, Mace brings back sassafras in large quantities. A member of the crew, Brereton, claims weather kept them from finding the colony (Quinn, 1974: 409). Thomas Harriot had helped Raleigh prepare this “aborted” expedition to find the Lost Colony (David Beers Quinn, *Set Fair For Roanoke: Voyages and Colonies, 1584-1606* (Chapel Hill: UNC Press

Books), 1985: xxi). Mace is reported to have been to the colony at least four times, and it is inexplicable that with all of these trips of Mace and the other voyages that no successful contact with the colony was ever recorded.

1602: Samuel Mace, of Weymouth, who had been in Virginia twice before, is employed by Raleigh “*to find those people which were left there in 1587. To whose succor he hath sent five several times at his own charges.*” “*At this last time, to avoid all excuse,*”---for the former expeditions had accomplished nothing--Raleigh “*bought a bark, and hired all the company for wages by the month: who departing from Weymouth in March last, 1602, fell forty leagues to the southwestward of Hatteras in 34 degrees or thereabout.*” They spend a month here, and pretend that extremity of weather and loss of tackle prevented them from entering Hatteras Inlet, to which they had been sent (Samuel Purchas, *Hakluytus Posthumus, Or, Purchas His Pilgrimes: Containing A History of The World in Sea Voyages and Land Travels by Englishmen and Others*, Vol. IV (New York: The MacMillan Company), 1625: 1653, 1812, 1813; also Vol. III: 828)”. They accomplished nothing (Weeks, 1891: 20). This may be the same voyage mentioned above, or it could be an additional voyage he made that same year, it being stated that this particular one is his third trip. Either way, one now has to take a closer look at him and others making the journey, because they all come back with an almost identical and rehearsed excuse: foul weather, they couldn’t get close enough, they couldn’t find it, etc. etc. etc.

1602: William Parker becomes the owner of two additional ships, the *Penelope* and the *Perce* (Andrews, 1964: 85).

1602: John White (not verified yet that it is the governor of 1587), Nicholas Nerborn and Martin Pring are on board the privateer *Susan Parnell* in the West Indies. They transfer to the ship *Archangel* captained by Michael Geare, who puts them in charge of a prize crew to take a Spanish prize ship back to England. They have little food, and when the ship starts leaking badly, they sell their cargo of “Campedia Wood” and the ship in Morocco, and receive enough money to pay their way home (Quinn, 1974: 446). This is the same Martin Pring who is reported on a subsequent voyage to have obtained a large amount of sassafras, and again inexplicably not from the 1587 colony of Croatan, but from New England (see below).

August 1602: Raleigh seeks Robert Cecil’s assistance, and through additional help from the Lord Admiral, in protecting a value of cargoes of sassafras and cedar, brought back by two recent Virginia voyages (Mace is one, and in all probability Pring is the second one). One of the ships is a pinnace sent out in yet another futile bid to find the Roanoke colonists (this is Mark Nicholls’ take on the voyages). This gives more evidence that the Pring voyage with John White possibly on board made contact with Raleigh’s colony, and again possible misinformation leads researchers in another direction (Nicholls & Williams, 2011: 194). More research needs to be done on the relationship between Pring and John Watts. Watts is one of the most important investors of the Roanoke Voyages.

1602-1603: Paul Baynin is in the company with the *Neptune* and the *Archangel*, and shares in Christopher Newport's last privateering cruise (Andrews, 1964: 110).

January 1603: Relating to below, it is documented that Sir Robert Cecil, Secretary of State, is still collaborating with Raleigh with Cobham, another investor in privateering voyages, some of them draped with subterfuge. **Cecil agrees to finance a venture with Raleigh and Cobham, and he pays half costs himself, utilizing a ship confiscated by the Admiralty Court. One of the most important comments related to this study is that Cecil cautions Raleigh in a letter not to let it be known that he is involved in the venture (this is most assuredly the same ship for a settlement that was provisioned for in Virginia (the Lost Colony), mentioned in Raleigh's letter from the tower, see below) (Nicholls & Williams, 2011: 186). The importance here is that Raleigh's letter names Cecil as being behind his falsified charges of treason, which ultimately lead to his execution in 1618.** The above indications may have a much more important significance in conspiracy relating to Raleigh's ultimate demise (i.e. was this all about money?).

February 1603: A large joint force of English and French corsairs are operating in Caribbean waters. Christopher Newport is leading the English component of the expedition in the *Neptune*, and with him is Michael Geare in the *Archangel* and Anthony Hippon in Paul Baynin's *Phoenix*. The French are led by a captain the Spanish call "the Buxar" (**"the Swine", which is what the Spanish call Simon Fernandez; is it him???**), who had been with Jeremy

Raymond at Utila Island in 1595, where Raymond had been killed. Newport and the French take many prizes (Andrews, 1964: 181).

February 16, 1603: Eight ships and six vessels raid Puerto de Caballos, with prize goods captured from the Spanish ship *Capitana* and more goods from the town. Newport, Geare, “the Buxar” (Simon Fernandez?), and the French separate at this point (**Note**: Two French ships are captured by the Spanish fleet, and this is an English/French expedition slated to go to the 1587 colony with supplies and people. One of the ships is the *Pollux* (mentioned elsewhere)) (Andrews, 1964: 81).

April 10, 1603: Captain Martin Pring, in command of the *Speedwell* and *Discoverer*, sail to North America and return with their holds full of sassafras. Interestingly, they are reported to have landed far north of Roanoke Island, but at the same time, many accounts that Sir Walter Raleigh’s colony had again been contacted are reported from several sources (Miller: 207-8).

1603: Pring goes out again for sassafras, but reportedly goes to Cape Cod instead (see above) (Quinn, 1974: 423).

May 1603: Raleigh enters into a bond with Sir Robert Cecil, for repayment of £4,000 (Nicholls & Williams, 2011: 185).

May 1603: Raleigh sends Mace out again with Bartholomew Gilbert in two ships to bring back sassafras. Gilbert is killed near Chesapeake Bay by the Indians, but Mace is successful, but few details of the expedition survive (Jones, 2001: 101-102; Miller, 2000: 208). This would be the same voyage that was in

the letter from Raleigh in the tower, where he is bereft that his “*poor servants*” will think him a traitor (see next voyage below).

July 1603: Sir Walter Raleigh is preparing to commit suicide, and in his suicide letter to his wife Bess, he directs his “poor men’s wages to be paid with the goods” upon their return from discovering and planting a colony in Virginia, and he laments how Robert Cecil has turned against him so (Edward Edwards, *The Life of Sir Walter Raleigh, Together With His Letters Now First Collected*, Vol. 2 - Letters (New York: MacMillan Company), 1868: 383-7). However, it must be noted that one of the ships possibly sent to Virginia could have been Cecil’s. Nicholls indicates the authenticity of this letter was long-questioned, but he believes that it is probably true, and for further inquiry on this subject, see Lathan, Agnes Mary Christabel, “Sir Walter Raleigh’s Farewell Letter To His Wife In 1603: A Question of Authenticity”, *Essays and Studies #25* (London: English Association), 1939: 39-42 (Nicholls, 2011: 199). This is the voyage that Mace is instructed to trade copper for sassafras (Quinn, 1974: 405-7). Because Mace made many voyages to America (1602, 1603, etc.), future research must be conducted to determine whether this is his first or second trip (Quinn, 1985: 355, 356-7, 360, and 369). If it is his second trip, it is vitally important in regards to the secret commodity and a great deal of misinformation and misdirection going on at the time involving this commodity (Raleigh was charged for conspiracy against the king, and there is evidence there ***was*** a conspiracy going on at the time, a ***big*** one, it just wasn’t against ***him***; see below regarding Elizabeth’s death).

1603: The *John and Francis*, captained by William Fisher, takes a ransom of 585 pearls at Rio de la Hacha, of the Havana, Cuba coast (Andrews, 1964: 281).

1603: James Bragg of Weymouth is again mayor of Plymouth, and again owns a share in the *Conclude* of Plymouth (Andrews, 1964: 98).

1603: Thomas Myddelton is able to apply himself to a great range of commercial businesses, which include moneylending and banking, as well as overseas trade and the colonization activities of the Londoner and Virginia Companies (this could only be an investment with Sir Walter Raleigh at Assomacomuck, a.k.a. Wocondaland, Virginia, and Raleigh's Lost Colony) (Andrews, 1964: 116-7).

1603: Queen Elizabeth dies, and King James ascends to the throne (this marks a change in relationships with Spain). In addition, Sir Walter Raleigh is thrown into the Tower of London (for not being smart enough to watch his badmouthing the king) (Quinn, 1974: 420-3).

September 3-6, 1603: Sir Robert Cecil, while Raleigh is in the tower, gives a demonstration at his house with Indians just back from Virginia using a canoe also brought back from Virginia (Quinn, 1974: 420-3). This is more evidence of Cecil's involvement as Raleigh's partner, and may be involved in harvesting sassafras. There are also "Virginians", Indians perhaps from the Chesapeake, in London in 1603 (Quinn, 1985: xxi).

1604: George Weymouth writes a treatise for the new king, James I, extolling the potential for profits, and there are many indications that the colony has been contacted (Jones, 2001: 101-102).

1604: Christopher Newport is reported to be leaving for the Indies in the Peter of London “in trade” (Andrews, 1964: 180).

1605: Two ships again are sent to Croatan and instructed to get sassafras, the *Castor* and the *Pollux*. But once again the *Castor* and *Pollux* are captured by the Spanish (Jones, 2001: 101-2).

1605: Christopher Newport is received at court, and brings two young crocodiles and a wild boar from Hispaniola, and presents them to His Majesty (Andrews, 1964: 180).

September 1605: King James and Spain make a shift in diplomacy that discourages prize taking. Even though trading is not an option allowed by Spain, the course of privateering changes to one of trade (Andrews, 1964: 180).

1606: William Parker becomes one of the founding members of the Virginia Company (and maintains a very close relationship with Raleigh, see 1596) (Andrews, 1964: 84).

1607: John Watts plays a very important part in promoting the new colony at Jamestown. When Sir Thomas Smythe (mentioned in previous voyages) is imprisoned of being an Essex supporter, Watts is elected governor of the East India Trading Company in his place (Andrews, 1964: 108).

1610: With Captain John Moore, Watts is one of the great merchants who develops interest in Virginia, the East Indies, and Guiana (Andrews, 1964: 109).

1616: Paul Baynin and John Watts both pass away, dying as very rich men, and are laid to rest in England (Andrews, 1964: 109-10).

1617-1618: John Watts' son is involved with Sir Walter Raleigh's project on the Orinoco River, with his ship, the *John* of London (Andrews, 1964: 109).

March to June 21, 1618: Raleigh is on his way back from exploring the Orinoco looking for the seven cities of gold. This second expedition to Guiana (a.k.a. El Dorado) is a failure, and a disaster. They set sail for England, but one by one, Sir Walter's ships desert and sail off to turn pirate. He is even forced to abandon plans to stop in Newfoundland (he would have had to pass right by Hatteras to do so, him and everyone else traveling that way) because the crew of his flagship is getting restless. He returns to England on June 21, 1618, with only one ship remaining of his fleet and nothing to show for his journey (Christopher Minster, "Article II: Sir Walter Raleigh's Second Journey to El Dorado", August 22, 2015: <http://latinamericanhistory.about.com/od/latinamericatheconquest/p/Sir-Walter-Raleigh-S-Second-Journey-To-El-Dorado.htm> citing Robert Silverberg, *The Golden Dream: Seekers of El Dorado* (Athens: the Ohio University Press), 1985).

1631: Thomas Myddelton dies at his manor of Stansted Mountfincher (Andrews, 1964: 116-7).

Every voyage sent to the Caribbean (including the 238 ships above from 1587 to 1590), in order to get back to England, would disembogue through the Florida Straits, catching the northern flow of the Gulf Stream, which would carry them 16 miles east of Cape Hatteras Island (also known as Croatan Indian

village, and where Chacandapecko Inlet was located). Almost every ship listed above is owned by mercantile merchants who are also documented as participants, investors, supporters, and Sir Walter Raleigh's partners in the Roanoke Ventures. These investors would have ventured huge amounts of money in the Roanoke settlements, and it is highly inconceivable to suggest that they would not stop in and check on the Raleigh Colony, and the potential harvesting of the very valuable commodity of sassafras. At the same time all of this is going on (1587-1618), huge amounts of sassafras are documented to be arriving in England under the control (through his patents) of Sir Walter Raleigh (see the 1586 voyage above in regards to Drake and the *Primrose*, and the note that the value of sassafras, which was originally £2 per ton rose to £2,000 per ton (Quinn, 1955: 35, 303-8)).

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