

Locating the Magellan–Elcano Voyage in Palawan

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ABSTRACT

The year 2021 marks the 500th year of the Philippine phase of the first circumnavigation of the world led by Ferdinand Magellan. The people of Leyte, Cebu, Mactan, Bohol, and Butuan are proud and aware of the important roles their respective areas played in this momentous event. Palawan's case is different. The Spanish expedition stayed in Palawan for almost sixty-six days yet such fact was never stamped in the historical consciousness of the Palaweños. Such

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is the huge historical gap because previous studies were unable to identify the sites visited by the route. This paper aims to identify the approximate landfall sites of the Magellan–Elcano voyage and attempts to fill the province’s historical gap between the pre-colonial and early Spanish periods. In reconstructing Palawan’s part in the world’s first circumnavigation, this study attempts to establish, based on primary and secondary sources examined, several plausible historical narratives on the actions taken by the Spanish crew that lead them to different anchorage and landing areas in Palawan.

KEYWORDS

Polauan, Aborlan, Tegozzao, Tagusao, Buliluyan, Balabac

INTRODUCTION

The Magellan–Elcano expedition spent more than two months in Visayas and Mindanao. The mere mention of Samar, Homonhon, Cebu, Limasawa, and Mactan immediately brings to mind the fateful Philippine stage of Magellan’s journey. These areas, together with Bohol, Basilan, and Cagayan de Tawi-Tawi, are generally circular shaped or rounded, medium- and small-sized islands, making it easier for the expedition to chart them in rudimentary maps. On the other hand, Mindanao, Sulu, and Butuan—places the explorers also crossed—are easily

identifiable because they have retained their pre-Hispanic original place names mentioned initially in Pigafetta's accounts.

The attempt to establish the Palawan phase of the journey is complicated by topographical and historical issues. First, in terms of its geography, Palawan is an elongated narrow island stretching diagonally 425 kilometers southwest to northeast and bounded by the Sulu Sea and West Philippine Sea. The mainland's considerable length, coupled with the pressure brought by the expedition's dwindling food supplies, prevented the voyagers from completely mapping Palawan, unlike with the smaller Visayan provinces. On the other hand, Palawan's northern portion has two distinct clusters: the Calamianes (Busuanga, Coron, Culion, and Linapacan); and the Agutaya, Cuyo, and Magsaysay island groups located between Palawan and Panay. The question is, what Palawan island or island groups did the Spaniards sail into? Both the mainland and northern areas are collectively recognized as the province of Palawan today, but for purposes of clarity, this paper submits that during pre-colonial and Spanish periods, these areas were separate geographic and political units.

Second, there are issues regarding oral tradition. A number of Palaweños heard tales that the expedition sailing north anchored in Puerto Princesa, Taytay, and Cuyo. Are these true? Narratives of alleged landings persist among residents of these towns, but such claims cannot be officially confirmed by local governments since these

are neither historically proven nor supported by extensive research.

This paper establishes old Aborlan, Española–Brooke’s Point Tagusao area, Bataraza, and Balabac as approximate Palawan landfall sites of the Magellan–Elcano voyage.

The methods employed include contextual analysis of primary sources such as Antonio Pigafetta’s chronicles, the Genoese pilot’s log, and Francisco Albo’s notes; comparison of extant maps and toponymy of Polauan during and after the expedition; field interviews to identify Palawan’s old place names; and cross validation of coordinates provided using modern global positioning system (GPS) applications.

DURATION OF THE MAGELLAN–ELCANO EXPEDITION

The initial Palawan incursion covered twenty-one days; the second one took forty-five days. These total sixty-six days. This Palawan leg was roughly 40 percent of the total time spent by the voyage in the country.

The identification of areas reached by the expedition employed several methods. First, there was the examination and comparison of maps contemporaneous with the voyage to establish provenance of place names. Routes and distances covered were estimated and referenced with the accepted versions of Pigafetta’s account, Genoese pilot’s notes, Francisco Albo’s log, and researches that reconstructed the Palawan route. Second, a socio-cultural analysis of the

TABLE 1. DISTRIBUTION OF DAYS SPENT BY THE MAGELLAN–ELCANO VOYAGE IN THE PHILIPPINES. *SOURCE: KOELLIKER, P. 335.*

EXPEDITION DATES (1521)	PLACE VISITED	NUMBER OF DAYS
March 16–May 4	Visayas (Samar, Cebu, Mactan, Bohol)	50
May 5–May 31	Mindanao (Quipit) and Cagayan de Sulu	27
June 1–June 21	Palawan	21
June 25–August 14	Borneo	
August 15–September 30	Palawan	45
October 6–October 29	Mindanao	29
Total days in the Philippines		172

The Philippine expedition had two stages: The initial phase took 98 days starting with the March 16, 1521 Samar landfall and ending on June 21, when the fleet left Palawan to explore Borneo. The second part (consisting of 74 days) began on August 15, upon the Spanish ships’ entry into Palawan via the northern Borneo-Balabac area. On October 6 to October 30, the ships reconnoitered Mindanao, and on October 29, finally left Sarangani for the Moluccas. A total of 172 days were spent inside Philippine waters.

precolonial people that came in contact with the crew was based on studies by Nilo Ocampo, Manuel Venturello, and Eric Casiño. Finally, an extensive analysis of data that also located and identified the southern municipalities of Aborlan, Española–Brooke’s Point, Bataraza, and Balabac as expedition landing sites.

POLAOAN, PALOHAN, POLAGUA, BALAOUYU, AND PARAGUA

Palawan is popularly believed to be the contemporary variant of Paragua, a Spanish word for a closed umbrella. The Spaniards named it as such due to the considerable length and narrow shape of its main island. While this has been the traditionally accepted narrative of how it acquired its name, Palawan was already in the consciousness of inhabitants of the southwest islands even before Magellan's expedition. For instance, the first time Polauan was mentioned in Pigafetta's chronicle¹ was when the explorers reached Cagayan de Tawi-Tawi. Pigafetta's group, having realized that there was little food to restock their dwindling provisions, asked where Polauan was and were pointed northwest. The Mapuns that Pigafetta met in Cagayan de Tawi-Tawi had considerable ties—economic and cultural connections that were trade based—with southern Palawan and Borneo. Casiño identified where they were found:

The Jama Mapun ethno-linguistic group is not limited to the island of Kagayan alone. Many of them are found in Southern Palawan, parts of coastal North Borneo, and in many small islands and islets in-between, for instance, in Turtle Islands.²

The first attempt to trace Palawan's shape was presumed to be during the expedition's arrival. However, one may need to be open to the possibility that the location may have been marked already in maps contemporaneous with and after the Magellan–Elcano expedition's Philippine

phase. Maps crafted by prominent Italian, Dutch, and German cartographers such as Gastaldi, Mercator, De Jode, Bussemachaer, and Ortelius displayed variations of Palawan’s name (Table 2).

MAP 1. GIACOMO GASTALDI. “IL DISEGNO DELLA TERZA PARTE DELL’ ASIA.” 1561.



MAP 2. GIACOMO GASTALDI. “VNIVERSALE DESCRITTIONE DI TVTTA LA TERRA CONOSCIUTA FIN QVI.” 1565.



MAP 3. ABRAHAM ORTELIUS. "INDIAE ORIENTALIS INSULARUMQUE ADIACENTIUM TYPUS GIELIS VAN DIEST." 1570.



TABLE 2. PALAWAN NAME VARIATIONS AMONG DIFFERENT PERIOD MAPS
SOURCE: SEE MAPS IN REFERENCES

CARTOGRAPHER	NATIONALITY	YEAR	NAME OF PALAWAN
Giacomo Gastaldi	Italian	1561	Palohan
Giacomo Gastaldi	Italian	1565	Polaguan
Abraham Ortelius	Dutch	1570	Palohan
Gerard de Jode	Dutch	1593	Paloha
Johann Bussemachaer	German	1600	Paloan
Abraham Ortelius	Dutch	1603	Palohan
Gerhard Mercator	Dutch	1610	Palohan
Nicolas Sanson	French	1657	Paragoya ou Calamianes

Apparently, Palohan, Polaguan, Paloan, etc. were attributed to one and the same island. The plausible explanation was that maps published after 1521 possibly referenced Polauan from the same Pigafetta account. Suarez provided an alternative view:

Since Palawan is a very long, very narrow, diagonally oriented island which the Spanish crew did not circumnavigate or even explore extensively, no cartographer could yet have mapped it confidently based on the expedition's reports. Gastaldi, however, succeeded sufficiently well in rudimentarily portraying the island's shape and orientation on the 1548 map so as to suggest that the Magellan voyage could not have been his only source for mapping it. Information from the Portuguese voyages to China from Malacca may have touched on the island and provided Gastaldi with some hints of the island's shape.³

Suarez asserted that cartographer Giacomo Gastaldi might have used Pigafetta's information but such was not enough to draw the actual contour of the area since the Spanish crew did not completely navigate its surrounding waters. Gastaldi might have consulted other sources to create a more accurate shape for Palawan. Suarez also provided a different provenance for its name, explaining that 15th century cartographers might have used Polagua or Polaguan. By mistaking Magellan's Palawan to be the reversed form of Gaunispola, an island in Sumatra, they marked it in their charts as Pola Guanís, which later became Polaguan:

Curiously, Palawan is found on some of the separately published Italian world maps of the mid-century as Pola Guan, which seems to be Gauenispolá, the little island off the northwest coast of Sumatra first known to the West from Marco Polo, in reverse. When these map makers, who were largely inspired by Gastaldi, learned *pulo* meant island, they probably suspected that Gaunispola was a corruption of Pulo Guanís, and associated it with the Pulaoan of the Magellan expedition, thus identifying Palawan as Pola Guan.⁴

Meanwhile, Wang Zhenping cited information about 10th century Chinese records that mentioned Polauan as Balaoyu:

During the Southern Song Dynasty (1127–1279), officials at the Bureau of Maritime Trade in Fujian, China reported other merchants from various Philippine islands: Ma-i; Baipuer (present-day Babuyan Islands); and Sandao or Sanyu, a term used collectively to refer to the following areas: Jamayan (present-day Calamian), Balaoyou (present-day Palawan), and Pulihuan (near present-day Manila). Trade continued until the Yuan dynasty (13th to 14th centuries).⁵

Palohan, Polaguan, Polauan, Balaouyu, and Paragua meant southern mainland. Polauan is distinct from the Calamianes islands (Busuanga, Coron, Culion, and Linapacan) and the smaller northeastern islands of Agutaya, Cuyo, and Magsaysay. Pigafetta's triangle-shaped

Polaoan proved that the Spanish ships were not able to circumnavigate and trace the outline of its coastlines such that it even acquired boxlike rectangular features on maps published eighty years after Magellan's voyage. Palawan would only take a semblance of its true shape on charts created in the mid-1600s, after Spain established administrative control that permitted opportunities to accurately map the province.

NAVIGATIONAL ROUTES AND DISTANCES

THE SPANISH *LEGUA*

In June 1521, Pigafetta wrote in his entry that the fleet was “twenty five leguas to the northwest.”⁶ Coming from Cagayan de Tawi-Tawi, the voyagers found an island abundant with natural resources. The area was situated in a “latitude of nine and one-third degrees toward the Arctic Pole... it is called Pulaoan.”⁷

Distances travelled and sites visited by their ships were based on the accounts of Antonio Pigafetta, the Genoese pilot, and Francisco Albo. Establishing the Spanish *legua*'s measure of length as used in navigation was crucial in determining distances. Roland Chardon noted that in the 1500s, the legua (league) corresponded to 5.55 kilometers—the same standard of measure used in the voyage.⁸ However, Scott Fitzpatrick and Richard Callaghan's comprehensive 2008 study provided a more accurate measurement with Magellan's 1519 Memorandum to the Spanish King as basis, where a league equaled 3.428

nautical miles or 6.348656 kilometers.⁹ By adapting Fitzpatrick and Callaghan’s legua and comparing it to global positioning system (GPS) distances between points (Mapun and southern towns of Palawan), the approximate areas were discovered.

TABLE 3. DISTANCE OF MAPUN WITH PALAWAN MUNICIPALITIES USING FITZPATRICK AND CALLAGHAN’S LEGUA

25 LEGUAS (PIGAFETTA’S DISTANCE BETWEEN MAPUN AND PALAWAN)	MAPUN TO PALAWAN	PRESENT DISTANCE (GPS)	MARGIN OF DIFFERENCE
158 kilometers	Mapun to Balabac	196 kilometers	38 kilometers
158 kilometers	Mapun to Bataraza	207 kilometers	49 kilometers
158 kilometers	Mapun to Brooke’s Point	216 kilometers	58 kilometers
158 kilometers	Mapun to Española	234 kilometers	76 kilometers
158 kilometers	Mapun to Narra	251 kilometers	93 kilometers
158 kilometers	Mapun to Aborlan	285 kilometers	127 kilometers
158 kilometers	Mapun to Puerto Princesa	309 kilometers	151 kilometers

1 Spanish legua equivalent to 6.348656 km.

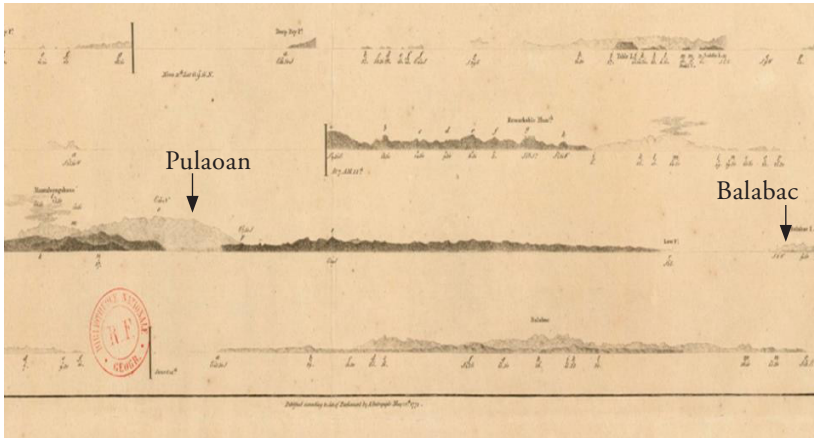
Pigafetta's estimates as computed using Magellan's legua (6.348656 kilometer) suggests Balabac as the first landfall. Balabac is the foremost candidate as it is the closest to Mapun compared to other towns, even allowing for slight margins of error. It must be noted, however, that Pigafetta described the location as a big island: "About twenty-five leguas to the west northwest from the above island we found a large island."¹⁰

It is possible that when Pigafetta's company sailed 25 leguas west northwest from Cagayan de Tawi-Tawi, the southern portion of the mainland composed of Bataraza–Brooke's Point and its highest elevation (the peaks of Mantalingahan mountain range) would have been very visible. If the compelling reason for sailing to Polaoan was to secure provision, then it would have been logical and practical for the group to proceed to the mainland rather than to Balabac because they could yield more resources from the mainland given its larger area.

As proof, the difference between Balabac and mainland Palawan is evident in the 1761 cartographic work, "Views of the Coast of Palawan" by Alexander Dalrymple aboard the schooner *Calludera*.¹¹

Dalrymple drew the southern tip of mainland Palawan and the island of Balabac from a southeast vantage point, presenting a graphical presentation of the difference in size and proportion between Balabac and Polauan when approaching the islands from the sea at a given distance.

CHART 1. DALRYMPLE'S CHART OF THE COAST OF PALAWAN



LOGBOOK, ENTRY-NOTES, AND MAPS

Navigational coordinates provided by the Genoese pilot-Albo-Pigafetta were compared with GPS distances to determine areas where the group anchored, landed, and conducted exploration activities. The sources reported almost similar numbers with a slight difference between N $9^{\circ} \frac{1}{2}$ of the Genoese pilot and N $9^{\circ} \frac{1}{3}$ of Albo and Pigafetta, both corresponding to the southeastern coastline:

Genoese Pilot

...and fell in with a large island, and ran along the coast of this island to the north-east and reached as far as nine degrees and a half.¹²

Albo

...and this coast runs N.E. S.W., and the cape of the N.E. part is in $9^{\circ} \frac{1}{3}$, and the part of S.W. is in $8^{\circ} \frac{1}{3}$.¹³

Pigafetta

That island lies in a latitude of nine and one third degrees toward the Arctic Pole, and a longitude of one hundred and seventy-one and one third degrees... It is called Pulaoan.¹⁴

The LatLong.net website, a latitude-longitude finder, locates geographic coordinates for places keyed into the form on its website. For this paper, the navigational bearings given by the three eyewitnesses, as shown on Table 4, were searched.¹⁵ LatLong.net located these bearings:

TABLE 4. COORDINATES FROM SOURCES AND DISTANCES COVERED

AUTHOR AND COORDINATES	BEARINGS	AREA COVERED
9° ½ North (Genoese Pilot)	9° 30'	Northern Limit Palawan Voyage
9° ⅓ North (Albo and Pigafetta)	9° 20'	Northern Limit Palawan Voyage
8° ⅓ South (Albo)	8° 20'	Southern Limit Palawan Voyage

N 9° ½ or N 9° 30' registers Barangay Isaub in Aborlan, an old town south of Puerto Princesa. Isaub is a settlement along the southeast coast. Based on the Genoese pilot's given coordinates,¹⁶ this is probably the northernmost point reached by the ships before doubling back south.

IMAGE 1. 9° 30' NORTH (GENOESE PILOT) 9° 30' LOCATES ISAUB, ABORLAN.

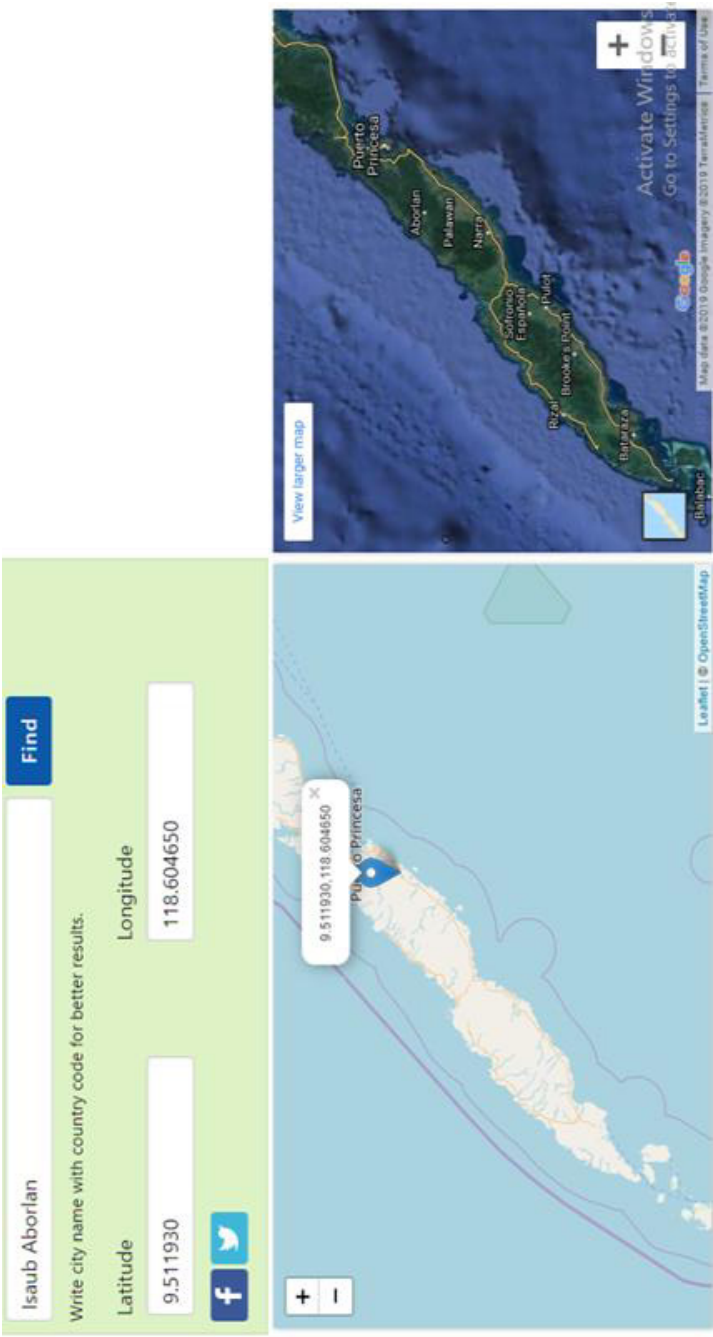


IMAGE 2. SHOWS N 9° 1/3 OR N 9° 20', CORRESPONDS TO BARANGAY TINAGONG DAGAT OF NARRA, THE ALBO¹⁷ AND PIGAFETTA RECORDED NORTHERN LIMIT.

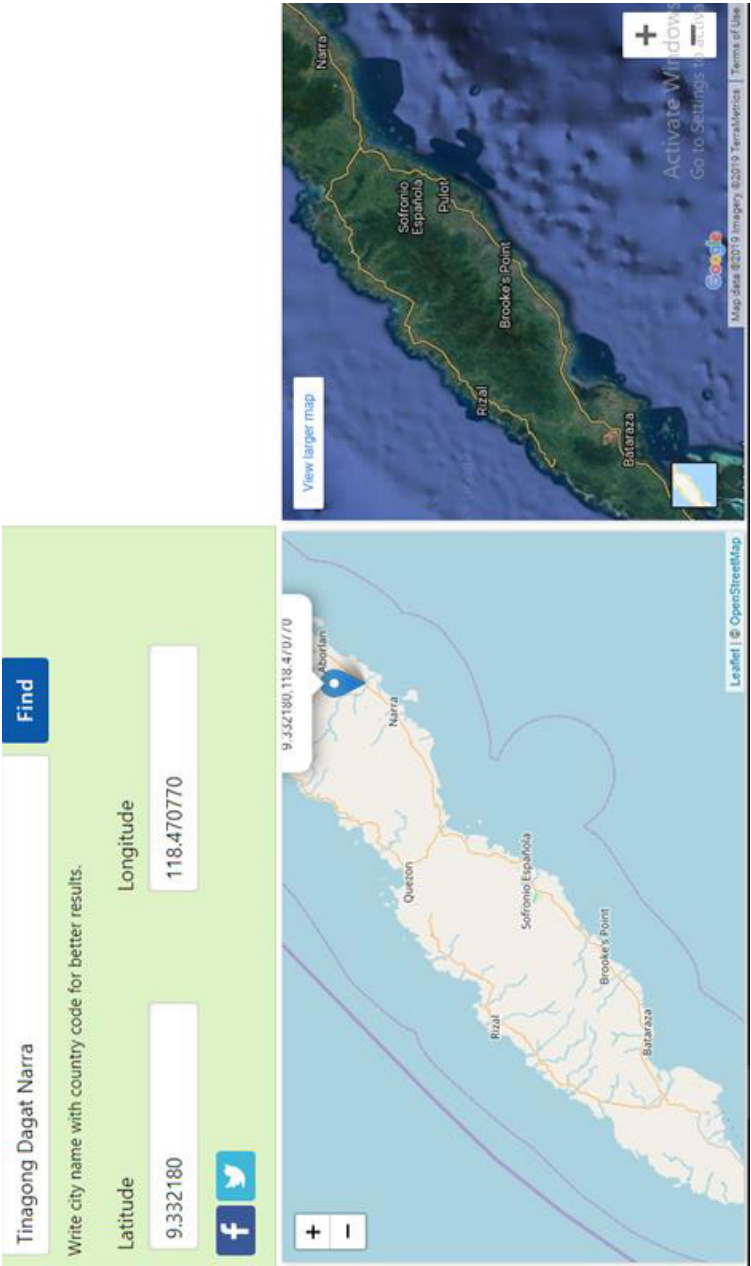


IMAGE 3. SOUTHERN LIMIT ONLY HAS ALBO'S S 8° 1/3 OR S 8° 20' 18" DISPLAYING BULILUYAN, BATARAZA'S LAST BARANGAY FACING BALABAC.

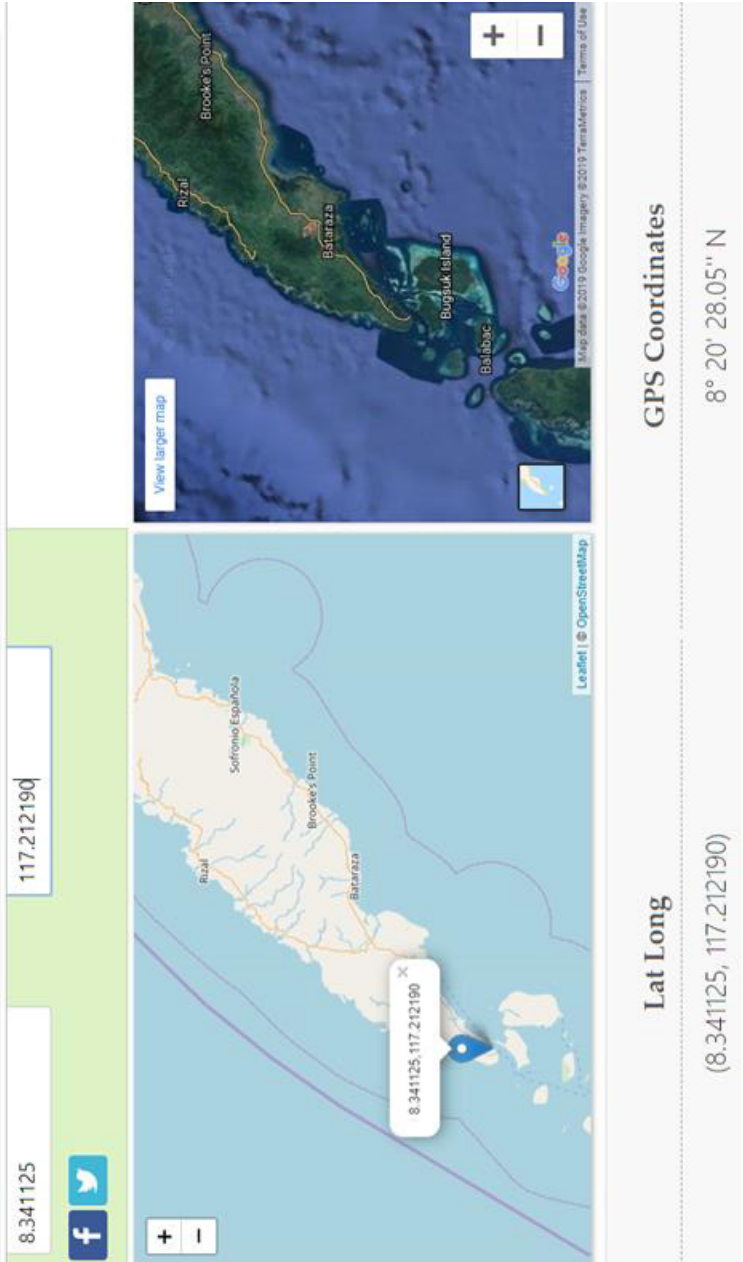


IMAGE 4. EXTENT OF MAGELLAN–ELCANO SOUTHEAST TO NORTHEAST TRAVEL ALONG THE PALAWAN COASTLINE.



- ★ 90° 1/2 North (Genoese Pilot) ABORLAN
- ★ 90° 1/3 North (Albo and Pigafetta) NARRA
- ★ 80° 1/3 South (Albo) BATARAZA

By combining the north and south bearings from the Genoese pilot-Albo-Pigafetta reports and plotting these on a contemporary map, the distance the voyagers travelled along coastlines of Palawan's southern half were determined.

Upon sighting the Bataraza–Brooke's Point area, the sailors had coasted northeast toward the general area between Aborlan and Narra covering 225 kilometers, or 35 leguas. Eyewitness accounts of such landing on the island were validated by the geographic coordinates.

The important questions now are: Where did the landings happen? Was it on the northern half, where the island groups are; or on the southern part of the mainland? Suarez suggested that Pigafetta's reported bearings have a tendency to be a little farther north than the true north. Allowing for this margin of error makes it unlikely for the crew to have sailed beyond mainland Palawan's halfway point.

Pigafetta placed the island at a latitude of 9° 2' north; if its measurement was accurate, this means they reached Palawan roughly midway along its coastline, on the south end of Island Bay. But since the stop at Palawan was simply a diversion for resupplying and nothing more, they would have gone no further north than necessary ... Given that Pigafetta's latitudes tended to be slightly north of true, and that they approached from the south, we can speculate instead that they probably landed toward the southern part of the island's eastern coast.¹⁹

This study concurs with Suarez’s assumption that Pigafetta’s latitudes had a more northern orientation over the magnetic north, and coordinates actually points to the area south of what was initially indicated. Combining the Genoese pilot-Albo-Pigafetta data makes the southern shoreline the site of the first anchorage, consequently well outside the southmost boundary of Puerto Princesa.

OLD ABORLAN AREA: FIRST ANCHORAGE

In the early part of June 1521, the Magellan–Elcano expedition had reached the farthest northern area that they could have explored given their dwindling provisions. Since they only had eight days’ worth of rations left after leaving Cagayan de Tawi-Tawi, they would have set aside surveying activities and instead focused on finding food. Albo had the most complete description of this effort:

... from this [Cagayan] they went on further to west south-west and fell in with a large island, and ran along the coast of this island to the north-east/and reached as far as nine degrees and a half, where they went ashore one day, with the boats equipped to seek for provisions, for in the ships there was now not more than for eight days. On reaching shore the inhabitants would not suffer them to land, and shot at them with arrows of cane hardened in the fire, so that they returned to the ships....²⁰

The phrase “where they went ashore one day”²¹ had no specific date and can be any of the twenty-four days. Still, it is safer to assume that they disembarked on the

early part of the period because of exigencies. Terminating their northern exploration, they would have anchored somewhere along the Aborlan–Narra area. This region, originally known only as Aborlan, is the ancestral domain of the Tagbanua tribe's earliest settlements as reflected in old Spanish maps of Paragua. Nilo Ocampo, citing historian James Alexander Robertson, offered the idea that the Spaniards first landed in an area of what is now Puerto Princesa, and their first contact were with the Tagbanuas.²¹

Aborlan, together with Punta de Assumpcion (Puerto Princesa), was already indicated in the 1734 Murillo Velarde Map. Puerto Princesa's bearing between N 9° 7' and N 9° 8' registers a full two to three degrees difference compared to the Genoese pilot-Albo-Pigafetta values. This paper asserts that the landing did not happen in Puerto Princesa but within the general location of old Aborlan at N 9° 5'.

MAP 4. THE 1734 MURILLO VELARDE MAP, ABORLAN AND TAGUSAO MARKED IN THE CHART.



The Magellan–Elcano expedition’s first encounter with local inhabitants in this area was probably with the Tagbanuas of Aborlan. It was an abrupt encounter because having prepared and launched the smaller boats to gather supplies, the voyagers were attacked by the natives with “arrows of cane hardened in the fire” and driven away from the shore.²²

The hostile welcome can be explained as a direct consequence of complex traditional ties existing between Moros on one side, and Tagbanuas and Pala’wans on the other side long before the arrival of the Magellan–Elcano crew. Moros exercised a combined economic and political influence over central and southern parts of the main island, where the Sultan of Sulu had trade monopoly over the products and slaves from Palawan. This hegemony was evident in the strict collection of the Paramita-an taxes levied on Tagbanuas and Pala’wans:

Before the entry of the Spaniards and continuing throughout almost the entire period of their [Spaniards’] occupation, the territories of the province were persistently under the influence of Islamized people from Borneo and the Sulu archipelago.²³

According to Majul (1981), such a political framework over islands and communities of southwest Philippines existed even prior to the Spanish colonization. This narrative is contrary to the popular assumption that such structure only began in 1526. He pointed to the marital

connections between rulers of Brunei and Sulu as evidence and example:

Indeed, the date of 1526 AD is wrong since Spanish record state in 1521 there was already a ruler in Sulu who had enough prestige to have become the father in law of the Brunei Sultan at that time.²⁴

The relationship between Moros and natives of Palawan is described as advantageous to the former and exploitative of the latter.²⁵ The Tagbanuas and Pala'wan five hundred years ago endured abuses based on unfair trade, usurious credit practices, and exacting tribute system. Furthermore, they were vulnerable to terrifying Moro raids on their coastal settlements where some of their relatives were captured to be sold as slaves.

The Tagbanuas became wary of boats arriving from the sea, which usually carried Moro marauders. They learned to be vigilant against possible attacks on their kinsfolk and villages. Painful experiences taught them that the onset of southwest monsoons, or *habagat* (or what the Spaniards call *vendavales*), signaled the start of violent incursions along their shores. The sight of Moro raiding parties terrified inhabitants along the coast. For added shock value, pre-dawn attacks were usually done at the start of the *vendavales*.²⁶

The Spanish crew's arrival in the area on the first week of June 1521 coincided with the start of *vendavales*. The Spaniards, having prepared their boats to secure supplies in an unfamiliar territory, were armed to defend themselves.

As the group approached the shores of Aborlan, projectiles of spearlike weapons were hurled toward them.

For the Tagbanuas, the coming southwest monsoon was ominous of impending raids by Moro pirates. The attacking natives mistook the Spanish crew for a group of Moros with the way the former would have appeared as they attempted to land armed and as they scouted the surroundings.

The Pala'wan and Tagbanua adapted the type of arms used by the Moros,²⁷ such as canes with sharpened ends hardened by fire, as described in the Genoese pilot's account.²⁸ They were adept at using spears called *calabays* or *sagus* during raids. Their victims such as the Tagbanuas would have picked up the weapons and used these to retaliate and defend themselves from the same attackers.²⁹

BROOKE'S POINT TAGUSAO AREA: FIRST AND SECOND LANDING

Having encountered such resistance on their first anchorage along Aborlan–Narra, the voyagers returned to their ships and deliberated on the best course of action. Clues on what transpired can be read in the Genoese pilot's log:

Seeing this, they agreed to go to another island, where they had had some dealings, to see if they could get some provisions. Then they met with a contrary wind, and going about a league in the direction in which they wished to go.³⁰

The phrase “then they met with a contrary wind, and going about a league in the direction in which they wished to go” is crucial in understanding the narrative’s context and its implications on the first landing site. This sentence referred to combination winds and currents brought by the *habagat* (vendavales), seasonal strong winds blowing northwest to southwest starting approximately between end of May and start of June every year.³¹

Brisas (*amihan*) and vendavales dictated ancient dynamics of navigation in Asia ever since men took to the seas. Casting boats from continental shores toward scattered islands and archipelagoes of southeast Asia requires waiting for the brisas blowing from November to May, then riding during the vendavales that begins on the last week of May toward October to return home. Vessels faced dangers whenever they veered close to Palawan’s irregular coastlines and sharp reefs during the vendavales.³²

Hard-pressed after the botched landing in old Aborlan, the voyagers proceeded north and experienced difficulty navigating the ships against winds and currents coming from the opposite direction. Changing their course, they opted to steer south to take advantage of the vendavales, increasing the ships’ coasting speed and making them travel farther than the league recorded. To protect their ships from strong waves that might wreck the boats against the reefs, seasoned sailors of the expedition would have looked out for bays deep enough to cast anchor and shelter the ships from the elements. The nearest bay offering such protection was Bahia de Islas (Bay of Islands) along the coastal town of Española.

Joam Campos, a soldier, volunteered and went ashore to deal with the natives. This time, he was warmly welcomed and invited to walk a distance of one league, between 5 to 6 kilometers toward the interior, probably to the center of the inhabitants' hamlet:

So he went on shore, and as soon as he reached it, the inhabitants received him, and took him into the interior the distance of a league, and when he was in the village all the people came to see him, and they gave him food, and entertained him well, especially when they saw that he ate pig's flesh; because in this island they had dealings with the Moors of Borneo, and because the country and people were greedy, they made them neither eat pigs nor bring them up in the country. This country is called Dyguasam, and is in nine degrees.³³

He was fed and entertained, and the natives were pleased to see him eat pork meat. He later learned that the village had ties with the Moros of Borneo, a connection that bore traces of animosity because the former prohibited them from eating pork or raising swine in their community. It may be surmised that the natives were not fully converted to Islam; otherwise, they would not have offered and derived pleasure from seeing their guest consume such a forbidden meat. The Pala'wan "country" where Campos was received was Dyguasam, located "nine degrees north" based on the accounts.

This supports Albo's report of his version of Tagusao (having heard it as "Saocao"), as thus:

Then we went to N ¼.E., coasting along it until the town Saocao, and there we made peace, and they were Moors; and we went to another town, which is of Cafres.³⁴

Today, there are contiguous barangays in the coastal town of Española named Pulot-Shore, Pulot-Centro, and Pulot-Interior, each corresponding to specific features of the town’s landscape. From the waterline up the coastal area is the seashore community; from this point toward the flatlands with coconuts and rice paddies is the central village; and from the flatlands edge going up the hills and forests’ center with small upland rice farms is the interior. In Pulot-Interior, there is a *purok* called Tagusao.

The results in Table 5 adopted the “nine degrees” or N 9° 0’ of the Genoese pilot’s estimate and cross referenced this with the present locations of Pulot-Shore, Pulot-Centro, and, in particular, Pulot Interior of Sitio Tagusao.

TABLE 5. COMPARING CAMPOS’ N 9° DYGUASAM AND THREE PULOT BARANGAY COORDINATES

PLACE NAMES	NORTH BEARINGS
Campos’s Dyguasam (Albo’s notes)	N 9.00
Pulot Interior	N 9.04
Pulot-Centro	N 8.99
Pulot-Shore	N 8.93

The “Dyguasam”³⁵ where Campos stayed is located within the general area of Pulot in the Sofronio Española site of the first landing. The Tegozzao (Tagusao) marked in Pigafetta’s drawn map³⁶ may be the same Dyguasam the Genoese pilot repeatedly mentioned, providing three different spellings: Dyguacam, Diguacani, and Diguacam in the following narrative:

They took there as much rice as they wanted, and goats and pigs, and whilst they were at this place there came a Moor, who had been in the village of Dyguacam, which belongs to the Moors of Borneo, as has been said above, and after that he went to his country. While they were at anchor near this village of Diguacani, there came to them a parao in which there was a negro named Bastiam, who asked for a flag and a passport for the governor of Diguacam, and they gave him all this and other things as a present. They asked the said Bastiam, who spoke Portuguese sufficiently well, since he had been in Maluco, where he became a Christian, if he would go with them and show them Borneo; he said he would very willingly, and when the departure arrived he hid himself, and seeing that he did not come, they set sail from this port of Diguacam on the 21st day of July to seek for Borneo. As they set sail there came to them a parao, which was coming to the port of Diguacam, and they took it, and in it they took three Moors, who said they were pilots, and that they would take them to Borneo.³⁷

To appreciate the process of approximating the location of the second landfall, a thorough contextual reading was done to reveal the dynamics between economic (trade), socio-cultural (custom and religion), and most importantly, political aspect (governance) of events in the narrative.

The fact that Campos attempted to communicate through sign language conveyed his desire to trade, and his willingness to pay delighted the villagers. Always on the losing end of their dealings with the Moros, the locals were so excited that this guest gave them an opportunity to earn profit such that they stayed up all night “pounding rice.”

The positive interaction between the sailors and Pala’wans were affirmed in the following narrative: “... and when it was morning, they took the rice and the said Christian, and came to the ships, where they did them great honour, and took in the rice and paid them, and they returned on shore.”³⁸

The people brought Campos and the rice they had pounded to the ships. The crew took the rice and paid them fairly and, by this, had done the natives “great honor.” Word about the foreigners doing good business with locals soon spread along the coastal settlements. A delegation from another village not too far away came to call, bargained with the Spaniards, and expressed his fellow villagers’ willingness to provide them as much goods as they needed in exchange for money:

Inhabitants of another village, a little further on, came to the ships and told them to go to their village, and that they would give them much provisions for their money; and as soon as the said man whom they had sent arrived, they set sail and went to anchor at the village of those who had come to call them.³⁹

Thus, the ships made their second landing. That is, they sailed a short distance southward and anchored near the village that invited them, made peace with the local chieftain, and bartered for more provisions in exchange for their “linen stuff” (perhaps an expensive Spanish calico or cloth). Strangely, the Spaniards called the place “Vay Palay Cucara Canbam.”⁴⁰ Today, no place name extant along the Brooke’s Point–Sofronio Española area remotely resembles it. One can surmise that what the crew heard was probably more of a verbal offer to trade “palay” or rice for a specific measure or standard. At this point, Dyguacam as the first variation of Tagusao was mentioned. In the midst of their dealings, they met a Moro.

They took there as much rice as they wanted, and goats and pigs, and whilst they were at this place there came a Moor, who had been in the village of Dyguacam, which belongs to the Moors of Borneo, as has been said above, and after that he went to his country.⁴¹

A plausible interpretation of what transpired was that the Moro followed the route taken by the Spaniards, going

first to Tagusao–Española then moving to the village where the crew was trading. Based on the next line (below), they anchored in a place called Diguacani, where a Portuguese-speaking half-breed named Bastiam, who had been to “Maluco” and representing the local chief of Diguacam, called them to identify themselves and presumably to collect some form of port tax—thus, the need to present a “flag and a passport... and other things.” The group gave the items asked as well as more gifts and tokens of goodwill to the local authority:

While they were at anchor near this village of Diguacani, there came to them a *parao* in which there was a negro named Bastiam, who asked for a flag and a passport for the governor of Diguacam, and they gave him all this and other things as a present.⁴²

Bastiam agreed to act as guide when they sail for “Maluco” but did not show up as promised on the 21st of July. They weighed anchor from the port of Diguacam to sail to Borneo. Not long after leaving the settlement, they came upon a *parao* carrying three Moros who were on their way to Diguacam.

They set sail from this port of Diguacam on the 21st day of July to seek for Borneo. As they set sail there came to them a *parao*, which was coming to the port of Diguacam, and they took it, and in it they took three Moors, who said they were pilots, and that they would take them to Borneo.⁴³

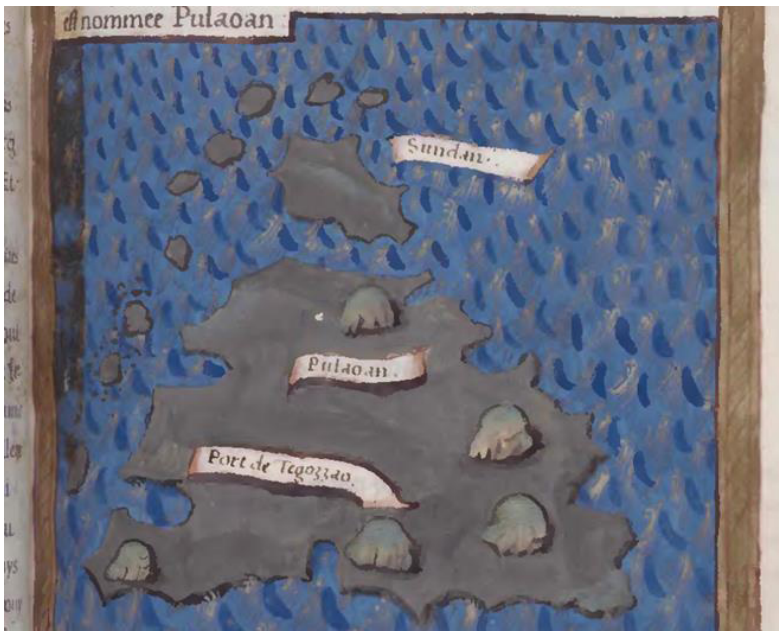
It is therefore highly probable that Dyguacam, Diguacani, and Diguacam are parts of the larger area named Tagusao. Today, three locations near or even contiguous to each other in southern Palawan bear the same names. First, there is Pulot Interior–Sitio Tagusao, Española. This is situated a few kilometers away from the second of the same-name sites, Purok Tagusao–Barangay Barong-Barong, Brooke's Point along the same coast facing the Sulu sea. Interviews with teachers stationed at Barong-Barong Elementary School reveals that Tagusao was the former name for the entire inhabited area along the shoreline. Migrants from Mindanao and Visayas relocating there created a populous community that it was renamed Barong-Barong, presumably because of the shanties built by settlers. However, oral tradition explains barong-barong as derived from the Pala'wan word *badung-badung*, a type of grass growing along Tagusao and shaped like badung/barong, a Moro blade or sword. Purok Tagusao is beside the Tagusao river that flows directly to the sea, adjacent to a private land that terminates along the beach. Inside the property is an old port or landing for boats plying the Mapun-to-Brooke's Point route to bring goods and wares from Sabah and Malaysia.⁴⁴

Finally, immediately behind the boundary of Española lies the town of Quezon that has a coastal barangay fronting the West Philippine Sea named Tagusao.

Consequently, half a century ago, Dyguacam, Diguacani, and Diguacam were the same Tegozzao, a vast region settled by the Pala'wans. Tegozzao was an extensive

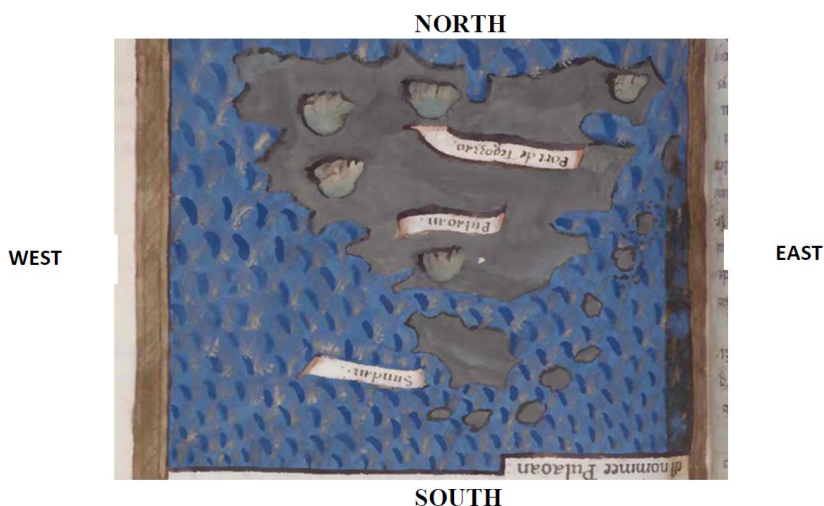
territory straddling the southern coastline of Española—Brooke’s Point along the Sulu Sea, crossing the mountain ranges of Mantalingahan and terminating on the shoreline facing the West Philippine Sea. The French version of Pigafetta’s chronicles includes a clear copy of the map drawn by the writer. The map shows the names Sundan, Polaoan, and Port of Tegozzao (Tagusao).⁴⁵

MAP 5. CHART OF PULAOAN SHOWING THE PORT OF TEGOZZAO



It is important to read Pigafetta’s map in its righted bearings. By changing the orientation of the chart, one is able to see how the identified landings correspond to the correct positioning of the map. Below is the sketch’s reversed presentation.

MAP 6. REVERSED PIGAFETTA PULAOAN CHART



The correct north-south, east-west positions locate Port Tegozzao exactly at the southeast coastline of Polauan, and Sunda are the southwest islands of Borneo immediately below the southern cape of Polauan.

BALABAC ISLANDS AND BULILUYAN–BATARAZA: THIRD AND FOURTH LANDING

Bataraza's link to the historic event comes in two ways: it is the area where the Sultan wields power; and the site of the third landing. Sending Bastiam, his emissary, to the visitors was an exercise of governance and diplomatic gesture from the governor of Diguacam. The "Portuguese-speaking Negro" met the Spaniards so that the latter can state their affairs, present their passports, and pay the appropriate taxes, having done business with the locals.

The foreigners observed courtesies and protocols during the port call, particularly with local chiefs controlling the area. The governor might have been a minor official under the Sultanate of Sulu, a religious and political framework established in 1457 that covered Jolo up to the Sulu area.⁴⁶

According to Gunn, the Sultanate, at the height of its power, had influence and control over considerable parts of the Philippines' southwestern area, which included Palawan, with ties to large settlements in Luzon:

At its peak, the Sulu sultanate held sway over parts of Mindanao, Palawan, and coastal zones of Sabah. It may have had family links with branches in Brunei and an outpost in Manila Bay on Luzon, prior to the Spanish conquest. Brunei in turn posted an adipati or viceroy to Sulu, at least until the 1660s. Maguindanao on Mindanao was a contemporaneous Islamic center of power linked to Sulu by dynastic marriage.⁴⁷

A place in Bataraza is recognized historically as the traditional seat of power of southern Palawan. Long before the arrival of the Spaniards, the residence of the Sultan and succeeding Datus was the area of Barangay Bono-Bono. Sultan Harun-Ar Rashid, successor to the throne of Sulu, and later on, his son Dato Batarasa, from whom the town of Bataraza was named after, held court here discharging the affairs of their office.⁴⁸ This coastal village is a short distance from the port of Tagusao, making it the likely location where the governor of Diguacam quartered when he ordered Bastiam to call on the Spaniards.

During the American expansion in 1905, Venturello and Miller described the conditions of different indigenous people in the mainland, particularly areas where Pala'wans were concentrated and distributed. Likewise, he mentioned Tagasao (Tagusao) and Bono-bono in the following light:

After the Apurahuanos who, as has been said before, are the most numerous, follow the Palawanos, a tribe inhabiting the southern part of Palawan and which name they have taken. They occupy the east and west coast, embracing the rancherias of Tigman, Calategas, Punta Separacion, Aramaysan, Paniquian, Tagasao, Lada, Ipolot, crossing the rancheria of Bono-bono celebrated as the official residence of the Sultan Bataraza; around the point of Bulilian.⁴⁹

McDonald wrote about John Whitehead, a British biologist who stayed in Tagusao for three months to study not only the geography of the area but the settlement and its people as well. According to McDonald, Whitehead described Tagusao as located 10 kilometers away from Brooke's Point:

Such, for instance, is the description given by a British biologist, John Whitehead, who visited southern Palawan in 1887 and published his account in 1893. He stayed from June 18, 1887 (the date of his departure from Labian in North Borneo), to September 5 of the same year (almost three months). He spent most of his time in Tagusao, which is located about ten kilometers north of present-day

Brooke's Point. Thus, he had ample time to observe his surroundings and the daily activities of the people around him.⁵⁰

The National Commission for Culture and the Arts (NCCA) special census for Philippine Indigenous people in the early 1980s reflected the same Pala'wan settlement patterns in the southern half of the province:

The Pala'wan belong to the large Manobo-based languages of southern Philippines, with two generalized subgroupings. The population number approximately 40,630 and is [sic] found in the southern half of the island of Palawan. The Tau't Batu of Singnapan Valley of Ransang is one of the subgroups occupying a specialized environmental niche. The areas of highest concentrations are in Brooke's Point (17,875) and Quezon.⁵¹

Balabac was mentioned by Pigafetta, as the Spanish ships had stopped there twice before going to the southern end of Polaoan to secure food and supplies for their ships for the second time. The first happened when the vessels ran aground among the shoals between the islands:

On leaving this island we returned backwards to look for a convenient place for caulking our ships, which were leaking, and one of them, through the negligence of the pilot, struck on a shoal near an island named Bibalon; but, by the help of God, we got her off.⁵²

The phrase “left the island to return” meant that when they were exiting Borneo, they sailed back where they entered, to an area between Borneo’s northern point and Polaoan’s southern cape. Pigafetta’s “Bibalon” shoals struck the boat’s bottom in Balabac—which meant they were already in Palawan. This paper concurred with Stanley’s observation. Survey of the map reveals several islands surrounded by considerable number of shoals. A vital information from the chronicler was the name “Cimbonbon” and bearings N 8° 7’ to refer to the approximate place where they had repairs. The narrative reads:

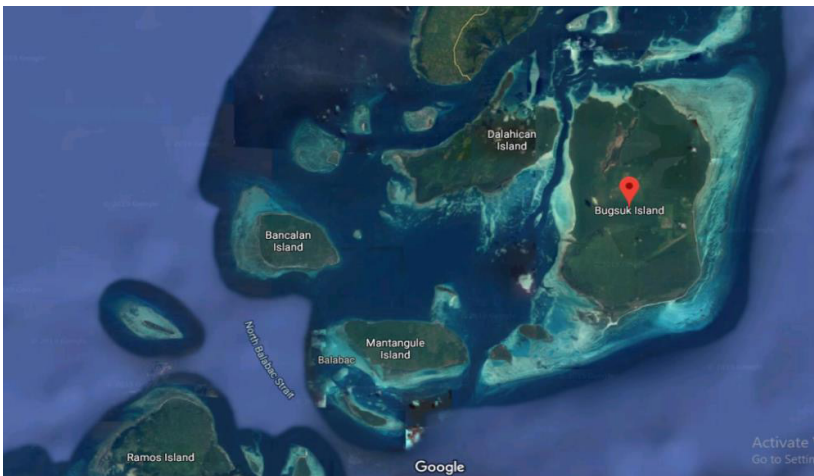
Between the northern cape of Burne and the island named Cimbonbon, situated in 8° 7’ N. latitude there is a very convenient port for refitting ships, and we entered it; but as we were wanting many things necessary for our work, we had to spend there forty-two days. Each one worked at one thing or another according to the best of his knowledge or ability; but our greatest labour was going to get wood in....⁵³

Oskar Koelliker’s map showed that the return route of the Spanish expedition from Brunei passed between the cape of northern Borneo and Banggi island. Banggi, because of its bearings 7° 15’ N, is unlikely to be Cimbonbon. Also, it has no small group of islands immediately between it and northern Borneo—unlike the area between main Balabac island and Palawan’s southern tip, which has several medium to small islands surrounded by shoals. Instead, Bugsuk is highly likely to be the Cimbonbon mentioned, if one were

to take into account Pigafetta's narratives and the GPS of the locale. Between Cimbonbon (Bugsuk) and Bibalon (main Balabac island) are Dalahican (N 8° 15'), Bancalan (N 8° 12'), Mantangule (N 8° 9'), and Canabungan (N 8° 7'). The boats most probably anchored for repairs on one of these islands.

Although Canabungan registers an exact N 8° 7' bearings, it is smaller compared to the other islands; thus, it has limited capacity to provide resources for repairs and provisions. Balabac's island group, which provided sanctuary for the crew, is the third landing site.

MAP 7. BUGSUK MARKED BY LOCATOR ICON.
IMMEDIATELY SOUTHWEST ARE DALAHICAN (N 8° 15'), BANCALAN (N 8° 12'),
MANTANGULE (N 8° 9'), AND CANABUNGAN (N 8° 7').
JUTTING DOWNWARD IS THE SOUTHERNMOST END OF PALAWAN.



After fixing their boats in Balabac, they anchored at Buliluyan, Palawan's southernmost tip. The expedition spent the remaining part of their forty-two days exploring

the place and gathering additional supplies for their Moluccas (or Maluco) journey. Pigafetta narrates:

The island in which we were is called Pulaoan. On leaving this island—that is to say, the port which is at the extremity of it—we met a junk which was coming from Borneo. We made signals to it to strike its sails; but as it would not obey, we overtook it, captured and pillaged it. It had on board the Governor of Pulaoan, with a son and a brother of his.⁵⁴

On Palawan's older maps, Buliluyan is a combination of the word “buli” (meaning, below or bottom) and “lihian” or “lihan” (a place to rest). Such is the traditional stopover of various vessels crossing between and among the southwest islands along the sea lanes of Sulu Sea, Balabac Strait, and West Philippine Sea. Interviews with local residents said that their place was the usual temporary docking area for boats travelling from Cagayan de Tawi-Tawi to either southern Palawan, Balabac, or Sabah and vice versa. The area is a natural harbor for ships for the sufficient depth it offers.

1912 OSKAR KOELLIKER-TRACED MAGELLAN–ELCANO ROUTE

Findings of this paper are compared with Oskar Koelliker's 1912 study on the Magellan–Elcano voyage. Koelliker had reconstructed the path based on bearings by the Genoese pilot-Albo-Pigafetta accounts. Below is the route according to Koelliker.

MAP 8. PALAWAN ROUTE OF MAGELLAN-ELCANO EXPEDITION
ACCORDING TO KOELLIKER (1912)

ermanns Geogr. Mitteilungen

Jahrgang 1912, II, Tafel

Magellans Kurs durch die indische Inselwelt

Konstruiert von O. Koelliker



Koelliker assumed that the location of the first landfall was between Bataraza–Brooke’s Point. The voyagers then proceeded northeast, terminating at a point fronting Bahia de Las Islas (Island Bay) between Narra–Sofronio Española, before circling back southward along the coast between the Balabac islands and toward Borneo. However, in the Koelliker path, the fleet’s return neither passed between Balabac and Bugsuk nor stopped on Palawan’s southern end.⁵⁵

Areas covered by Koelliker are consistent with the sites identified in this paper. Both studies presented the southeast coastlines from Bataraza to Brooke’s Point as either landing sites or route areas, and Balabac as the exit point.

On the other hand, the following are the main differences:

1. According to Koelliker, the fleet initially landed on Bataraza–Brooke's Point and continued northward before heading back. In contrast, this paper makes Bataraza–Brooke's Point the area of first land sighting, where the crew oriented their ships. However, instead of landing, they coasted northward between N 9° ½ (Genoese pilot) and N 9° ⅓ (Albo–Pigaffeta) before doubling back, thus making the area of old Aborlan the site of first anchorage.
2. Koelliker's traced areas of landfall had not identified place names in his 1912 map. Meanwhile, this paper identifies the old Aborlan area (as the location of first anchorage) and Española, Brooke's Point, Balabac, and Bataraza as the four general landing sites during the two phases of the expedition's Palawan route.
3. Koelliker's return line from Borneo was between the main Balabac island (Bibalon) and Banggi island (part of Burney/Borneo). This paper identifies the re-entry point as the general area between the large main island of Balabac (Bibalon) and its southwestern island of Cimbonbon (Bugsuk), where the crew repaired their ships then anchored at the southern cape of Palawan (Buliluyan).

CONCLUSIONS

This study established important points and constructed plausible historical narratives for the Palawan phase of the Magellan–Elcano expedition. These are:

1. Palohan, Polagua, Polaguan, Polauan, Balaouyu, and Paragua (variations of Palawan) refer only to the southern mainland. Anchorage and landings were limited only to this area, except for Balabac as specifically mentioned by several sources. Polagua was possibly the reverse derivative of Gauenispola, an island in Sumatra. Cartographers mapping Asia and China from the other side of the world believed that Palawan, which was on the extreme southeast end of their maps, was Gauenispola and thus marked Palawan as Pola-guan.
2. The dire need for food and onset of vendavales/habagat hampered the crew's attempts to discover the northernmost tip of Polauan or circumnavigate it. Dwindling supplies and navigational difficulties posed by strong currents forced them to attempt a landing. The Tagbanuas, wary of possible Moro raids during the monsoon season, mistook the Spaniards for Moro pirates. This explains the hostile reception toward the Spanish crew when the latter tried to land in old Aborlan, site of the first anchorage. The crew then proceeded southward and sailed with the monsoon, searched for sanctuary for their ships and found their nearest refuge in Bahia de Las Islas (or Island Bay) in Española–Brooke's Point, near the area of the first landfall.
3. The crew first landed and was welcomed in Pulot and traded in Tagusao. Hearing news of the Spanish group's presence, a delegation from another village invited the crew to Port Tegozzao/Tagusao. Thus, their

second landing was at Barangay Barong-Barong, Sitio Tagusao of Brooke's Point, where an old port once stood beside the Tagusao river. A Portuguese-speaking emissary sent by the Governor of Diguacam, a local chieftain probably residing in Bono-bono, Bataraza, called on the Spanish crew.

4. From Borneo, the crew foundered on Bibalon's (Balabac) shoals and waited for the high tides to free their moorings. They then proceeded to one of the several islands between Bibalon (Balabac) and Cimbonbon (Bugsuk). After making repairs on the ship, they anchored at Buliluyan at the southernmost end of Palawan. Buliluyan meant resting place—so named because its natural harbor was used as a stopover site by itinerant Moslem merchants plying Sulu, Mapun, south Palawan, and Sabah trade areas.

In sum, the historical narratives in this paper identify old Aborlan as the first anchorage area, the Española–Brooke's Point Tegozzao–Tagusao region as first and second landing places, and Balabac and Bataraza, respectively, as third and fourth landing sites of the Magellan–Elcano expedition in Palawan.

NOTES

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- 3 Thomas Suarez, *Early Mapping of Southeast Asia: The Epic Story of Seafarers, Adventurers, and Cartographers Who First Mapped The Regions Between China and India* (Tuttle Publishing, 2012), 124–130.
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- 10 Stanley, *The First Voyage Round the World by Magellan*, 108–109.
- 11 Alexander Dalrymple, *Memoir of the Chart of the West Coast of Palawan or Paragua. Containing the Journal of the Schooner Cuddalore* (1761).
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- 18 Ibid.
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- 20 Stanley, *The First Voyage Round the World by Magellan*, 14–15.
- 21 Nilo S. Ocampo, *Katutubo, Muslim, Kristiyano: Palawan, 1621–1901* (Alemanya: Bahay Saliksikan ng Kasaysayan, 1985), 14.
- 22 Stanley, *The First Voyage Round the World by Magellan*, 15.
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- 25 Manuel H. Venturello, “Manners and Customs of the Tagbanuas and Other Tribes of the Island of Palawan, Philippines,” in *Smithsonian Miscellaneous Collections*, vol. 48 (Washington, D.C.: Smithsonian Institution, 1907).
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- 42 Ibid., 17.
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- 44 Churchil B. Janoras, Interview with Author, Legend Hotel-Palawan, December 2019.
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- ⁴⁸ Michael Angelo A. Doblado, Oscar L. Evangelista, and Jackielyn S. Abela, “History of the Town of Bataraza” (unpublished manuscript December 2011) typescript.
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- ⁵⁰ Charles J-H Macdonald, *Uncultural Behavior: An Anthropological Investigation of Suicide in the Southern Philippines* (University of Hawai’i Press 2007), 13.
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- ⁵³ Ibid.
- ⁵⁴ Ibid., 119.
- ⁵⁵ Oskar Koelliker, “Kurs der Magellanishcen Flotte durch die indische Inselwelt auf der erstan Erdumsegelung 1519–22” (The route of Magellan’s fleet through Indonesia during the First Circumnavigation of the Globe 1519–22), *Dr. A Petermann’s Mitteilungen aus Justus Geographischer Anslat* 58 (1912), 335–337.

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TABLES

Table 1. Distribution of days spent by Magellan–Elcano Voyage in the Philippines.

Table 2. Palawan name variations among different period maps.

Table 3. Distance of Mapun with Palawan municipalities using Fitzpatrick and Callaghan's *legua*.

Table 4. Coordinates from sources and distances covered.

Table 5. Comparing Campos' N 9° Dygusam and three Pulot Barangay coordinates.

MAPS

Map 1. Gastaldi, Giacomo. "Il Disegno Della Terza Parte Dell' Asia." Rome/1561. From Barry Lawrence Ruderman Antique Maps. Inc. In <https://www.raremaps.com/inventory/search?q=Il+Disegno+Della+Terza+Parte+Dell%27+Asia+> (accessed June 2019).

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Map 4. The Murillo Velarde 1758 Map. Aborlan and Tagusao marked in the chart. From Library of Congress In <https://www.loc.gov/maps/?dates=1734&fa=contributor:murillo+velarde,+pedro> (accessed June 2019).

Map 5. Chart of Pulaoan showing the port of Tegozzao.

Map 6. Reversed Pigafetta Pulaoan chart.

Map 7. Bugsuk marked by locator icon. From Latlong.net, Latitude and Longitude Finder. In <https://www.latlong.net/convert-address-to-lat-long.html> (accessed June 2019).

Map 8. Palawan route of Magellan–Elcano Expedition according to Koelliker (1912).

IMAGES

Image 1. LatLong.net. Latitude and Longitude finder. <https://www.latlong.net/> (Accessed June 2019).

Image 2. LatLong.net. Latitude and Longitude finder. <https://www.latlong.net/> (Accessed June 2019).

Image 3. LatLong.net. Latitude and Longitude finder. <https://www.latlong.net/> (Accessed June 2019).

Image 4. Extent of Magellan–Elcano southeast to northeast travel along the Palawan coastline.