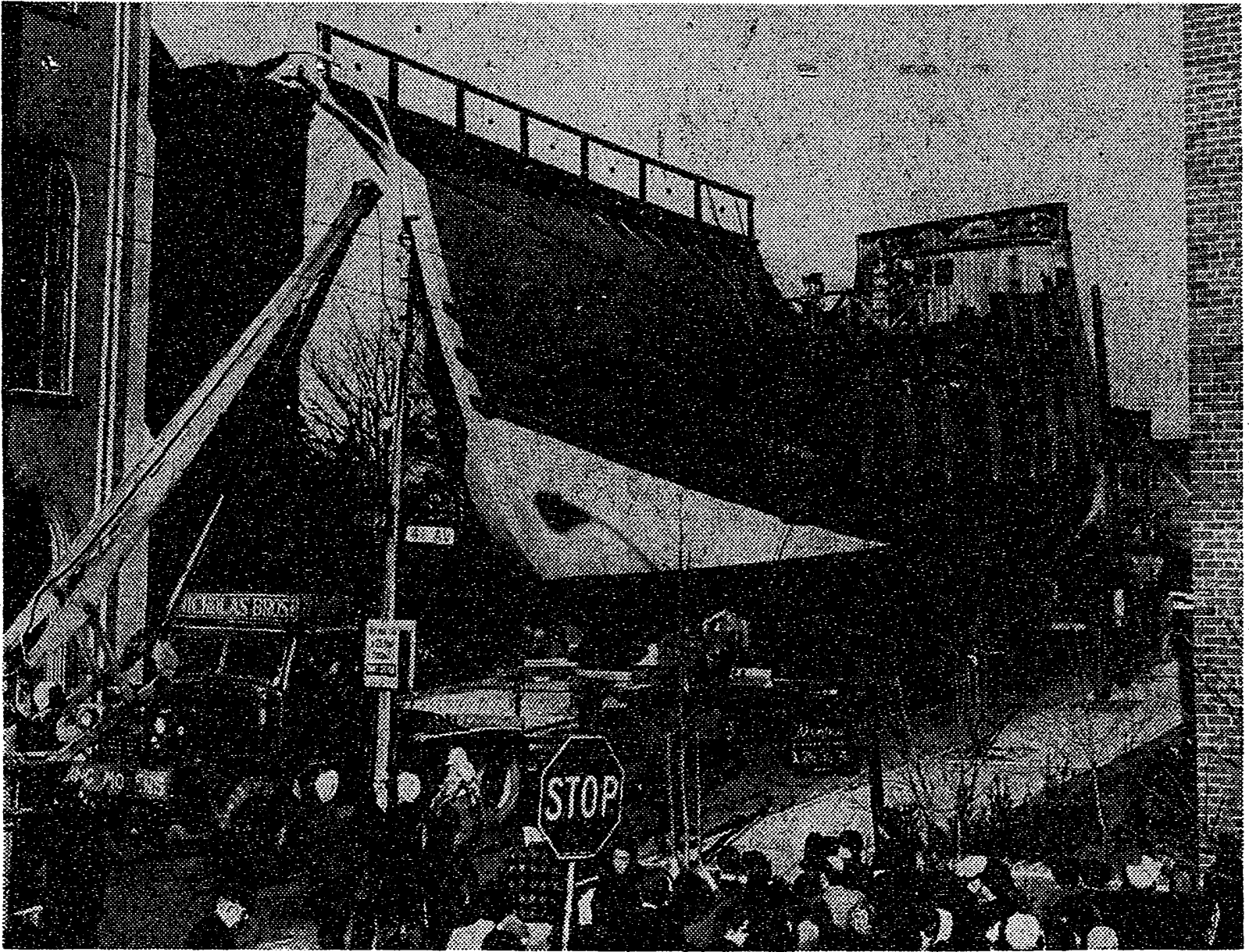


Santa Maria Finds Channels Narrow in Queens on Her Way to the Fair



The reproduction of the hull of Columbus's flagship is maneuvered along Union Street and 41st Avenue. The 90-foot craft was hauled six miles on a flatbed trailer to the World's Fair grounds. The journey yesterday took three hours.

NEW SANTA MARIA HAS TROUBLES, TOO

Queens Traffic Proves as Tricky as Sargasso Sea

By JOHN C. DEVLIN

A latter-day Santa Maria made port here yesterday with problems possibly more complex than some that faced Columbus on his voyage to the New World.

Instead of reefs, contrary winds, the Sargasso Sea and mutinous sailors, the modern, land-borne Santa Maria, en route to the World's Fair, ran afoul of traffic lights, a small brown dog that tried to scoot under the wheels of the vessel's flatbed trailer, trees that had to be unlimbed with power saws, telephone poles that had to have their tops lopped off, and street lights that had to be swung out of the way.

The Santa Maria's trip required 14 special city permits and \$7.5 million worth of insurance. Columbus's original voyage reportedly cost \$17,500, including three ships.

It even took more men to move the new, 90-foot-long, 80-ton Santa Maria on her 3-mile overland trip to the World's Fair than it took Columbus to make his trip.

There were 88 men aboard the original Santa Maria, according to some authorities. But it took a crew of 99 to get the new Santa Maria from Mench's Lumberyard at the end of Northern Boulevard, Flushing, to the fair grounds.

The modern crew included electricians, tree surgeons,



Workman, hanging overboard, shortening stump of limb that temporarily halted progress

truck drivers and house movers, all shepherded by a pilot fleet of police cars with flashing red lights.

Children laughed, danced and pointed with glee as they followed the trailer carrying the 38-foot-tall copy of the 15th century vessel as it passed through some of the narrow streets of Queens. Adults, armed with cameras followed along to record what one man called "the biggest thing that has ever happened to Queens."

Other spectators crowded fire escapes, leaned out of open windows in a brisk, chilly

northwest wind, or peered down from roofs.

One man asked Police Sgt. Andrew M. Mihalick what the vessel was, and when he replied, "The Santa Maria," the questioner stared and said: "You mean it's still afloat?"

There were also strong minority views, expressed mostly by women who criticized the unlimbing of trees to make way for the passing vessel.

The new Santa Maria, painted brown, red, blue and cream, was built in Spain for San Mar, Inc., 35 West 53d Street. It was sent from Spain to Hoboken on a

steamship, then floated on a barge to the lumberyard in Queens for the overland trip to a lake at the fair grounds.

After the fair the Santa Maria's owners hope to send the vessel to Cap Haitien, where the original Santa Maria was wrecked on a reef to be manned by Spaniards and sailed back to Spain.

Next Sunday, when it is hoped traffic will be moderate, the Santa Maria will be moved another two miles to the other side of the World's Fair. There it will be launched at a parking field and floated in the fair ground's lake.