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**Nomination for National Landmark Status of Drake's Cove, associated with Drake's sojourn there.**

My attention has been drawn to this Nomination, which is due to be considered by the Landmarks Committee on 11 and 12 April this year.

In 2003, I wrote an Article about Drake's search for a safe place to careen the *Golden Hind*. This was published in the 'Marriner's Mirror', the quarterly Journal of the Society for Nautical Research. You may not be familiar with this Society or Journal so please find enclosed a copy of the front and back covers of a recent Number. (Enc 1)

The Society has over 1200 individual members world-wide, of which about 100 are resident in the US. There are about 250 Institutional members world-wide, of which about 90 are in the UK and as many in the US. (In 2004 these included the Library of Congress, the Navy Dept Library and the Smithsonian Inst. Libraries).

My conclusion in the Article is that the weight of evidence stemming from various lines of investigation set out in the text together bear heavily on one and the same site for careening the *Golden Hind*: the estuary within what is known today as Drake's Bay - that is to say Drake's Cove. (Enc 2). But I hope you will read the whole Article.

I would like to add two further observations to this Article since it was published:

1. There are those who claim that Drake reached 48 deg. N. as we know it today. By no stretch of imagination, though, could he have done so in the prevailing weather conditions. As mentioned under 'Initial Intentions' he had gleaned a great deal of information on the Manila traders' route across the Pacific. Cape Mendocino was a key landfall for the pilots of these vessels: 'a most prominent bold, mountainous headland, the seaward face being steep and r  
(*Pacific Coast of Central America and United States Pilot* Ch 12 para 12.44).

Little wonder then that the Spaniards claimed land by discovery or occupation up to 44 deg. N. and assessed Cape Mendocino as lying in 45<sup>1</sup>/<sub>2</sub> deg. N.

Another possible explanation for the mention of 48 deg. N., not previously considered, is as follows.

Fletcher in *'The World Encompassed'* complained about the miserable weather while running down the coast from 48 deg.N. to 38 deg.N. By implication, fog and mist or overcast cloud obscured the sun just when it was reaching its highest point in the sky. So no vital noonday sunsights (Meridian Pass(age)) could be taken\* and consequently no latitudes recorded\*\*. Therefore the distance sailed could only be determined by dead reckoning: from where Drake first closed the land to the one, supposedly known, latitude, that of Cape Mendocino, at 45½ deg. N. If this had been 150 nautical miles (2½ deg.), back-tracking from the Cape would reach 48 deg.N.

( See footnote 9 of the Article)

The same distance back from the true latitude of the Cape, 40 deg 26' N. comes as near as matters to 43 deg.N., a little way south of the "Bad Bay". Allowing for the southerly set of the current, which Drake would not have known, this would match the 'lowe plain land couered ouer with snow', north of Cape Arago.

Despite the Queen's strict bar on where Drake had been, as time passed 48 deg. N. 'oozed out' from various sources. But it was a neat way of allaying Spanish concerns.

\* From personal experience this has often been an infuriating annoyance; the more so if it occurred on a number of days running.

\*\* Altitude of the sun at its highest point in the sky = Latitude of the observer.

2. On several occasions I have steamed up the English Channel from Start Point to Portland Bill. With the long, low spit extending from higher ground to what at first appears to be an island with a sloping skyline, the similarity with Point Reyes is uncanny. Whether Drake ever saw this with so much fog and mist about is not known. But if he did, this would have been a most welcome sight.

Even more remarkable, after rounding Point Reyes, is the extraordinary likeness of Weymouth Bay with what is now Drakes Bay. It is as if a transparency is viewed the wrong way round. After checking out the entrance to the estuary (and what lay within) - Drake's Cove - he had no need to search further. He had found that 'fit and convenient harborogh'.

This was the one and only place where he and his crew landed on the West Coast after sailing from Guatulco.

I therefore most strongly support this Nomination. It is long overdue.

Simon Cassels

Encs 1. Mariner's Mirror, front and back cover  
2. Article: 'Where did Drake careen the *Golden Hind* ..... ?' (2 Copies)

