

Captain de Cuellar's
escape route from
Streedagh to Rossbeg
on Lough Melvin

Streedagh lies between Benbulbin and Donegal Bay, about twelve miles north of Sligo City. It is truly Armada Country. It was along this stretch of golden coastline that three huge ships of the Spanish Armada found their final resting place in September 1588. The 'Juliana', 'La Lavia' and the 'Santa Maria de Vison', after lying at anchor for three days, were smashed on to the shore in a gale. Within an hour all three ships were reduced to matchwood, their timbers a tangle of broken spars and masts searing out of the foam. As many as 1,300 men are thought to have perished. Very few escaped.

Captain Don Francisco De Cuellar was one of those who did escape. He left a narrative — perhaps the most detailed on the Armada. This narrative and the vast assortment of artefacts lying offshore make Streedagh a major focus of interest for all, even those with a casual interest in the Armada.

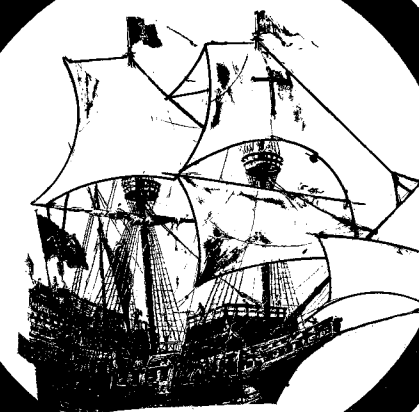
It is appropriate on this the 400th anniversary that we should recall these momentous events that happened on our coastline in 1588. To record them with a suitable commemoration, Sligo County Council have organised a series of events in association with the Streedagh Armada Museum Society, The Spanish Armada Commemoration Society, The Spanish Cultural Institute of Dublin and the Irish Maritime Institute.

We wish to acknowledge the valuable assistance received of His Excellency, Dr. José A. deYturriaga, Ambassador of Spain to Ireland, the Institute of Naval History and Culture of Madrid, the National Museum of Ireland, the Ulster Museum and the Commissioner of Public Works.

SLIGO COUNTY COUNCIL · RIVERSIDE · SLIGO
Telephone 071-43221

McArdle Design Sligo

Armada 400 1588 - 1988



Streedagh Co. Sligo

Commemoration
Programme

**Armada
400**



**Streedagh
Co. Sligo**

Commemoration Programme

Tuesday May 31st	LAUNCH OF BOOK on Captain de Cuellar's narrative on the Spanish Armada	
August and September	EXHIBITION OF ARMADA ARTEFACTS including Artefacts of the 16/17th Centuries (Spanish and Irish) Also, a DISPLAY OF IRISH CRAFTS THROUGH THE CENTURIES VIDEO/AUDIO SHOWS on salvage of famous Armada shipwrecks	Museum at Community Centre, Grange
Friday September 2nd to Sunday September 4th	FLEADH NA nGAEL and FIDDLER OF DOONEY A festival of Irish and Spanish music and dance featuring the best Irish musicians with Spanish folk group and dancers from Valencia (promoted by Comhaltas Ceoltoiri)	Sligo and Grange
Monday September 5th	Morning — OFFICIAL OPENING OF INTERNATIONAL SYMPOSIUM Symposium — The Spanish Armada — Ireland and Europe (morning and afternoon) Evening — OFFICIAL RECEPTION by Chairman of Sligo County Council and Mayor of Sligo followed by Spanish Music Evening	City Hall, Sligo
Tuesday September 6th	SYMPOSIUM — The Spanish Armada — Ireland and Europe (morning and afternoon) 3.00 p.m. — DONNACHA O'DUALAING retraces Captain de Cuellar's journey to safety through Sligo and Leitrim IRISH NIGHT of Music and Dance	City Hall, Sligo Commencing at Streedagh Grange
Wednesday September 7th	DONNACHA O'DUALAING follows Captain de Cuellar's escape route to MacClancy's stronghold at Rossclougher on Lough Melvin 2.00 p.m. — Sligo Field Club and Sligo Historical Society lead a tour to historical and archaeological sites 8.00 p.m. — TALK AND FILM ON STREEDAGH WRECKS — Alan King, Leicester	Sligo and Leitrim North Sligo Grange National School
Thursday September 8th	SYMPOSIUM — The Spanish Armada — Ireland and Europe — (morning and afternoon) 8.00 p.m. — PUBLIC LECTURE on Armada 8.00 p.m. — SPANISH/IRISH CONCERT	City Hall, Sligo Grange Hawk's Well Theatre
Friday September 9th	SYMPOSIUM — The Spanish Armada — Ireland and Europe (morning and afternoon) Close of Symposium 8.00 p.m. — SPANISH EVENING	City Hall, Sligo Sligo Park Hotel
Saturday September 10th	3.00 p.m. — TREE PLANTING CEREMONY by His Excellency, Dr. Jose deYturriaga, Spanish Ambassador to Ireland Saturday/Sunday — VISIT OF IRISH SHIPS & FIREWORKS DISPLAY	St. Molaises Parish Park, Grange Offshore St reedagh
Sunday September 11th	3.00 p.m. — COMMEMORATIVE SERVICE UNVEIL COMMEMORATIVE PLAQUE MUSIC RECITAL by Army Band	Streedagh St. Molaise Parish Park, Grange

HOTEL BOOKINGS
(Directly with Hotel)

Railway Hotel, The Mall, Westport.

Hotel Westport,
The Demesne, Westport.

Westport Ryan Hotel, Westport.

Clew Bay Hotel, James Street, Westport.

Grand Central Hotel,
The Octagon, Westport.

BORD FAILTE GUEST HOUSES
Altamont House, Altamont Street.
(Mrs. Sheridan)

Westport Historical Society wishes to
acknowledge with grateful thanks the sponsorship
which has been received from the following:

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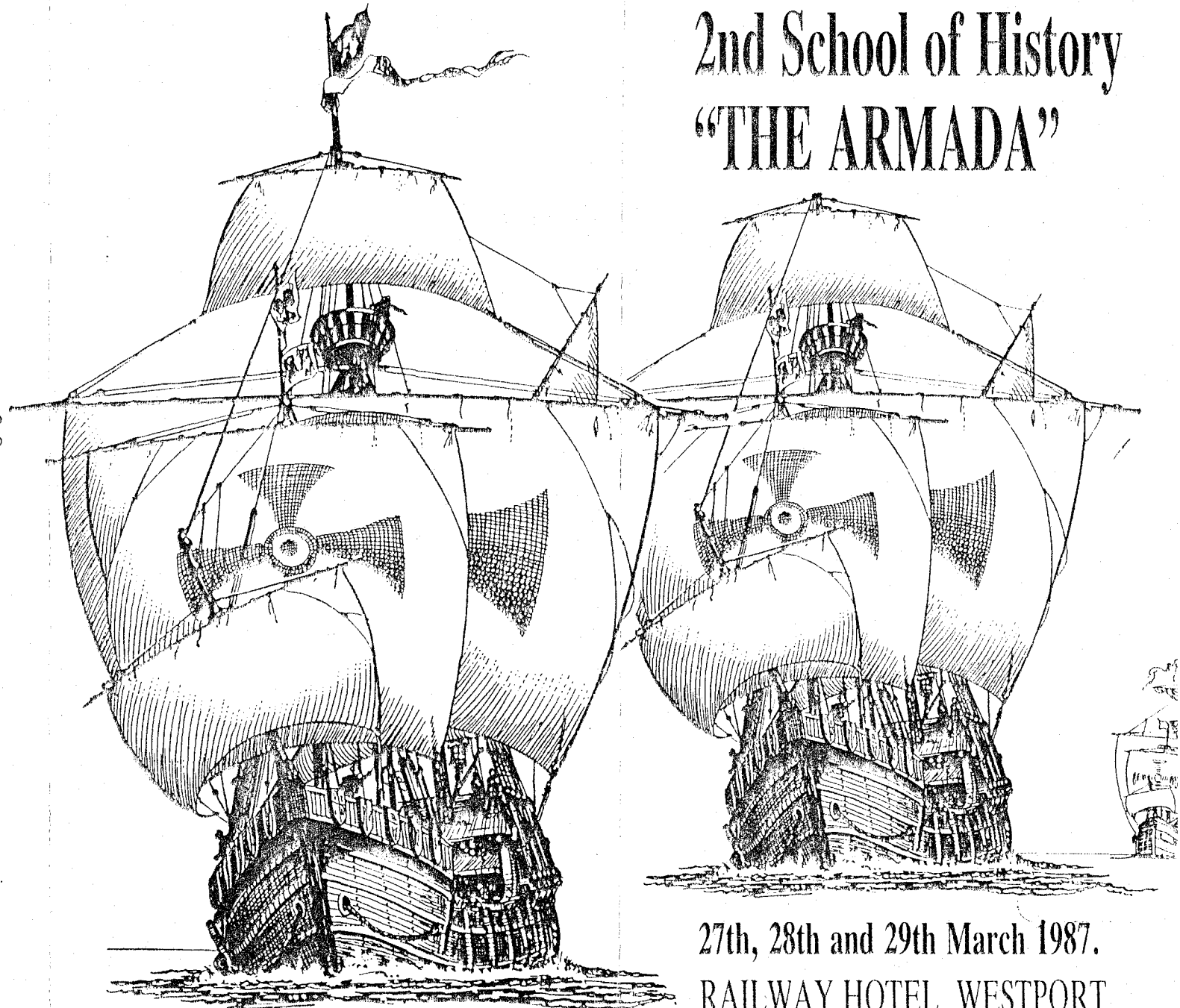
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or

MRS. COLETTE PURCELL,
History School Secretary,
Turoc, Westport Road, Castlebar.
Telephone: (094) 22063.

Westport Historical Society
2nd School of History
"THE ARMADA"



27th, 28th and 29th March 1987.

RAILWAY HOTEL, WESTPORT.

Westport Historical Society

2nd School of History

“THE ARMADA”

RAILWAY HOTEL, WESTPORT

27th, 28th and 29th March, 1987.

FRIDAY 27th MARCH

7.30 p.m. REGISTRATION – OFFICIAL OPENING

8.00 p.m. “ARMADA GUNS & TACTICS”

Dr. Colin Martin, St. Andrews, Scotland.

9.00 p.m. “THE GALLEASS GIRONA”

Laurence N. W. Flanagan, Keeper Ulster Museum.

SATURDAY 28th MARCH

10.30 a.m. “THE TRINIDAD VALENCERA”

Dr. Colin Martin.

11.30 a.m. “ARMADA TREASURE”

Laurence N. W. Flanagan.

2.30 p.m. “IRISHMEN IN THE ARMADA”

Micheline Kerney Walshe, Author “Spanish Knights of Irish Origin”.

3.30 p.m. “THE ARMADA IN FOLK TRADITION”

Dr. Patricia Lysaght, Dept. of Irish Folklore, U.C.D.

8.00 p.m. Westport Historical Society Annual Dinner.

SUNDAY 29th MARCH

12 noon: DEPARTURE TO ELLY BAY AND DOONA (Fahy Castle).

NOTES

Course Fee: £12.00.

(Students, Senior Citizens,
Unemployed – £6.00).

Individual Lectures £3.00
(Students, etc. £1.00)

Annual Dinner £10.00.

Trip to ELLY Bay £4.00.

* * *

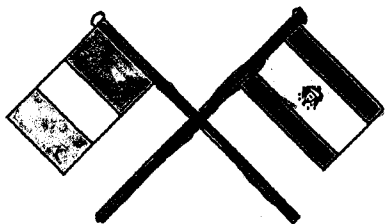
DISPLAY OF RARE BOOKS BY

De Búrca Rare Books,
Antiquarian Booksellers,
Castlebar.

Saturday 28th – 10.00 a.m.-3.00 p.m.

* * *

WESTPORT HISTORICAL SOCIETY
TEAMWORK PROJECT
LOCAL HISTORY DISPLAY



Caithimis ár sáith do bhánphlúr is d'fhíon na Spáinne,
Is cuirimis fáilte is dhá chéad is míle go grámhar
Roimh muintir na n-áarthach a bádh insan dtír seo go cráite
Ó cuireadh ár dhá nIarla bláthmhar i gcrích úd cáile.

Comemos basante del trigo blanco y del vino de España,
Y decimos "¡Bienvenitos!" mil y dos cientos veces con amor,
Por la gente de los barcos que bajaron tristamente en este país,
Porque nuestro dos Comtes Floridos, son encerridos en aquel
reino famoso.

Mathias Mac Carthaigh

Tithe Láistíní i nDún Chaoin

Tig Kruger 56127
Máire Uí Chearna 56162
Main Campion 56138
Bernie Uí Dhálaigh f.ch 56194
Eibhlín Uí Shé 56260
Máire Treasa Mac Tomáis 56144
Caitlín Feirtéar 56120
Bonnie Reina 56264
Áine Uí Dhúláine 56214
An Óige 56121
Phil Uí Chunchúir 56210
Finín Ó Tuama 56292

Tuilleadh Eolais

56214 nó 56122

Translation:

Éigse Mhac Rí na Spáinne

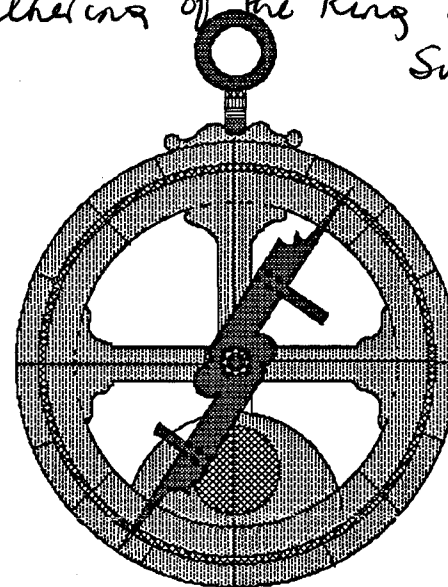
7,8 & 9 Deireadh Fómhair, 1988

Dún Chaoin

"Chomh luath is a d'aistrigh an taoide ar a dó a chlog do thosnaigh an
Santa Maria de la Rosa ag tarrac a hancaire agus de phreib
chonaiceamar go raibh sí ag dul síos ag iarraidh a seol tosaigh a ardú.
Ansan do shuncáil sí lena raibh ar bord uirthi gan éinne a theacht slán,
rud a bhé diamhar scanrúil."

*Cúntas Mharcós de Aramburu a bhí ar bord an San Juan Baptiste, finné ar an
méid a tharla i mBealach an Oileáin.*

*The Getting on the King of Spain's
Sun.*



*Arna eagrú ag
Glór na nGael, Dún Chaoin,
i gcomhar le
Cumann Seandálaíochta Chiarratí
agus
Oidhreacht Chorca Dhuibhne*

Mac Rí na Spáinne
"Tháinig an corp isteach ar Thráig an Choma. Bhí cuma an duine uasail air is cuireadh i dTeampall Móire é sin, agus bútais óir 'na theannta, san áit go dtugtar Inse an Óir fós air. Deirtear gurbh Mac Rí na Spáinne é."

Seán Landers - An tSeantóir, Dún Chaoin.

DÉ hAOINE 7.10.88

8:30 pm Scoil Dhún Chaoin: Léacht *Lecture*

An Armáid ar Chósta Chiarraí *The Armada on*
Míchéal de Mórdha *the Kerry Coast.*

10:00 pm Tig Kruger: Seoladh Leabhair *Book launch.*

Gach Órlach de Mo Chroí
Dréachta

le Seoirse Mac Tomáis

Bailiúchán de ghearrscéalta, aistriúcháin agus scríbhinní.

Eagarthóir: Seán Ó Lúing Foilsitheoir: Coiscéim

Á sheoladh ag Pádraig Ua Maoileoin

Oíche Ceoil *Musical night.*
Mícheál Ó hIarlaithe agus Caitlín Ní Mhaolchatha

DÉ SATHAIRN 8.10.88

11:00 am Scoil Dhún Chaoin: Léacht *Lecture*

Mar a Mhaireamar Aimsar na hArmáide
Donncha Ó Corráin

how we lived at the time of the Armada.

2:00 pm

Turas Stairiúil

Ag tosnú: Scoil Dhún Chaoin *Historical tour,*

Ag críochniú: Ionad Oidhreacht Bhaile an Fheirtéaraigh

4:00 pm Ionad Oidhreacht Bhaile an Fheirtéaraigh

Opening of **Oscailt Taispeántas na hÉigse**
Armada Exhibition **ag an Dr José Antoini Yturriaga**
Ambasadóir na Spáinne

1. Armáid na Spáinne (le chaoineadh Ambasáid na Spáinne, Coláiste na hOllscoile Mhaigh Nuad agus Des Brannigan.)

2. Luath-Stair Bhaile an Daingin
(Oidhreacht Chorca Dhuibhne)

[Beidh an Taispeántas seo le feiscint go dtí 15 Deireadh Fómhaach ach glaoch ar Mháire Uí Shíthigh ag 56100]

8:00 pm Scoil Dhún Chaoin

Welcome for **Fáilte roimh an Ambasadóir**
Ambassador.

Siompóisiam

(as Béarla)

Symposium
(in English)

Santa Maria de la Rosa
and Other Wrecks in the Blasket Sound
Don Tucker

The Spanish Armada From Conception to Conclusion
Des Brannigan, Director Marine Research

10:00 pm Tig Kruger

Oíche Ceoil *Musical night.*
Séamus Ó Beaglaoich agus Steve Cooney

DÉ DOMHNAIGH 9.10.88

9:00 am Séipéal Dhún Chaoin *Mass in Irish & Spanish*

Aifreann na hÉigse

(Dátheangach: Gaeilge agus Spáinnis)

12:00 meánlae: ag teacht le chéile ag Potaireacht Dhún Chaoin

Nochtadh Ghallán Cuimhneacháin *Unveiling of*
le Cliona Cussen *memorial*
agus Leacht Cuimhneacháin *plaque.*
le Noel Fitzgibbon
ar an Móinteán, Dún Chaoin.

TREASURE TROVE OF THE SPANISH ARMADA

By Dr. Sean O'Donnell

THE PROFITABLE business of Armada salvage began almost from the moment some of the stricken vessels grounded on our shores. La Rata Encoronada was rifled by the Burkes as she lay still burning in Blacksod Bay. The people of Clare were equally enthusiastic in salvaging two vessels which grounded near Kilkee.

A little later, Dublin Castle, under Lord Fitzwilliam, tried to get in on the act. Again in Clare, Sir George Carew recovered several cannon from four fathoms during 1589. Sorley Boy McDonnell did the same thing with the Girona in Antrim, also reputedly recovering a "great store of gold and silver" from the sea.

One hundred and fifty years later, the Donegal fishermen were able to recover large bronze guns from the unknown wreck off Gola Island, near Arranmore. On the advice of an enterprising tinker these were heated and shattered by cold water. The tinker then bought the resultant scrap at the interesting price of 4½ pence per pound!

Most of the Armada vessels, however, probably ended beyond the reach of any divers of their period. Shifting sands and currents would then have gradually entombed them as local folk memories grew blurred with time. Until ten years ago, no wreck site could thus be pinpointed more accurately than to within a few square miles.

Interest mainly archaeological

The romantic notion of vast unrecovered treasure is still erroneously associated with these wrecks. This myth is probably associated with those other Spanish galleons which ferried the gold of the Incas from Peru to Spain. Not all the Armada ships were galleons, however, and it is hard to see why any of them should be loaded down with treasure when setting off to war.

What each Armada ship more certainly did carry was a considerable hoard of personal valuables belonging to her crew. All the mariners had been well paid in advance, and most of them took this pay along. Their leaders also vied with one another in ostentation, displaying much personal gold and silver which likewise went to war.

In the unlikely event of all such valuables being recovered intact from any one wreck site, their total modern bullion value might be at most a quarter of a million pounds. It would probably be surprising if any single Armada wreck site attained this figure, and far

more likely that most would yield much less.

Armada wreck sites, however, are still of great intrinsic value from a different view. This is because of their high archaeological potential, their ability to tell us how their mariners lived and died. Indeed the museum value of a full Armada vessel's armament would probably far exceed the worth of all personal coin and jewellery aboard.

The idea of archaeological investigation on Armada wreck sites was first put forward by the English historian, Sydney Wignall in 1961. Some years later he was joined by Colin Martin, now head of the Institute of Maritime Archaeology at St. Andrew's University in Scotland. This institute is the first of its kind in these islands and most of its Armada findings have come from Irish waters thus far.

The Blaskets

The reader who wants more detail on such matters can do no better than consult Martin's recent work, "Full Fathom Five" (Chatto & Windus, £4.50, 1975). There it is related how Wignall considered our various Armada wreck sites before settling on the Blaskets Sound. At the time, this area seemed to offer the best prospects for discovering a wreck in relatively intact condition.

The Santa Maria de la Rosa was the ship in question. On the stormy morning of September 21, 1588, she sailed in, much distressed, from the northwest, attempting to join three other vessels sheltering in the Sound. Her one remaining anchor failed to hold, however, and the ship struck a reef when being sucked back out to sea. There was just one survivor from the 300 men aboard.

Since the Santa Maria had gone down suddenly before competent survivors, Wignall thought it should be a simple matter to find her wreck. In the event, it took some five summers and several thousand diving man-hours before success in 1968. It meant a systematic search of the Blaskets seabed, an area of approximately four square miles.

The Girona Treasure

The final irony of this vast effort was that little of the Santa Maria had survived! The main relics were some 200 tons of ballast stones encompassing a portion of the keel. Various cannon shot lay nearby, and from these fragments Martin

was able to deduce a reconstruction of the Santa Maria, as she once may have been.

In striking contrast to the meagre returns from the lengthy Blaskets' effort the wreck of the Girona proved almost as rewarding as its ease of find. The site was discovered by Belgian, Robert Stenuit on his first day in the water, and its relics proved the nearest equivalent to Armada treasure discovered anywhere to date.

The tragic Girona had put into Killybegs for temporary repairs before trying to crawl back along the coast to Scotland. Just before the Giant's Causeway, however, a storm broke her jury rudder and cast her on Lacada Point. There were three full ship complements of 1,300 men aboard, and of these no more than five escaped the sea.

During the summer of 1968, Stenuit recovered much evidence of how these men had lived. Golden coins, crosses and rings lay on the seabed near silver chalices, forks, candlesticks and other more humble finds. There were also two cannot lead ingots, and various types of stone and iron shot.

The wealthier artefacts from this wreck site are now superbly housed in the Girona collection at Belfast's Ulster Museum. Many less striking discoveries are said to be still awaiting more exhaustive investigation. The shiny brilliance of those objects on display speaks mutely of those other treasure hoards which may lie, equally unsuspected, around our shores.

The Wreck of the Vallencera

For sheer archaeological interest and information value however, no Armada site yet located can rival that of the Vallencera in County Donegal. That the wreck was located in the first place is a tribute to the unrivalled enthusiasm and sheer persistence of the City of Derry Sub-Aqua Club.

The Vallencera was almost foundering when she blew in south-east of Malin before a north-west gale. Her crew succeeded in beaching her near the shore at Glenagivney, a few miles before they would have reached Lough Foyle. The ship sat there for several days before she broke her keel and fell apart.

This comparatively gentle nature of the Vallencera's ending explains the great richness of her site today. The Derry divers have so far recovered three large bronze cannon, two lesser guns, huge carriage

wheels, and many lesser relics of the men of Spain.

Much has then been done since La Trinidad Vallencera was rediscovered by Archie Jack and Paddy Stewart on February 20, 1971. A probable nine-tenths of her relics may still await recovery from beneath the shallow silt and sand. Indeed, the full Vallencera saga is an absorbing story, a lengthy topic deserving fuller treatment to which we will return again.

Meantime it can hardly be said that Ireland as a nation has done very much about our 20-odd remaining Armada wreck sites so far. One of the great disappointments of the Derry divers was the continuous lack of interest displayed by official bodies in the South. Although the Vallencera lies in Donegal waters, her finds are thus being preserved by courtesy of Northern Ireland's Universities and Museum.

There is surely a role for some of our own more slumberous institutions here. Too many University Departments and museum authorities seem interested in academic trivia, an excuse for neglect of more important matters just outside their narrow field. An accident of history has left us endowed with many probable Armada wreck sites, and it will be a national disgrace if these are left neglected, as before.

Meantime, however, the comparatively new sport of aqua-diving is making rapid strides along out Western coast. A little informed instruction could easily channel this amateur enthusiasm into Armada searching as with the City of Derry Club. The wrecks are strewn along our shoreline for Irishmen to go and find.

Background

Inside information suggests that various foreign interests have their eyes on some of our easier sites such as those on Streedagh Strand. These people are more interested in valuables than archaeology. Some claim that Stenuit is one of this class.

In some areas like Streedagh an Armada hunt might only require a slow swim along the twenty - five - foot contour, where the vessels would have struck. In others, local legend often proves a very good guide. The relevant point is that few aqua-divers (native or otherwise) have expended much effort on such searches so far.

Given, however, a properly informed national enthusiasm, it might be projected that some seven further sites (i.e. one-third of the probable undiscovered total) will probably be located before 2000 A.D. There is no definite law on rights to these sites as yet.

ARTS AND STUDIES

JAMES KERR writes about the Ulster Museum's plans for a major exhibition and how it is trying to raise funds.

Museum in search of an Armada sponsor

THE Ulster Museum has announced an adventurous schedule for the next year, including plans to stage the world's first exhibition devoted exclusively to the Spanish Armada — 400 years after it met its watery end off the Irish coast; but at the moment the finance is not available to put its plans into operation. It possesses virtually all the artefacts recovered from the ships, so is regarding this as one of its most important projects for several years, but the £150,000 in staging costs has yet to be found.

Relying entirely on a £2.2 million grant from the Northern Ireland Department of Education, which director Sean Nolan says just keeps the doors open, it has a budget this year of just £135,000 to purchase new items. There is no allowance made for temporary exhibitions, which he sees as essential if it is to maintain its lively approach of being much more than a mere repository for stuffed animals.

While other museums have begun asking the public to dig into their pockets just to cross the threshold, the Ulster has refused to adopt this approach. Instead, it has followed the lead of the

National Museum in Dublin and is launching a drive to attract sponsorship from the business community, hoping to persuade them that 300,000 visitors a year justifies their investing in the province's heritage.

Mr Nolan explained that, if it is to carry out what he sees as its duty, then additional sources of finance have to be found, without introducing charges: "We have a responsibility as a national museum to collect and display material of interest from all over Ireland and, in the last year, we have missed several items of value because we simply have not had the money we need.

"If we charge an admission fee, then attendances will drop, and there is little point running exhibitions that no one is going to see. We have got to sell the museum as a viable promotional concept."

He is very aware of the halving in attendance that followed the Victoria and Albert Museum's decision to ask visitors to donate £2 every time they wished to make even the briefest visit. That occurred even though a high proportion of visitors were foreign tourists who expect to pay; 86 per cent of the Ulster's visitors are local residents who come back repeatedly, often just dropping in to see the temporary shows.

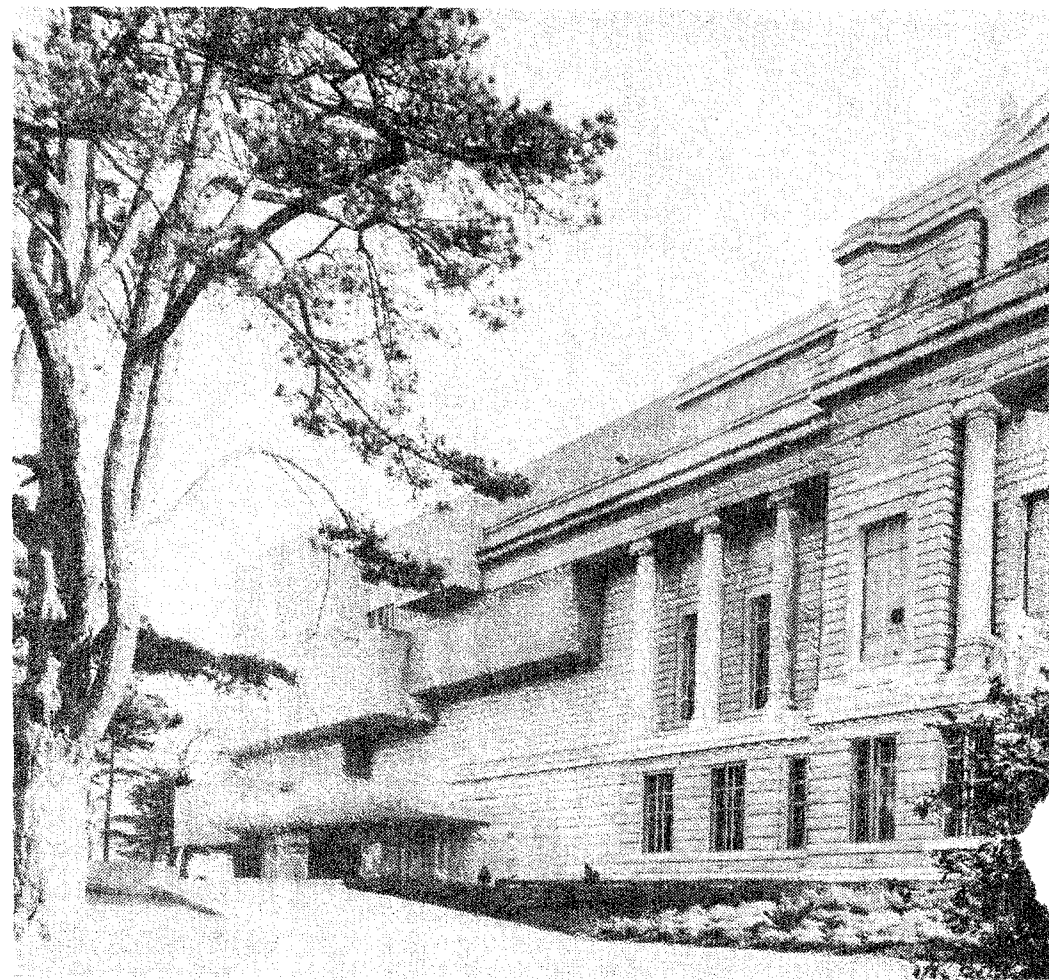
To try to develop this opening,

a firm of consultants — Arts Business Management — has been called in. Director Betty Thomas is not just appealing to the philanthropic nature of wealthy businessmen: "We are hoping to encourage firms and individuals who have £200 or more to spare or either help by purchasing an item or covering part of the cost of an exhibition. In return, they will be getting publicity at rates which compete favourably with the media."

She is particularly concerned to find sponsorship for the massive undertaking involved in the Armada exhibition, which will run from October, 1988, to January, 1989, and is a joint operation with the National Maritime Museum in London. They are endeavouring to reconstruct the aura of the period through the hundreds of items collected from the ships. Included will be a half-size model of a galleon, which will have to be transported from Greenwich at considerable cost.

So far, few definite promises have been made, but negotiations are in progress.

A greater long-term problem, however, is that the museum is rapidly overflowing out of its space in Botanic Gardens. A new storage area is urgently needed for the considerable number of items that can be put on show at



The Ulster Museum, Belfast: adventurous plans for next year.

any one time. Estimates vary as to the cost, which is put at between £5 million and £10 million.

Mr Nolan is very critical of the support the British Government has given: "We have had to hire storage over ten miles away, which is unsatisfactory. If the Government wants us to continue our role as an educational establishment, then it will have to give

THE IRISH TIMES

13 D'OLIER STREET, DUBLIN 2
FRIDAY, FEBRUARY 26, 1988

Music of Armada period at Kilmainham

By Philip Hollwey

THE RTE concert at the Royal Hospital, Kilmainham, on Sunday night took the 400th anniversary of the Spanish Armada as its theme and in choosing most of the pro-

gramme from around the period of the Armada, or in some way associated with it, created a pleasant unity in the evening's music.

Prelude Brass opened the concert with Samuel Scheidt's "Battle Suite" and showed themselves, as usual, to be fully at ease and accomplished in their playing. Their excellence continued in "Pavan, Gaillard and Almaine" by Holborne but was somewhat diminished by a rather over-emphatic drum which upset the balance in Donal Bannister's arrangement of a collection of old Spanish pieces. The RTE Chamber Choir (conductor Colin Mawby) were in good, but not great form and although they sounded well in their sustained singing of the long, interwoven phrases of Victoria's "Amicus meus", "Una hora", "Caligaverunt oculi mei" and "Astiterunt reges", they only really came to life and impressed in Britten's delightful choral dances from "Gloriana."

The third performer of the evening was John Feeley who alternated between lute and guitar. It was interesting to hear early music played on the lute (five short pieces by Holborne were particularly pleasant) even if the frequent and necessary re-tuning proved irritating, but the high stand-

ard of his playing showed very clearly on the guitar where with John Dowland's "Melancholy Galliard and Fantasia" he sounded completely assured.

JUNE 1988, NO. 6

Exhibition on the Spanish Navy

"The Spanish Navy at the end of the XVI Century and Spanish-Irish Relations" is an exhibition consisting of maps, books, documents, paintings, nautical instruments and artifacts retrieved from Spanish ships. It offers a summary image of Spanish-Irish maritime relations at the end of the XVI century. The Exhibition will be shown in Dublin, Galway and Sligo.

Dublin:

1st - 10th July.
Civic Museum, 58 South William St.

Galway:

15th - 30th July.
The Library, University College, Galway.

Sligo:

3rd August - 10th September.
Streedagh Museum Society, Grange, So. Sligo.

THE IRISH TIMES, Tuesday, June 21, 1988

Events planned to remember Armada

By Lorna Siggins

THE PERILOUS escape (a reconstruction) of Don Francesco De Cuellar from Streedagh Strand, an Irish / Spanish fleadh with dancers from Valencia and an international symposium of maritime historians and marine researchers — such is the flavour of events in the Armada 400 commemoration programme, which was launched yesterday in Dublin — and which takes place in Sligo in September.

Captain De Cuellar was one of the few who did survive, though as many as 1,300 perished, when three of some 26 Armada vessels wrecked off the Irish coastline were smashed onto the shore at Streedagh. After lying at anchor in Donegal bay for three days, it took less than an hour to reduce the Juliana, the La Lavia and the Santa Maria de Vison to matchwood in a gale in September, 1588. Captain De Cuellar struggled ashore and walked from

Streedagh, near Grange in Co Sligo, to Rossclougher on Lough Melvin.

His narrative and the vast assortment of artefacts lying offshore make Streedagh a major focus of interest and most appropriate venue for the 400th anniversary programme. To record the occasion, Sligo County Council has organised a series of events in association with Streedagh Armada Museum Society, the Spanish Armada Commemoration Society, the Spanish Cultural Institute of Dublin and the Irish Maritime Institute — to take place during and after the week of the symposium from September 2nd to September 11th.

Dr Colin Martin (UK), Dr Robert Stenuit (Belgium), Captain Jorge Calvar (Spain) and Dr John de Courcy Ireland are among the participants at the symposium, entitled "The Spanish Armada: Ireland and Europe".

Published by
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National Teachers'
Organisation

Liannascáil



One of the Spanish cannons which have been brought up from the Armada ship, Juliana, which sank off Streedagh, Co Sligo, in September 1588. Discussing the half tonne bronze weapon are Brendan Heary, librarian of the Maritime Institute; Kevin Crothers, Underwater Cultural Heritage Committee; Philip Booth, chief warden, and Jim Wolahan, museum administrator. The cannon will be part of an exhibition to be opened by the Spanish Ambassador in the museum's Dun Laoghaire premises on June 25th at 7 p.m. — (Photograph: Jack MacManus)



THE IRISH TIMES 17/09/99

IRISH TIMES 17/09/99

Armada man's lucky escape commemorated 400 years on

WHEN Captain Francesco de Cuellar struggled ashore from his stricken Armada ship, attempting to avoid the bloodthirsty troops of the Governor of Connacht, Sir Richard Bingham, he hardly expected that 411 years later the locals would be enjoying sangria, tapas and Spanish music at nearby hostels in his honour.

Of about 800 men aboard the three Armada ships to have foundered off Streedagh strand in north Sligo in 1588, de Cuellar was one of the lucky ones.

He made it ashore with a number of his men, avoided Bingham's troops and, with the help of a Cistercian monk, reached the castle of a friendly chieftain, McClancy at Lough Melvin. He also wrote a journal of his experiences, which gives a rare insight into life in the area at the time.

A Spanish Armada Commemo-

rative Weekend will be held in the village of Grange, Co Sligo, next weekend and will include lectures, a guided tour tracing de Cuellar's steps and a memorial service on Streedagh strand for the hundreds of Spaniards who either drowned or were killed. Entertainment and food with a Spanish flavour will be available in local pubs on Friday night.

Grange has been fostering its links with Spain since the three Armada wrecks were discovered off Streedagh 14 years ago by a team of English divers. Lengthy court proceedings followed the discovery and the divers were denied salvage rights but received compensation from the State.

Groups from Armada associations in Spain have visited Grange and a memorial was erected to mark the 400th anniversary.

The Grange Armada Group, which is organising the weekend,

hopes to establish the village as a centre for Armada studies, and has as a long-term aim further investigation and reclamation of the wrecks.

Spokesman Mr Tony Toher said it was hoped that the de Cuellar route from Sligo to Antrim would become a tourist attraction. The idea has been developed as a cross-Border project with groups in Derry and Portrush.

Next weekend's lectures will be given by Mr Lucius Emerson, a Ballyshannon-based historian who has had a lifelong interest in the Armada, and Mr Stephen Birch, a member of the English diving team which explored the wrecks.

Lectures will be held on Friday evening, September 24th, at 8 p.m., with an additional lecture on Saturday afternoon. The memorial service will held on the beach at 2 p.m. on Saturday.

A total of 31 Armada ships foundered in heavy storms along the Irish coast, most of them in Donegal. Mr Emerson highlights the different reception the Spaniards received in different parts of the country. Bingham's jurisdiction went only as far as south Donegal. Further north, the independent chieftains were happy to take them in and help them return to Spanish territory.

De Cuellar was so highly thought of by McClancy that the Irish chieftain offered him his sister in marriage in an attempt to persuade him to stay. This was after de Cuellar had helped defend McClancy's castle against a Fitzwilliam attack.

The offer was turned down and de Cuellar made his way out of Ireland through Antrim and eventually back into the Spanish army. Spanish records show that he was then given back pay for all the time he had spent in Ireland.

NINE YEARS WAR - KINSALE 1601

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THE IRISH TIMES, Friday, December 21, 2001

BULLETIN

Summary:
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BRENDAN MCWILLIAMS

Spanish gave up in Kinsale 400 years ago

FOUR hundred years ago today it was all over. For several weeks a Spanish army under Don Juan D'Aquila had been under siege at Kinsale, hopefully awaiting reinforcements in the shape of Hugh O'Donnell and Hugh O'Neill, the Earls of Tyrconnell and Tyrone respectively.

The Ulster chieftains, however, when they eventually arrived after a 300-mile march, were defeated on the outskirts of the town by the Lord Deputy, Lord Mountjoy.

Don Juan surrendered shortly afterwards, on December 21st, 1601.

This was not the first occasion on which Spanish help had proved to be a disappointment. In October 1596, 100 ships under Don Martin de Padilla had sailed for Ireland, but were scattered by a violent storm off Finisterre.

The following year, de Padilla tried again, but foul weather obliged him to return to Spain. And even in the case of D'Aquila,

of the 35 ships that set out earlier in 1601, only 20 made it to Kinsale; the rest were victims of another storm just south of Ireland.

Many historians have wondered how the Spaniards managed to obtain such favourable terms after their surrender at Kinsale. Don Juan demanded that his forces be allowed to leave "with ensigns flying and their arms in hand" – in short, with all the honours of war and none of the dis-

grace that would normally have attended a defeated army at that time. And Mountjoy, apparently, readily agreed.

Some believe that perhaps the weather played a part. The winds around these islands as we know are mainly westerly, and the winds in December 1601 blew particularly steadily from this direction. Meanwhile, Mountjoy was running short of victuals. The persistent westerly winds not only precluded speedy relief for him in

this respect from Bristol, but were also favourable to any reinforcements for D'Aquila that might be on their way from Spain.

Wisely, Mountjoy did not want to gamble on a change of wind and hence, the theory goes, he agreed to the Spaniards' rather cheeky terms. And as it happened, the winds continued to blow steadily from the west until the end of January.

In a way, the two earls got off rather lightly too. O'Neill sub-

mitted to Dublin Castle rule some two years later, and in 1607 he and O'Donnell left Lough Swilly for the Continent. With what seems like another poor attempt at planning, they intended to go to Spain, arrived in France, sought refuge in the Spanish Netherlands, and eventually turned up in Rome. There, however, they were welcomed at the gates by seven cardinals, while back at home the Plantation of Ulster got under way in earnest.

LETTERS to the EDITOR

THE STREEDAGH WRECK

Sir, — We noted, with full approval, the concern expressed in your leader column on May 22nd about the problems we face in trying to protect our many historic relics. Your comments were timely, pertinent and welcome, and we regret our delay in writing in relation to them.

The problems to which you refer are compounded by the fact that we have no laws specifically designed to protect and preserve our marine heritage. Even the Protection Order relating to the Streedagh Strand wreck is based on the Ancient Monuments Acts of 1930 and 1954 which, in the absence of anything more appropriate, have been extended to cover the seabed out to the limit of our territory. We do not share your view that the Government acted quickly in protecting the recent find. The Office of Public Works, as the body with statutory responsibility for the preservation of historic monuments did, to the extent of their limited authority.

As an organisation we have again and again, over the quarter of a century of our existence, called on successive governments to enact protective marine legislation, to no avail. Such legislation, which it cannot be argued would cost the State anything, exists in most countries which have not just regard, but positive reverence for their history and culture.

We do not propose, for obvious reasons, to give details of the inadequacy, in the marine sphere, of an instrument such as a Preservation Order under the ancient Monuments Act. Neither do we propose to enter into any public comment on the question of ownership of the Armada wrecks which in itself, to say the least of it, is open to question. However, it appears to us, that those who found the Streedagh wreck, after a successful search and excavation exercise, will not easily abdicate from claims or to some reward to compensate at least for their effort and outlay.

By way of precedent it is known that artefacts recovered from two previous Armada finds, the Girona and Santa Maria de La Rosa were subsequently sold by the finders. In fairness, it must be said that in the case of the latter, Mr Sidney Wignall, who had deposited £1,000 with the Spanish Government in return for their agreement for a limited period that he should have the right to excavate the wreck, spent a small fortune out of his own pocket searching for and part excavating it. The items he sold would not compensate him for a fraction of his outlay. It must also be acknowledged that his interest was purely archaeological.

In your leading article you also referred to the scrupulous conduct of various organisations involved in the recent find. Beyond those who discovered the wreck and the Office of Public Works we know

of no organisation which would have the authority or competence to participate in such a venture, except ourselves. Marine Research Teoranta is the only group in Ireland which is registered under the Companies Act 1963 as a concern limited by guarantee and having a share capital and which has as its objects the following functions:—

"To engage in and promote interest in marine archaeology and in particular to conduct research into the existence of historic wrecks, wreckage, and objects of historical interest around Ireland's coasts, lakes, rivers and seabed, and to acquire title to such wrecks and objects with a view to recovering them and preserving them for the National Interest."

In all our activities, over a quarter of a century, especially in the location and excavation of historic wrecks, we have been guided and governed by these principles. For example, we have spent and are still spending a great deal of money and time in special research into Armada wrecks including one in which Dr Colin Martin, who is now directing the Streedagh operation, took a leading part.

The experience of this man lends some comfort to those who have reservations and doubts about the methodology which might be implied in the excavation of the Streedagh Strand wreck. Whether his presence and influence can protect this significant find over a protracted period is yet to be seen. As he correctly pointed out in a recent radio interview, excavation of this recent wreck will probably take upwards of 10 years to complete. Meantime, we can only hope that the essential legislation, so long overdue, will be enacted without delay.

Finally, as a footnote to this unavoidably lengthy letter we would like, for the record, to comment briefly on your reference to the "demoralised and defeated Armada." Demoralised it was (if a fleet of ships can attain such a condition) but defeated it was not. It is true that the Armada did not achieve its objective, the invasion of England. At no stage, however, did it suffer defeat in the naval warfare sense. Other than a small number of casualties mainly suffered when they broke their protective formation after anchoring and being attacked by fireships on the French coast, the Armada sailed, in controlled order along the English Channel, up the North Sea and across the north of Scotland. They did not break formation until they were well into the Atlantic. Up to that time they still retained approximately 110 of their 128 ships.

Two other points: there was no *de jure* state of war between England and Spain and the Spaniards never attacked any part of

England or even the English fleet. They merely defended themselves when attacked. All of the casualties on the Irish coast were due to marine distress and were not occasioned by any enemy action. We mention these points as they are not without significance when ownership of the Spanish wrecks is being discussed.

— Yours, etc.,
DESMOND BRANIGAN,
Director,
Marine Research Teoranta,
31b Ballsbridge Terrace,
Ballsbridge,
Dublin 4.

* * *

Sir, — Re John P. Rooney's article on the Spanish Armada. The Francesco Cuellar account of his shipwrecking at Streedagh on September 6th, 1588 was written by him in Antwerp on October 4th, 1589 — it was intended to reach his superiors in Spain — precisely to clear his name. His ship, the San Pedro, was likely commandeered for the invincible Armada.

He was accused and almost sentenced to hang for having broken the crescent formation in the English Channel. With friends in high places he escaped being hanged — not so Don Cristobal de Avila, captain of the store ship that he had gone forward to assist. Both ships had suffered cannon shots on the water-line. How such a vast armada of ships did not make a landing in England is hard to conceive.

The description by Lord Deputy Fitzwilliam and state paper references, Fenton writing to Burleigh in 1588-9 note that eleven hundred corpses and much wreckage, huge masts and spars were strewn along Streedagh beaches.

Three ships are accounted for by Cuellar between the so named Carrig na Spainne rocks along a beach frontage of over a mile in length. From both descriptions and the present located wreck of the St Juliana, death for most meant exposure and drowning which was the fate of these Armada men.

Grainne O'Malley on the Mayo coast and the Dohertys and the O'Donnells on the Donegal and Derry coast clearly were accountable for the deaths of many Spaniards in 1588.

The deaths on Streedagh of Spaniards and other Mediterranean sailors and soldiers should be understood in that it would only be the clan chieftains who could identify that friendship with Spain. Cuellar clearly states the dreadful social conditions existing in Ireland in the 12 months he survived by his wit and luck — from Sligo through Leitrim, Donegal and Derry. — Yours, etc.,

BRIAN McDONAGH,
Truskmore,
Strandhill Road,
Sligo.

Vital information on Armada vessels may be

Divers and OPW move to survey Streedagh wrecks

IN a few weeks a group of English divers will take to the water off Streedagh, Co Sligo, in an attempt to examine three shipwrecks. They may see nothing but sand. Or they may gather information on what could be the largest Armada find ever made. They will not be alone: armed with cameras and metal detecting equipment, they will be "shadowed" by representatives of the Office of Public Works (OPW).

Ten years after their first reported discovery of the *Juliana*, *La Lavia* and *Santa Maria de la Vision*, the group of English divers associated with the so-called Streedagh wrecks have not received a penny in compensation from the State. Nor is the legal battle over, in spite of a significant judgment in the divers' favour last year.

The only winners so far have been the legal teams representing both parties.

The litigation was initiated in 1987, after the divers were refused a licence to excavate the wrecks. Several dives had already taken place, with OPW permission, but were limited to surveying. The group decided to put in a salvage claim, and to challenge the constitutionality of the 1987 National Monuments Act.

Once bearing the paymasters of the 1588 Armada assembled by King Philip II of Spain, the wrecks

After a Supreme Court decision on the Spanish Armada wrecks, the English divers who claimed discovery and the Office of Public Works have agreed to do a pre-disturbance examination of the site. **Lorna Siggins**, Marine Correspondent, reports

had been put under State protection by the Office of Public Works (OPW). The State's argument was, and is, that such material should be left in the sea until proper conservation facilities can be provided — costing anything from £500,000 upwards. Previous Armada material, such as that from the *Trinidad Valencera*, had been passed to the well-equipped Ulster Museum for that very reason.

Yet there are conflicting views on the value of such an approach, given the exposed nature of the Streedagh location. The ships' timbers have long been washed away. Some material retrieved by the English divers in the early stages has been handed over to the OPW. There are indications of substantial material remaining, both on and under the seabed, including cannon, gun wheels, navigational instruments and personal possessions dating back over 400

years.

The forthcoming pre-disturbance survey aims to determine the precise extent of the remains. The information is to be submitted by the divers to the OPW, which will then in turn set a reward. This reward should have been "generous" under the terms of a High Court judgment delivered just over a year ago. The State appealed that decision, however, and has claimed victory in the Supreme Court judgments delivered in recent weeks.

The action by the OPW, in refusing to grant the divers a licence in 1987, and the reward claim were the two issues before the Supreme Court. Ownership was not. In rejecting the divers' case for salvage rights, the High Court clarified the legal position over State ownership and the extension of archaeological law on land to artefacts at sea.

However, the Supreme Court found fault with the High Court's criticism of the "negative" attitude displayed by the Commissioners of Public Works to a group of "honourable, responsible, competent" divers — the words of Mr Justice Barr in the High Court last year. The Supreme Court judgment, read by Mr Justice O'Flaherty, has stated that the Commissioners did not act unreasonably. It was common case that there should be no excavation, until proper conservation facilities for wreck material were available on shore.

In addition, a detailed pre-disturbance survey should have been carried out first. Since then, the parties had agreed that a fresh application for this should be made.

Nor had the Commissioners denied that the divers should be rewarded, Mr Justice O'Flaherty has said. The amount was not a matter for the court, but for the OPW, he has stated, adding that a "niggardly spirit" should not apply.

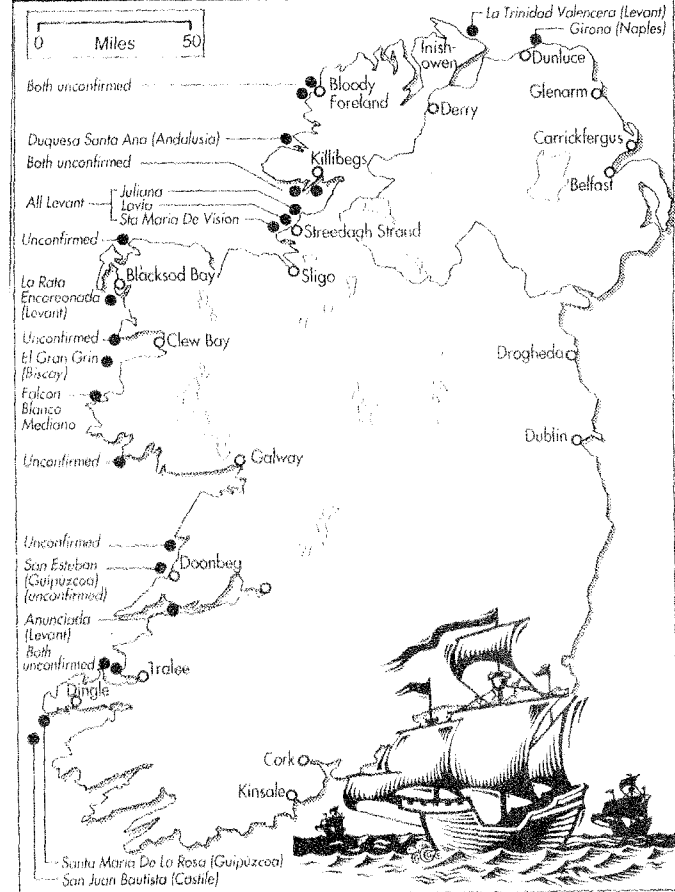
Dr Eamonn Kelly, acting keeper of Irish antiquities at the National Museum, has welcomed the Supreme Court judgment. "It has left the State in an unassailable position as far as underwater heritage is concerned and has clarified confusion that may still have existed."

Diver suggests sharing Armada material

In an appeal to the Minister for Culture, Mr Higgins, Mr Des Brangan, of Marine Research Teo, has proposed a joint Irish-Spanish initiative to retrieve, restore and share Armada material. Mr Brangan, who was involved in discovery of the *Santa Maria de la Rosa* in the Blasket Sound, Co Kerry, was speaking at a conference in La Coruna, Spain, last weekend, hosted by the *Association Cultural La Armada Invincible de 1588*.

The wrecks were of much greater significance to Spain, Mr Branigan argued. On many occasions previously, his company, Marine Research Teo, had advocated a joint approach which could result in a sharing of the material.

IRELAND AND THE ARMADA WRECKS SEPT. - OCT. 1588



IRISH TIMES STUDIOS

The first step had to be to establish conservation facilities, Mr Branigan said. Last year, the Min-

ister, Mr Higgins, proposed an EU-funded training venture in co-operation with Greece and Spain and mooted a possible Armada museum in Galway. However, Mr Branigan has proposed that a museum be established in Sligo.

1973

LADIES AND GENTLEMEN, I AM HONOURED BY MR. M C DONAGH'S KIND INVITATION TO COME TO SLIGO FOR THE OFFICIAL OPENING OF THIS EXHIBITION. THROUGH SEEING THESE SUPERB PAINTINGS AND DESCRIPTIONS IN THE EXHIBITION I HAVE THE IMPRESSION THAT I HAVE COME TO MEET THE IRISH DESCENDANTS OF THOSE WHO GAVE SHELTER TO THE SURVIVORS OF THE SPANISH ARMADA.

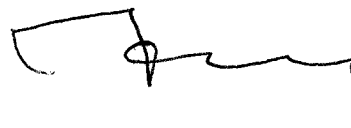
SIX YEARS AGO I WENT TO CO. CLARE AND CO. GALWAY, ACCOMPANIED BY TWO SPANISH JOURNALISTS TO INTERVIEW SOME IRISH FAMILIES WHO CLAIM TO BE DESCENDANTS OF THE SURVIVORS OF THE ARMADA. SINCE THAT TRIP I HAVE BEEN VERY INTERESTED IN THE SUBJECT AND IN PARTICULAR IN TERMS OF THE HISTORICAL CONNECTIONS BETWEEN IRELAND AND SPAIN . PERHAPS TOO MUCH EMPHASIS HAS BEEN PLACED ON THIS HISTORICAL AND ARCHAEOLOGICAL ASPECT, FORGETTING SOMETIMES WHAT IT MEANT FROM THE HUMAN POINT OF VIEW. IN THIS WAY THE SPANISH ARMADA, ON MANY OCCASIONS HAS BEEN USED AS AN END RATHER THAN A MEDIUM FOR THE RELATIONS BETWEEN THE TWO COUNTRIES. HISTORY IS THAT WHICH HAS GONE BEFORE AND THE BASIS OF WHAT IS TO COME. CATHOLICISM AND HISTORY HAVE MANY TIMES BEEN MENTIONED AS COMMON LINKS BETWEEN THE SPANISH AND IRISH PEOPLE. PERHAPS IT WILL BE NECESSARY TO ADD A NEW DIMENSION TO OUR RELATIONS; A BETTER MUTUAL KNOWLEDGE OF BOTH COUNTRIES.

THE IRISH "ARMADA" WHO VISIT SPAIN DURING THE SUMMER MONTHS IS CERTAINLY HELPING IN THAT DIRECTION AND IN THE SAME WAY AS THE THOUSANDS OF SPANISH CHILDREN WHO COME TO LEARN ENGLISH HERE THROUGHOUT THE SUMMER. SO TOO ARE THE IRISH PAINTERS AND MUSICIANS STARTING TO LOOK TOWARDS SPAIN AS ARE THEIR SPANISH COUNTERPARTS LOOKING TOWARDS IRELAND. THE SPANISH ARMADA HAS TO SAIL TOWARDS THAT END FULL OF HOPE OF STRENGTHENING THE CULTURAL AND ARTISTIC EXCHANGES BETWEEN THE TWO COUNTRIES.

/.....

I DO HOPE THAT THIS EXHIBITION WILL ADD A NEW LINK BETWEEN
THE SPANISH AND IRISH PEOPLE AND AS A SPANIARD REPRESENTING
SPAIN ON THIS OCCASION, IT GIVES ME GREAT PLEASURE TO DECLARE
THIS EXHIBITION OPEN

OoO



Don Antonio Gálvez

CONTRIBUCION DE LA ARMADA INVENCIBLE A LAS RELACIONES HISTORICAS
HISPANO-IRLANDESAS

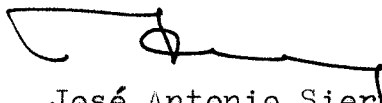
POLITICA DEL INSTITUTO CERVANTES (1973 - 1993)

En el año 1969 acompañé al periodista y poeta Juan Van-Halen y a un fotógrafo, ~~durante~~ durante ocho días, para hacer una gira por el oeste de Irlanda e intentar entrevistar a todas las familias irlandesas que afirmaban ser descendientes de los supervivientes que formaban parte de la tripulación de los barcos que naufragaron frente a las costas irlandesas. El reportaje fotográfico y varios artículos resultados de la gira aparecieron en varias revistas y periódicos españoles.

Durante el citado viaje pude darme cuenta de la importancia que se concede en Irlanda al tema de la Armada Invencible y de su importancia en las relaciones históricas hispano-irlandesas. Por lo que acabo de exponer, desde 1973 el Instituto ha venido organizando y cooperando con otras instituciones irlandesas en la organización de actos culturales - conferencias, exposiciones, conciertos etc., etc. - relacionados con los vínculos hispano-irlandeses en el siglo XVI.

ACTIVIDADES MAS DESTACADAS

- 1º Ciclos de conferencias.
- 2º Concursos de trabajos escolares
- 3º Exposiciones
- 4º Organización y participación del Instituto en el programa especial de actos que tuvieron lugar en 1988 con motivo de celebrarse el 400 aniversario de la llegada de varios barcos de la Armada Invencible a Irlanda.



José Antonio Sierra
Jefe de Actividades Culturales