

Roles on Board in the territories of the Iberian Crown, especially within the *Carrera de Indias* (XVI-XVII Centuries)

CAPITÁN (CAPTAIN)	<p>The position of captain in the <i>Carrera de Indias</i> was mostly honorary. The captain was usually ignorant in maritime issues and his role was to take charge of defence in case of enemy attack. Only then, he would consolidate all authority on board, over the pilot and the <i>maestre</i>. In any other case, the captain neither should, nor would, interfere in the ships' operations. The <i>generales</i> of the armies and merchant fleets going to America could elect as their captain a distinguished gentleman travelling as a passenger. If the ship owner travelled on board, he usually received this appointment. In that case, the position of captain was held with both military and civil functions (P.E. Pérez-Mallaína Bueno, <i>Los hombres del océano: vida cotidiana de los tripulantes de las flotas de Indias, siglo XVI</i>, Seville, 1992, 97).</p>
SEÑOR DE NAO/ DUEÑO DE NAO (SHIP OWNER)	<p>During the Sixteenth Century many <i>señores de nao</i> – ship owners – travelled on board of their ships. In the <i>Carrera de Indias</i>, up to the middle of the Seventeenth Century, it was common to find small ship owners, holding a portion of the ship's property or even of a small-sized vessel, as these were still common on that route. Such <i>dueños de nao</i> directly supervised their interests and customarily held one of the three main ruling positions on the ship: <i>maestre</i>, pilot or captain. In the latter case, they held the honorary command of the vessel and took a <i>maestre</i> with them who was in charge of the operational work. When the owner was on board, he was involved in all important decisions. In the <i>Carrera de Indias</i> many merchants were also ship owners. Over the years the decline of the Spanish maritime and commercial traffic resulted in a concentration of capital in the hands of the wealthiest individuals. The greatest privileged merchants of the <i>Consulado de Comercio</i> of Seville took over control of maritime traffic. Moreover, the average size of ships considerably increased during the Seventeenth Century, which made the acquisition of a substantial part of the ship's property more difficult for seamen (Pérez-Mallaína Bueno, <i>Los hombres del océano</i>, 97).</p>

<p>ESCRIBANO DE NAO (SCRIBE OF THE SHIP)</p>	<p>Customarily a <i>escribano de nao</i> travelled in the ships of the <i>Carrera de Indias</i> and was in charge of all of sales and purchases, accounting for all expenses on board. The <i>escribanos</i> were crucial in cases of jettison, affreightments, averages procedures and in loading and unloading of goods. They were appointed by the <i>patrón</i> with the endorsement of the stockholders (I. O'Scanlan, <i>Diccionario Marítimo Español</i>, Madrid, 1831, 255).</p> <p>In the <i>Carrera de Indias</i> the <i>escribano</i> publicly attested for the ship's load and all agreements among passengers and seamen within the ship. He registered deaths on board, declaring if the deceased had made a testament or not. Originally, the <i>escribanos de naos</i> were appointed by the <i>maestres</i>; however since 1533 their designation fell under the <i>jueces oficiales</i> of the <i>Casa de la Contratación</i> of Seville. Later on, the <i>Consulado de Cargadores</i> of Seville took on the privilege of their nomination. Before taking on their employment, the <i>escribanos de nao</i> had to deposit a bond before the <i>Casa de la Contratación</i>. The <i>maestre</i> could not remove the <i>escribano</i>, but if the latter died on board, he could appoint another one with the passengers' approval.</p> <p>The <i>escribanos de raciones</i> of the vessels' in the <i>armada</i> had the same obligations as those in the merchant ships. They were appointed by the <i>Consulado</i>, embarked on the warships and were paid by His Majesty (J. de Veitia y Linaje, <i>Norte de la Contratación de las Indias Occidentales</i>, Seville, 1671, Libro I, ch XXVII, n. 19 and ff.).</p>
<p>MAESTRE</p>	<p>The <i>maestre</i> was an essential figure in the <i>Carrera de Indias</i>. He was in charge of the managing and administration of the ship and was responsible for the freight. He ensured that the ship had all necessary material and human supplies to reach its destination, and was in charge of delivering all passengers and cargo in perfect condition, and all taxes paid. Moreover, he was held accountable for fulfilment of contracts and abiding to the law by the owners of the ship and of the cargo, and the royal officials. The <i>maestre</i> was the ship's administrator, responsible figure to the capital, and the governing authority of everything that happened within the vessel. In order for him to carry out his functions, he had to leave a deposit before the <i>Casa de la Contratación</i>. He was usually well-connected especially in the world of business. He had to find ship charterers for both the departure and the return. He had to put together a crew which commonly was based on previous expeditions or found in the seamen's neighbourhood of <i>Triana</i>. All rigging of the ship and equipment of supplies, necessary provisions and weaponry required by the ordinances fell under his charge. He dealt with suppliers, searching for the best qualities and lowest prices, supervised all cargo loaded in the ship and ensured that the crew received their advance payment. During the trip, he also ensured that seamen carried out their duties and that cargo travelled in good conditions. If the ship did not travel within a convoy, any possible changes in the sea route or about the stopovers fell under him. In the event of a storm, the <i>maestre</i> was the one to order the jettison of the cargo (Pérez-Mallaína Bueno, <i>Los hombres del océano</i>, 93 and ff.).</p> <p>The <i>maestre</i> was the individual in charge of the sales and accounting of the merchant ship's cargo. At the beginning he was second in the ship's hierarchy and took on the economic governance after the <i>capitán</i>, by the Eighteenth Century the <i>maestre</i> would gather both functions (O'Scanlan, <i>Diccionario Marítimo Español</i>, 349).</p>

NAUCLERO (NOCHER, NOCHIER)	<p><i>Patrón</i> or pilot of a ship that was also its owner. Also known as <i>naochoero</i>, <i>noachoero</i>, <i>nochoero</i>, <i>nauchel</i>, <i>naucher</i> and <i>nautel</i>, according to the <i>Leyes de Partida</i> and other contemporary documents (O'Scanlan, <i>Diccionario Marítimo Español</i>, 378). All of the aforementioned denominations are Early Modern synonyms for pilot.</p>
PILOTO (PILOT)	<p>The pilot was in charge of strictly navigational decisions. He was responsible for safely navigating from the port of departure to the destination, following the appropriate route, bypassing any storm and avoiding accidents. He combined a set of practical knowledge acquired through years of travels with navigational knowledge. He calculated latitude, handled instruments such as the astrolabe and the cross-staff, used solar declination charts and determined the position of the ship with the aid of portulans (Pérez-Mallaína Bueno, <i>Los hombres del océano</i>, 90). There were several types of pilots: <i>Pilotos de altura</i> for transoceanic travels; <i>Pilotos prácticos</i> (harbour pilots); <i>Pilotos de río</i> (river pilots), i.e. in the <i>Carrera de Indias</i> through the Guadalquivir river to its mouth in Sanlúcar de Barrameda.</p> <p>Veitia y Linaje defines the <i>Carrera de Indias</i> pilot as the ship's governor. The pilots that navigated in these ultramarine routes had to come from the kingdoms belonging to the Castilian Crown. Moreover, these pilots had to pass an exam at the <i>Casa de la Contratación</i> of Seville before a panel made up of the <i>Piloto Mayor</i>, the Cosmographers of the <i>Casa de la Contratación</i>, and pilots resident in Seville. The exams and the pertinent licenses for navigating were linked to a specific route: either <i>Nueva España</i>, <i>Tierra Firme</i> or <i>Río de la Plata's</i> (José de Veitia y Linaje, <i>Norte de la Contratación</i>, Libro II, ch XII, n. 17 and ff.).</p>
PATRÓN (PATRON)	<p>In the merchant service and on fishing ships he was the man who governed the vessel. In Man-of-war he was in charge of the command of a small vessel. In the galleys this post was equivalent to the <i>nauclero</i> or <i>naucher</i>, that is to say, the second in command on board, charged with the steering of the vessel. (P. Fondevila Silva, <i>Diccionario español de la lengua franca marinera mediterránea</i>, Murcia, 2011, 341).</p>
CARPINTERO DE RIBERA (SHIP CARPENTER)	<p>He worked and curved the pieces of wood that were used to build a ship. In the past he was named <i>maestro de hacha</i> (O'Scanlan, <i>Diccionario Marítimo Español</i>, 147).</p>

CONTRAMAESTRE (BOATSWAIN)	In the <i>Carrera de Indias</i> the <i>contramaestre</i> (boatswain) assisted with the ship's fairing, ballasting and rigging. He communicated the orders of the pilot to the seamen. He was in charge of the stowage of the cargo, placing the heavier goods on the bottom. This was one of the roles with the heaviest workload (Veitia y Linaje, <i>Norte de la Contratación</i> , Libro II, ch II, n.31).
CONDESTABLE (BOMBARDIER)	In warships he was in charge of artillery, its pertinent supplies and munitions, which were stored in the so-called <i>Santa Bárbara</i> . Formerly, the <i>condestable</i> was one of the seamen that specialized in the handling and skills of artillery (O'Scanlan, <i>Diccionario Marítimo Español</i> , 169).
ALGUACIL DE AGUA AND DESPENSERO	In the warships of the <i>Carrera de Indias</i> the <i>alguaciles de agua</i> distributed water rations. The <i>despensero</i> did the same with food rations (Veitia y Linaje, <i>Norte de la Contratación</i> , Libro II, ch II, n.34).
MARINERO (SEAMAN)	The seamen were those who enrolled to serve in the ships from the moment of the rigging, to the handling of the sails, the pulling of the ropes and all of the chores ordered by the pilot and the <i>contramaestre</i> . Among seamen's hierarchy we can distinguish between those enrolled for the position of <i>grumetes</i> and <i>mozos</i> . The latter were usually younger and less experienced, and were considered apprentices. As a result, they carried out greater workloads and less complicated tasks with a lower salary (Veitia y Linaje, <i>Norte de la Contratación</i> , Libro II, ch II, n.39).
GUARDIÁN	He was the <i>contramaestre's</i> lieutenant. He assisted in the ship's hold stowage, taking care of supplies, the boat and of the ship's cleaning (Veitia y Linaje, <i>Norte de la Contratación</i> , Libro II, ch II, n.32).
PAJE (SHIPBOY)	The <i>pajes</i> were ship boys that enrolled and took on the sweeping and other cleaning tasks. They were apprentices and promoted with time to the positions of <i>grumetes</i> , and later seamen. Afterwards, they could reach the positions of artillerymen, <i>guardianes</i> , <i>condestables</i> , <i>contramaestres</i> and pilots (Veitia y Linaje, <i>Norte de la Contratación</i> , Libro II, ch II, n. 39).

MÉDICO Y CIRUJANO (DOCTOR AND SURGEON)		In the fleets of the <i>Carrera de Indias</i> used to travel both a doctor and a surgeon, named by the <i>general</i> since a 1598 ordinance (Veitia y Linaje, <i>Norte de la Contratación</i> , Libro II, ch II, n.27).
TROMPETAS, CHIRIMIAS CLARINES (TRUMPETER, TROMBETTA)	Y	In the <i>Carrera de Indias</i> also embarked the <i>trompetas</i> , <i>chirimías</i> or <i>clarines</i> , which played musical pieces to the general's tastes (Veitia y Linaje, <i>Norte de la Contratación</i> , Libro II, ch II, n. 35).

SHIP TYPES*	
VESSEL	BAJEL, BUQUE, EMBARCACIÓN
SHIP	BUQUE, NAVE, NAVÍO, EMBARCACIÓN
GALLEON	GALEÓN
BARK, BARQUE	BARCO, BARCA, EMBARCACIÓN PEQUEÑA
TARTANA	TARTANA
FELUCCA	FALÚA
BOAT	BOTE, ESQUIFE
POLACCA	POLACRA

Timoteo O'Scanlan, *Diccionario Marítimo Español*. Madrid, 1831.