


Christopher Columbus' Santa Maria-Space Ship 1492

LAKE AMUSEMENT AREA

NEW YORK WORLD'S FAIR 1964-1965



UNISPHERE®

presented by  United States Steel

© 1961 New York World's Fair 1964-1965 Corporation

THEME

The Space Age is every day . . . in every life . . . in every age. It *was* yesterday . . . it *is* today . . . it *will be* tomorrow. The man and the age and the place may differ . . . but the search for new frontiers continues throughout time in man's voyages of discovery.

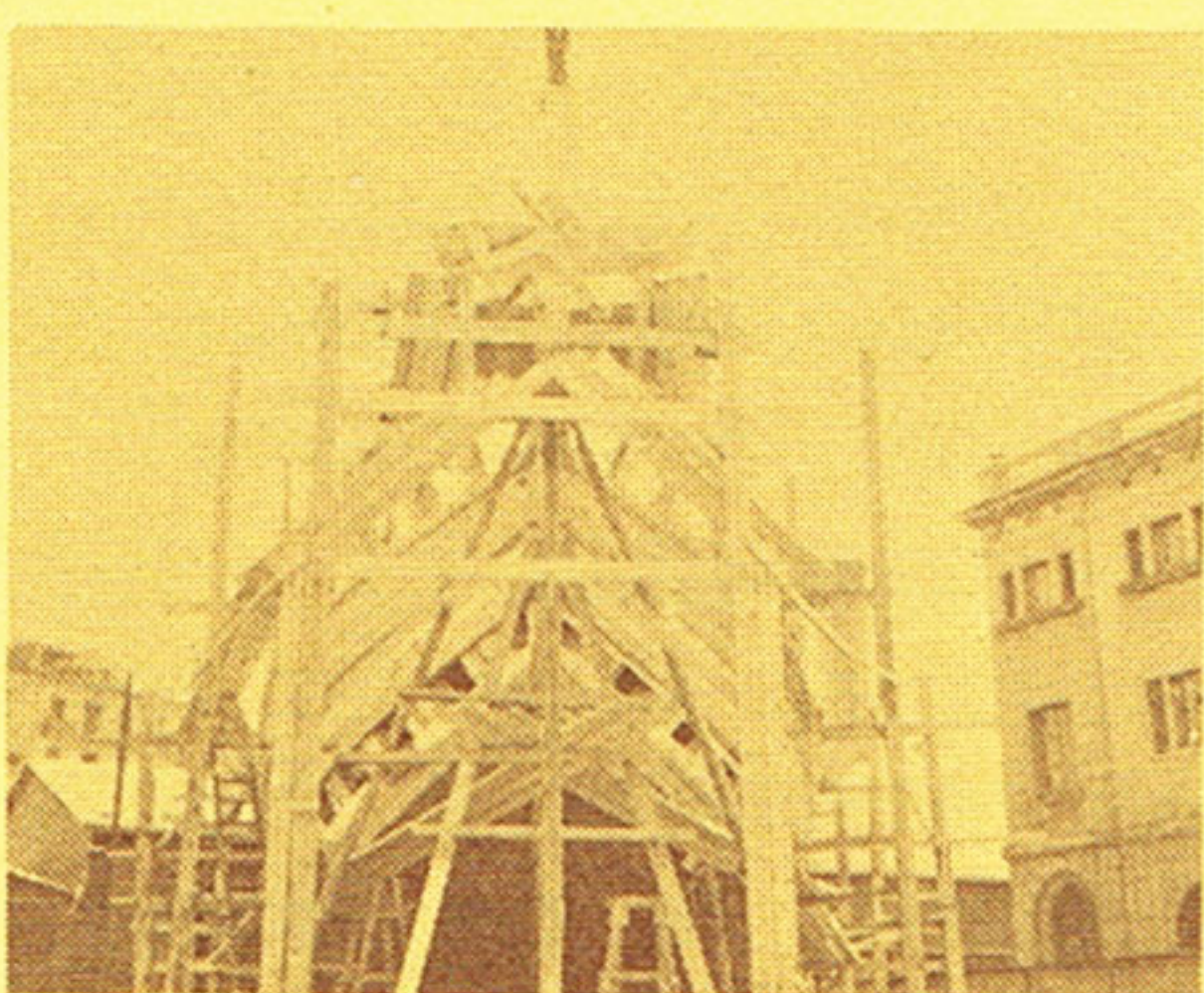
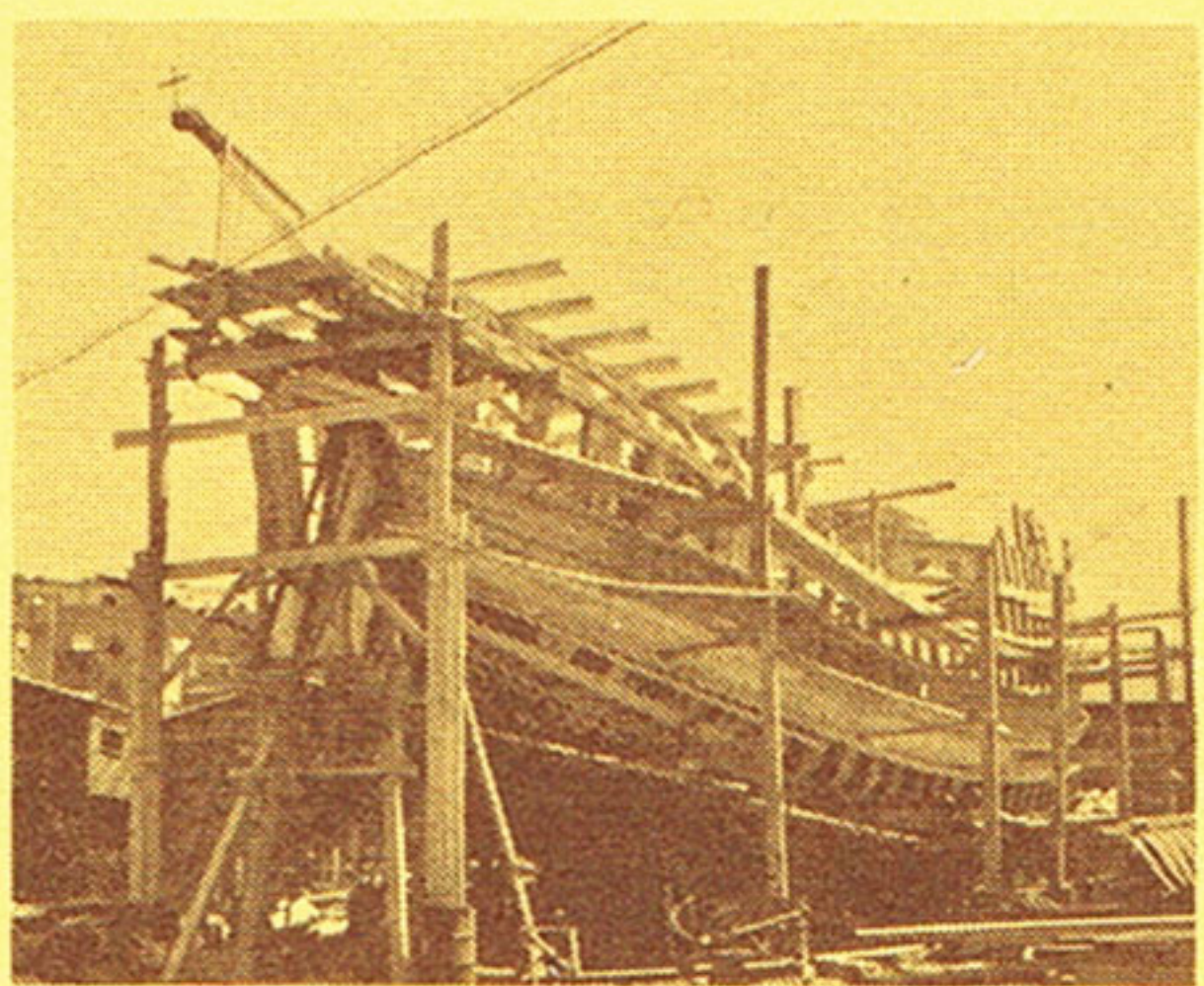
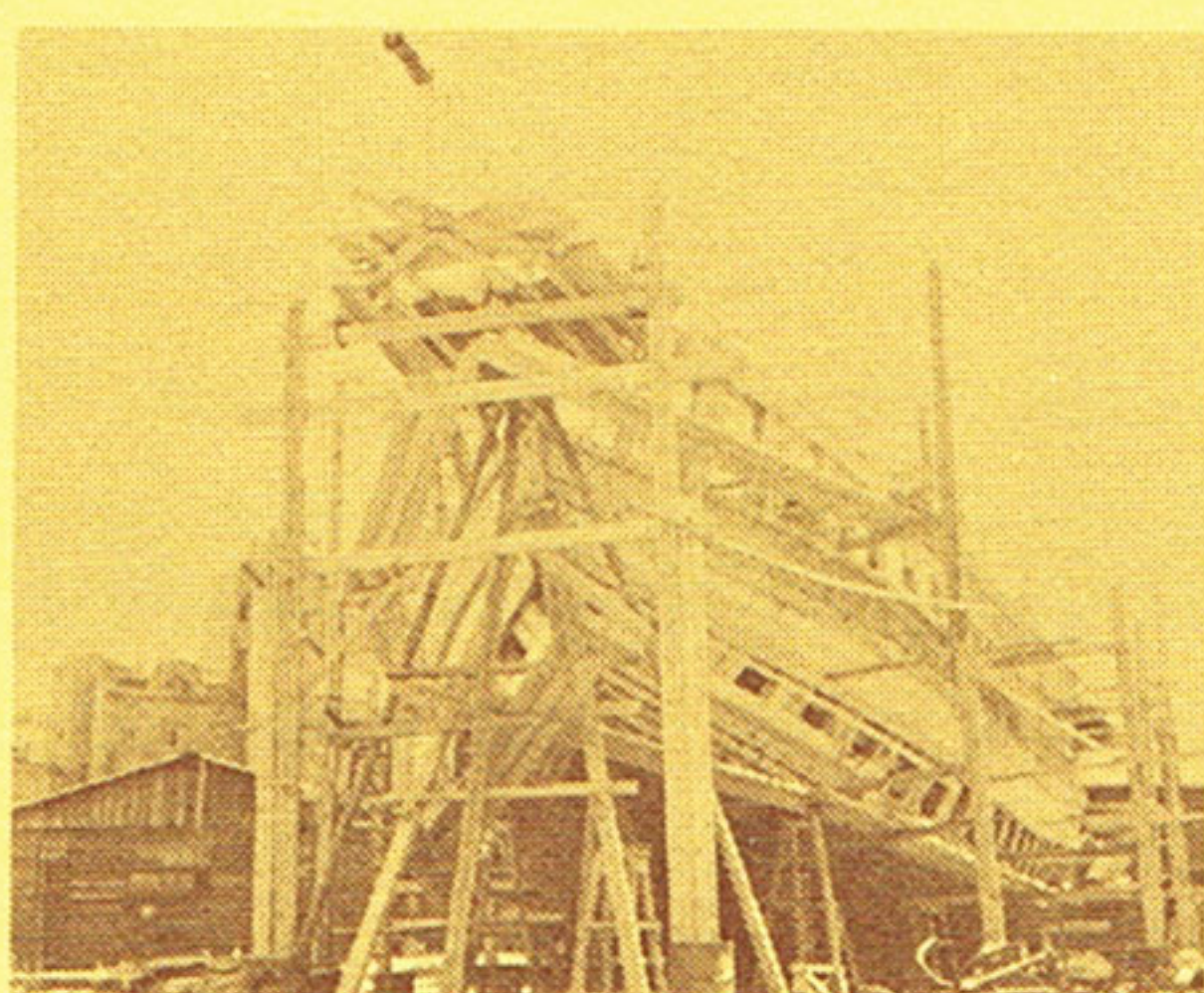
Sailing fearlessly into the unknown, the Voyage of Columbus uncovered the lands of the Western Hemisphere and shaped the destiny of Modern Man.

To Columbus, to all space men and women, past, present and future, we dedicate this exhibit of the CHRISTOPHER COLUMBUS' SANTA MARIA SPACE SHIP 1492.

CONSTRUCTION

Searching throughout the world for the people and the place where old-time, traditional craftsmanships for the construction of wooden vessels is still known and practiced, the yards of the Astilleros Cardona in Barcelona, Spain, were selected. The SANTA MARIA is the 626th wooden vessel to be built by the Cardona family in over 100 years of continuous operation.

Using the tools and manual skills of the 14th and 15th centuries . . . from blueprints to model . . . from loft floor to shipwrights . . . the patterns and the molds took form. "Crooked pine" from the peaks of the Pyrenees was hauled to the shores of the Mediterranean . . . for stems, frames, knees and beams. The gifts of nature — wood, and iron — combined with the tools of men to form hull, masts, castles and gunwhales. Pitch, earthen paints and oils added color and finish. Pig iron dipped in hot tar provided ballast. Linen cloths were woven, sewn and shaped into sails. Built as they did in days of old, the CHRISTOPHER COLUMBUS' SANTA MARIA SPACE SHIP 1492 was re-created for the New York World's Fair, 1964-1965.



AUTHENTICITY

Senor Jose Maria Martinez-Hidalgo y Teran, curator of the Maritime Museum of Barcelona, Spain, is the Naval architect of the SANTA MARIA.

Learned in Columbus memorabilia and 15th century lore, he gave to the project a depth of learning and research without which this enterprise could never have been undertaken or completed. After years of research in the museums and Naval archives of the world, Senor Martinez-Hidalgo drew his plans.

On monthly inspection tours to Spain, Colonel Howard I. Chappelle, Chief of the Naval and Transportation Section of the Smithsonian Institute of Washington, D.C., regarded as one of the world's outstanding authorities on wooden vessels, advised and consulted in respect to design and construction authenticity.

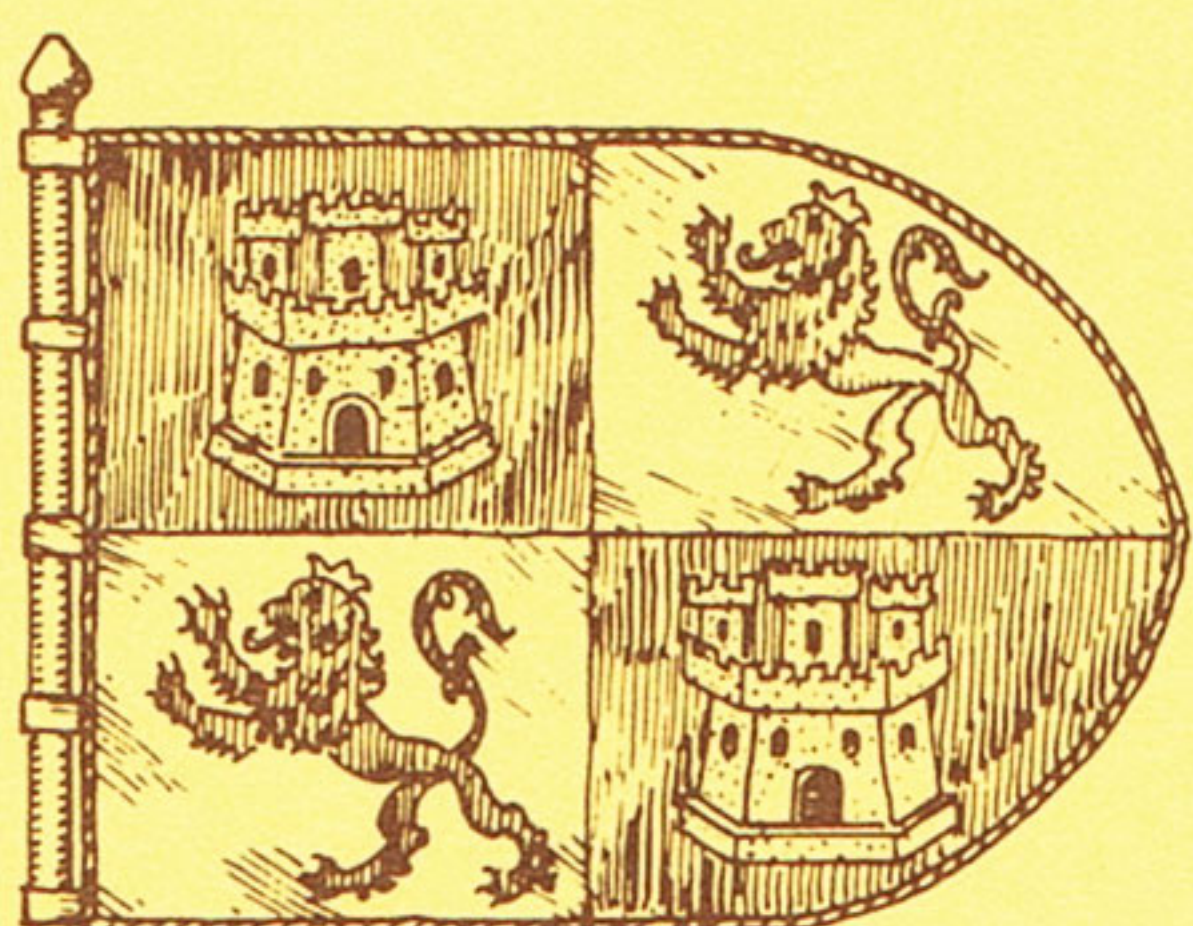
Never before in history had there been built a full scale, ocean going, 15th century vessel with more thorough research and authenticity. Her Certificate of Stability and Navigation qualifies her to sail the oceans and seven seas. Over-all, this 110 ton vessel is 80 feet in length, 75 feet at her waterline and bears a 25-foot beam.

DECORATIONS

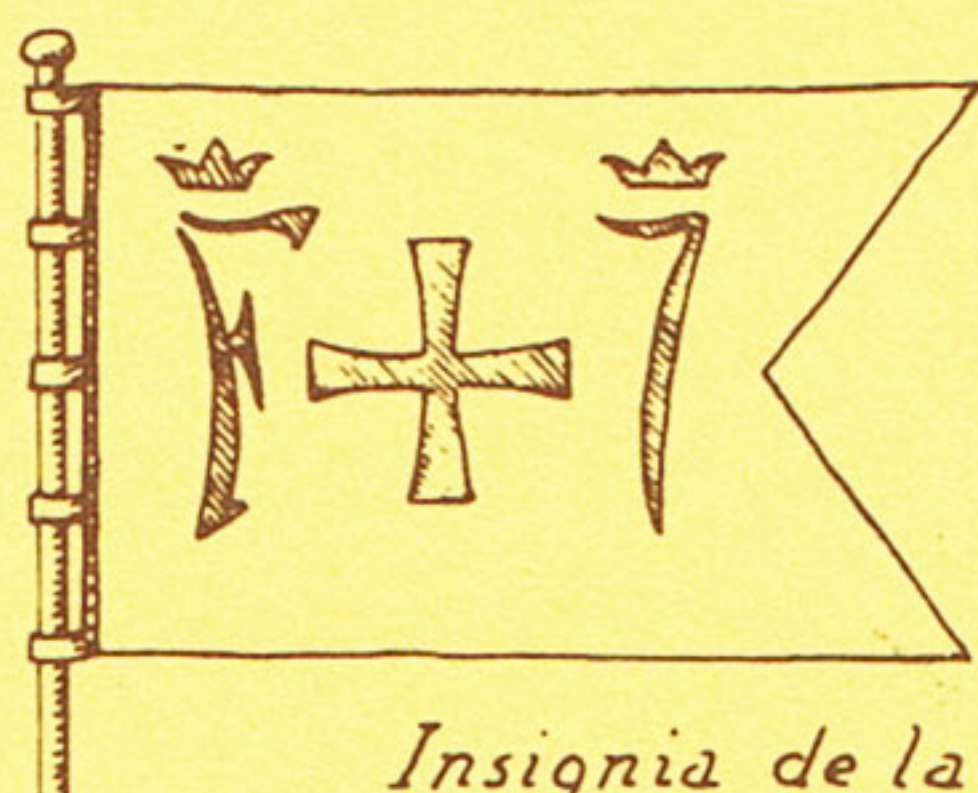
Conforming to the authenticity of design and construction, the fittings and decorations are handmade copies of museum pieces of the 14th and 15th centuries; the desk, chair and navigation equipment in Columbus' cabin, the hourglass, astrolabe, compass and all other decorations are as they were in the time of the Great Navigator.

The vessel's equipment from sandbox cooker to lamps, wine kegs, water barrels, guns, cannons and falconettes were duplicated and forged with the tools, skills and arts of the period. On looms of the 15th century, flags, pennants and sails were woven to be dyed and sewn just as they were in 1492.

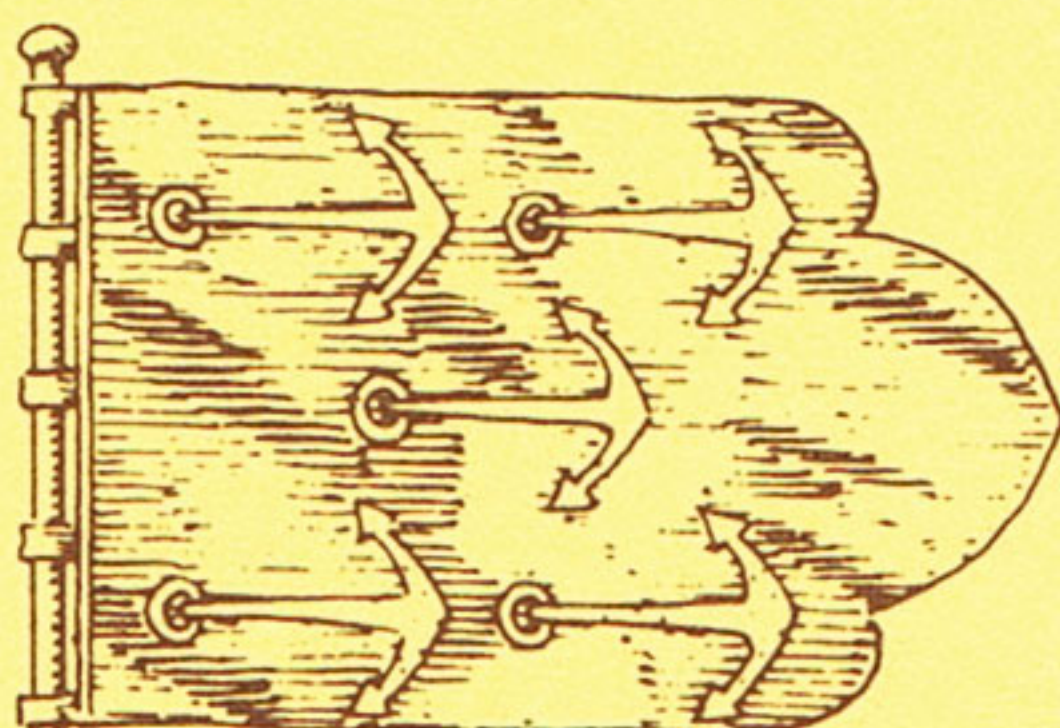
The Coats of Arms of Castile, Navarre, Leone, and Granada, of Ferdinand, Isabella and Columbus proudly ride on the Fore and Aft Castles.



Pabellón: Bandera de Castilla y León



Insignia de la Flota



Insignia de Almirante de la Mar Oceano.



DIORAMAS

In the courtyard of the SANTA MARIA in front of the Castle, 12 dioramas housed in a separate exhibit area depict the outstanding events leading up to Christopher Columbus' First Voyage and Return.

The dioramas were specially constructed by the Scenic Department of the Barcelona Opera House under the direction of Senor Cabanes, an outstanding artist of Spain. They are unique in the world and the only set of three-dimensional sets ever constructed to depict this historic event. They are valued at over \$100,000.

Each figure is individually created. All costumes and sets are authentic in artistic execution. The following scenes are depicted:

1. Wreck of Columbus near Portugal.
2. Columbus as a mapmaker in Portugal.
3. Legend of Larabida and Columbus' son, Diego.
4. Presentation of Columbus at the Court of Isabella.
5. Conquest of Granada.
6. Recruiting the crew in Palos.
7. Sailing from Palos.
8. Sailing from the Canaries.
9. Sighting of land in the New World.
10. Landing at San Salvador.
11. SANTA MARIA wrecked at Cape Haitian.
12. Reception of Columbus at the Court of Ferdinand and Isabella.

TABLEAUX

Eighteen individual life-size sculptured figures, designed and executed by the noted Spanish sculptor, Inocencio Soriano of Barcelona, depict the daily life of the crew aboard the SANTA MARIA.

Clothed in authentic hand woven costumes on 15th century looms by the Weaver's Guild of Barcelona, the tableaux show the following:

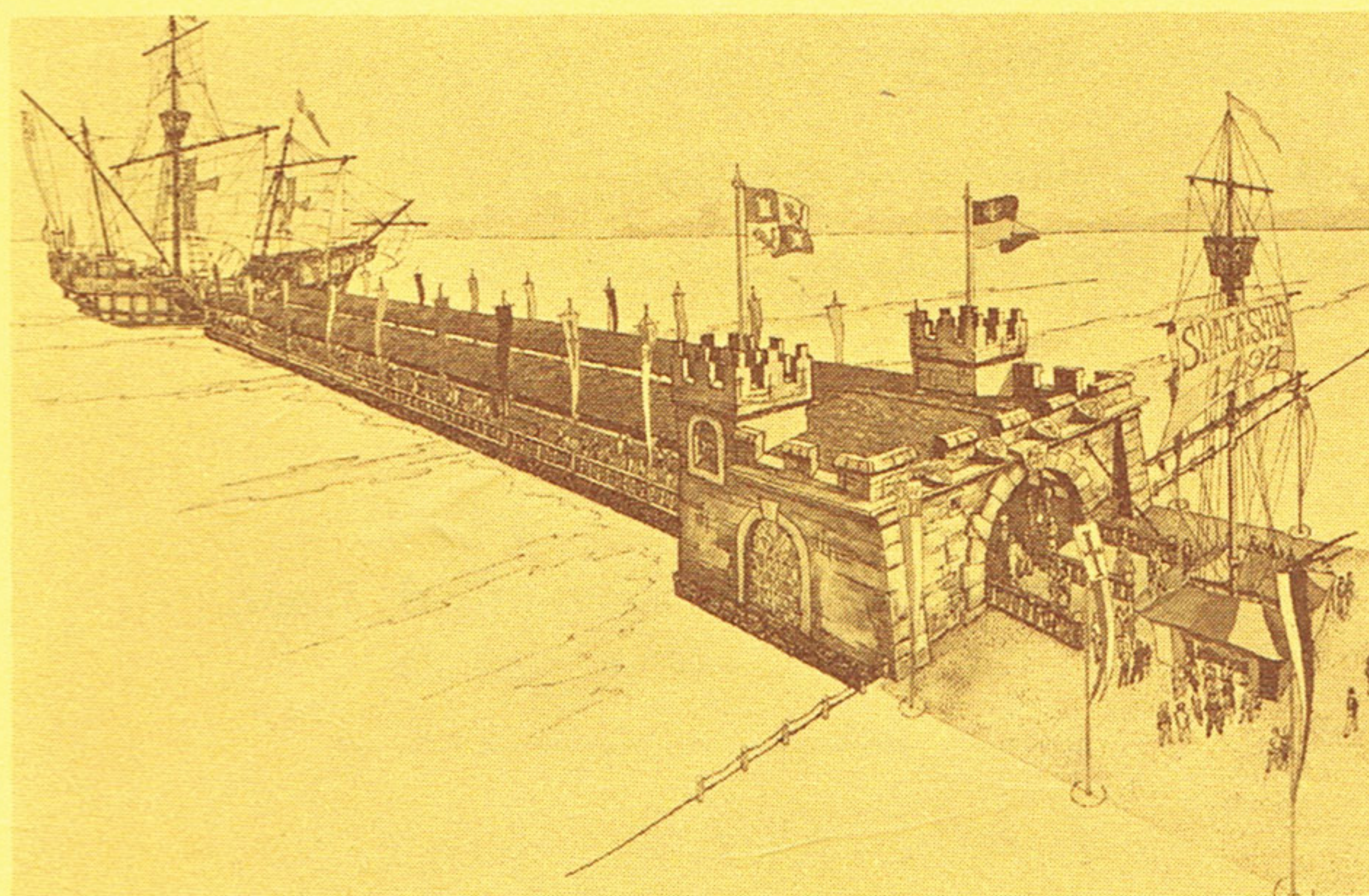
1. Columbus in his cabin talking to Captain Pinzon.
2. Helmsman with the hourglass at the tiller.
3. Cook, boatswain and sailors around the cook-stove.
4. Sailors in the crow's nest.
5. Sailors hoisting sail.
6. Crew members performing other daily tasks on board ship.

15th CENTURY WHARF AND SPANISH CASTLE

A 15th century castle as might have been in Palos or Heulva in 1492 will transport the visitors in spirit from the 20th to the 15th century. The Spanish Castle entrance is an authentic reproduction of a typical castle in Castile and contains the concession area where exotic merchandise from the Mediterranean and Hispanic areas will be sold.

A 180 ft. pier stretches out in Meadow Lake from the Castle to the SANTA MARIA.

The whole environment is full of the sights, sounds, smells and atmospheres of that Year of Discovery—1492.



Fifteenth Century Court Yard, Bazaar and Castle

WORLD'S FAIR LOCATION

In the heart of the Lake Amusement Area at the World's Fair, the exhibit lies directly between the Amphitheatre and the Florida Exposition. To the rear of the SANTA MARIA is the Continental Circus and overhead the Monorail circles the Lake Amusement Area exhibits. From the nearby parking areas the SANTA MARIA is served by the Greyhound World's Fair trolleys on one minute schedules. The SANTA MARIA will be visible and directly accessible from the Van Wyck Parkway and from the Grand Central and Long Island Expressways. By subway the Greyhound buses take one directly to the Lake Amusement area.

ADMISSION SCHEDULES

Admission to the exhibit of the SANTA MARIA SPACE SHIP 1492 and the *Fifteenth Century Court Yard, Castle and Bazaar* will be from 9:00 a.m. to 2:00 a.m.

The complete tour requires approximately thirty minutes.

Admission fee is \$1.00 per adult. Children's admission, 50¢. Youth and School groups of 25 or over are admitted at a special group rate of 40¢ each. There is no charge for the teacher or group leader. Diorama Exhibit 25¢ per person.

Lake Amusement Area Script and Tickets sold in World's Fair Booklets will also be honored.

S A N - M A R I N C .

381 Simsbury Road, Bloomfield, Conn.

Tel. 232-6081 — Area Code 203

S A N - M A R I N C .

c/o News Alliance, Inc.

35 West 53rd Street, New York 19, N.Y.

Tel. Circle 6-5047 — Area Code 212

Tel. PLaza 2-1492

FACTS ABOUT COLUMBUS

Christopher Columbus was born in Genoa of Catholic parentage in the year 1451. His family were weavers and wool carders, at which trade he worked as a very young man.

In appearance, he was tall, well-proportioned, with red hair and blue eyes.

By the time he reached the age of 30, Columbus had sailed throughout the Mediterranean, journeyed as far north as Ireland and Iceland, traveled south halfway down the Atlantic coast of Africa and west to the Azores and the Madeira Islands.

In 1477, at the age of 26, Columbus was shipwrecked off the coast of Portugal. He swam ashore and arrived in Lisbon where he apprenticed himself to a map maker. In Lisbon there were many mathematicians, astronomers, chart makers and philosophers attending the Court of King John II. Portugal at this time was the center of ocean explorations, sea trade and buzzed with the dynamic spirit of discovery. These atmospheres, plus the reports of Marco Polo, whose journeys described the wealth of India, China and Japan, fired the imagination of Columbus and he determined to find a new route to the Indies.

Japan and the Indies became the destinations of Columbus' dream.

Belief that the earth was a sphere was certainly not original with Columbus. Since the time of the ancient Greeks — Aristotle and Seneca — many scholars had held this view. Men of learning in the 15th century believed that the earth was round. Columbus proposed to put this belief to practical use.

The dream and the purpose of the great "Expedition to the Indies" was to find gold, silks and spices through trade or conquest by sailing west. Columbus never suspected the existence of the continents of the Western Hemisphere. Actually, Japan was his avowed initial destination. He had computed it to be about 3,000 miles west—approximately at the location of the Virgin Islands in the Caribbean.

After numerous false promises and delays at the Portuguese Court, his proposals for royal backing for an expedition were rejected. He journeyed to Spain in the hope that Ferdinand and Isabella would support his plans. After almost eight years of disappointment, Isabella was persuaded to give royal support to the expedition.

Contrary to legend, Isabella did not pawn her jewels to finance the voyage. Instead, a fine was levied on the town of Palos for an alleged municipal misdemeanor compelling its inhabitants to furnish two caravels for a 12-month period. These were the *NINA* and the *PINTA*. Columbus himself chartered the *SANTA MARIA* from her master-owner, Juan de la Casa. About \$15,000 was invested in fitting out the

fleet for the first voyage, of which Columbus contributed about \$1,750 in the enterprise, doubtlessly loaned to him by his friends and relatives.

Sailing on August 3, 1492 from Palos, Spain, the total complement of the fleet was 90 men — 40 men aboard the SANTA MARIA, 26 aboard the PINTA and 24 aboard the NINA. Four besides Columbus were not of Spanish origin. Only four were released from jail to make the journey. The balance of the crew hailed from the seaport towns of Spain.

The total monthly payroll of the fleet was about \$1,750. As to costume, the garments of the time worn by sailors were hooded smocks and woolen stocking caps. Everyone went barefooted and let their beards grow. They slept whenever convenient between their watches and the performance of their other duties. Each vessel carried her own surgeon and there were other landsmen in the fleet with particular duties: an interpreter to make conversation with the Grand Khan; a marshal of the fleet to administer justice; a secretary to keep the journal and two royal officers to superintend expenditures.

The crew ate one hot meal a day at around eleven o'clock in the morning. They drank water and wine and their provisions included olive oil, sea biscuit and hardtack. Their flour was well seasoned and salted and food consisted of a variety of salt meat, salt fish, vinegar, cheese, beans, honey, rice, almonds and raisins.

Religious duties were not neglected and some small service was held almost every half-hour.

Time was divided into watches of four hours each and kept by the sand in the 30-minute hourglass — eight glasses to the watch.

Columbus adhered to his plan of sailing from Palos first to the Canaries and then due west to the Indies. He left the Canaries on September 5, 1492. Thirty-three days later the island now known as San Salvador was sighted.

This amazing voyage was performed by dead reckoning, which simply means laying down your compass course and estimating distances on a chart. Though Columbus was an excellent navigator, he was also lucky. The winds were favorable throughout the journey. There were no storms, and the voyage was completed with virtually no difficulties. The fleet averaged about five knots per hour, varying from runs of 60 to 175 miles per day.

Columbus made four voyages. On his first voyage he sailed from San Salvador through the Bahamas, along the northern coast of Cuba (where he first saw tobacco) and arrived in Haiti on December 5. On December 25 the SANTA MARIA was wrecked and sank on a reef off Cap Haitien. Columbus left part of his crew there to establish a fort called "La Navidad".

On January 4 he set sail for home on the NINA, arriving sixty days later in Portugal after a cyclone had driven his ship north of the parallel of Cape Saint Vincent, stripping her of her mainsail and making any attempt to reach Spain impossible. By necessity, Columbus had to disclose his discovery first to the Portuguese king who, after hearing the extraordinary news, granted Columbus the privilege of journeying to Spain to report to the Spanish sovereigns. On April 15, 1493, Columbus was publicly received in Barcelona. There he was greeted by Ferdinand and Isabella as "Don Cristobal Colon, Admiral of the Ocean Sea, Viceroy and Governor of the Islands that he had discovered in the Indies".

On September 25, 1493, Columbus left Spain with seventeen ships for his second voyage. He arrived on November 3 after a 21-day crossing from the Canaries to the island now called the Dominican Republic where he found his colony "La Navidad" destroyed. Exploring Cuba and Jamaica for the next two years, he returned to Spain in June, 1496.

On May 30, 1498, Columbus returned with six ships to Santo Domingo on his third voyage. The colony he had established on his second voyage was in mutiny. As a result, the Spanish Crown sent their own emissary to investigate the rebellion and had Columbus arrested, placed in chains and returned to Spain in October 1500. Jealous rivals at court and disappointment at not having reached the Indies contributed to Columbus' problems upon his return.

Subsequently forgiven and exonerated of blame for the troubles in the New World, Columbus made his fourth and last voyage on May 11, 1502, with four ships and 140 men. Accompanied by his son, Ferdinand, and his brother, Bartolome, they returned to Spain in November 1504 after exploring the coasts of Honduras, Nicaragua, Costa Rica and Panama, affirming in the mind of the Great Admiral that he had discovered a new continent and not the Indies or Japan.

Two years later Columbus died, a man broken in spirit and out of favor with the court. He was, however, rich in properties and left a great estate.

The 17th Cristobal Colon, Duque of Veragua, Admiral of the Indies is alive today. He is an officer in the Spanish Navy and has inherited all the titles granted his great ancestor by Ferdinand and Isabella. He is still called Admiral of the Indies. The remains of Columbus are reputed to be interred in the Cathedral at Santo Domingo, though some believe they were returned to Seville, Spain. Wherever the bones may rest is of little import. What is important is that the spirit of the Great Admiral and his discoveries opened the new worlds of the Western Hemisphere, the unknown of that day.

Columbus was THE SPACE MAN OF 1492.