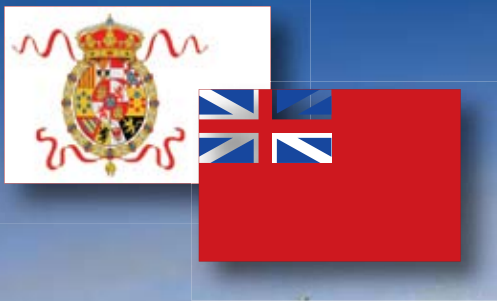


# MAINS'L HAUL

\$8.00

A Journal of Pacific Maritime History



**PLAN of the PORT  
OF S. DIEGO  
IN CALIFORNIA**  
 Situate in 32° 39' 0" of Latitude North  
 & 12° 4' 0" West of S: Blas  
 from a Survey in 1782.  
 The Soundings are marked in Fathoms of two Fathoms or six  
 Castilian Feet, nearly equal to our Fathom.



## Enlightened Voyages

### Epic Journeys that Changed the Pacific

Premier Exhibits Issue





## *Mapping the Pacific Coast, Coronado to Lewis and Clark*

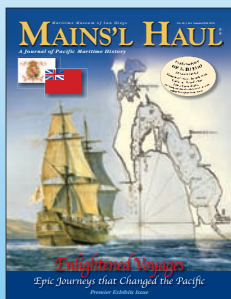
**The Quivira Collection** – is the title of the Maritime Museum’s latest world-class exhibit and of the exhibit’s beautifully illustrated book by the collection’s owner, Henry Wendt. The Quivira Collection, on exhibit in the Gould Gallery until March 2011, is composed of 45 magnificent maps, books and illustrations dating from 1544 to 1802.

Spanning 260 years of discovery and exploration in the Age of Enlightenment, the exhibit offers an extraordinary journey through one of the most important epochs in human history.

\* Mapping the Pacific Coast is curated by Eric Stanley, Sonoma County Museum.

For additional information on the Quivira Collection see:

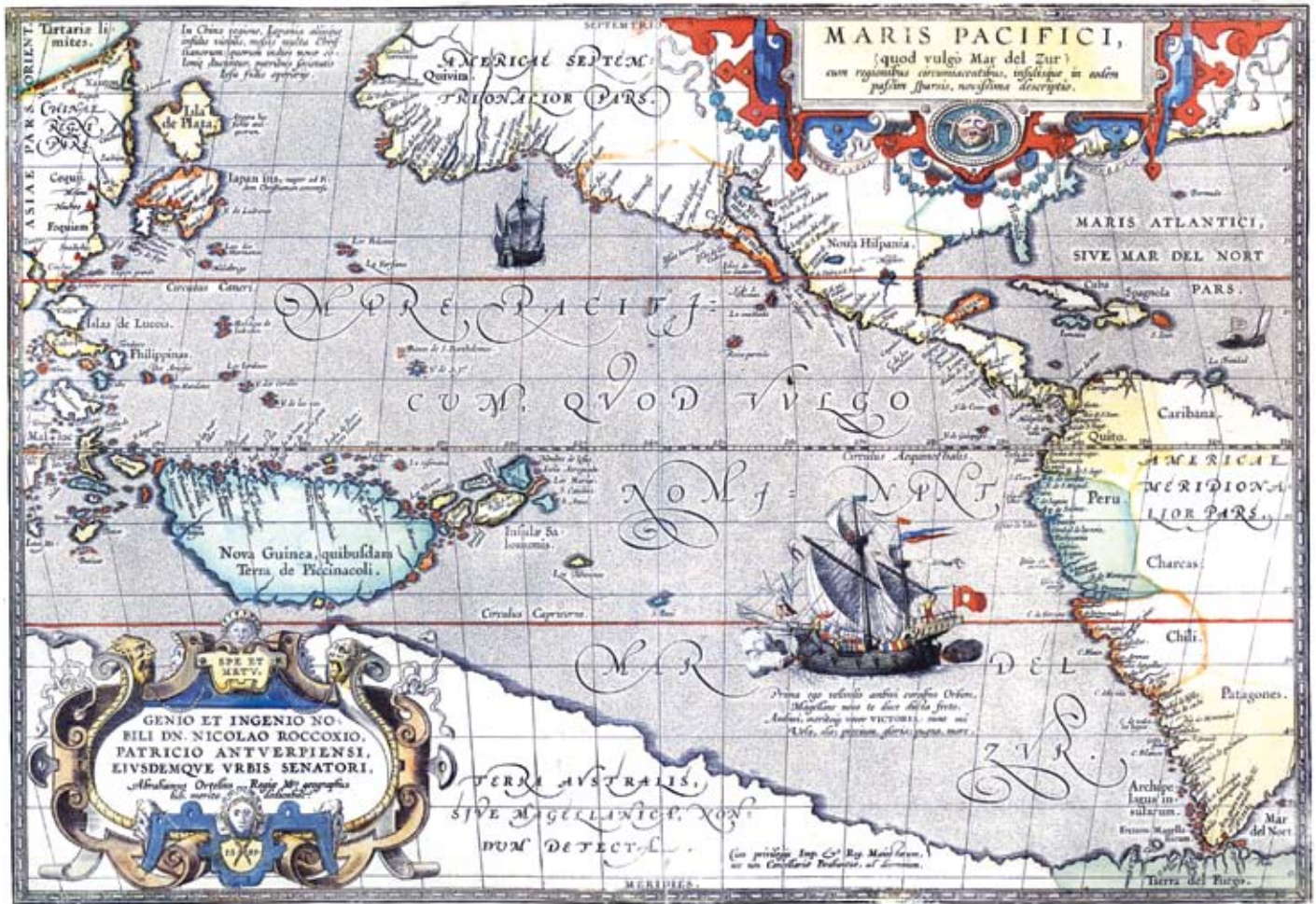
[www.mappingthepacificcoast.com](http://www.mappingthepacificcoast.com)  
and [www.Envisioningtheworld.com](http://www.Envisioningtheworld.com)



**Front Cover:** The Maritime Museum has launched its newest exhibit *Enlightened Voyages*, curated by Dr. Kevin Sheehan and Exhibits Director Maggie Walton, transforming the Museum’s HMS *Surprise* into the 24-gun frigate HMS *Dolphin*. By tracing the historic voyages of the HMS *Dolphin* and the Spanish packet boat *San Carlos* in the late 18th century, the exhibit recreates the two voyages which changed the fate of empire-building in the Pacific, and would ultimately lead to the Spanish settling of San Diego in 1769.

Front Cover painting by Gordon Miller





## Abraham Ortelius

*Maris Pacifici*  
Antwerp, 1589

One of the most important maps appearing in Ortelius's popular atlases, this was the first map devoted to the Pacific Ocean, the discovery of which is memorialized by the depiction, with the legend, of Ferdinand Magellan's flagship *Victoria*. This map quite accurately depicts *Nova Hispania* (Mexico) and the California peninsula. The west coast of America is, however, elongated, with a bulge along the 40° N latitude (just north of San Francisco Bay). Nevertheless, many of the place-names from Cabrillo's voyage of 1542-1544 are shown along the coast, including *Cape Mendocino* and *Cape de San Francisco*. *Quivira* is shown to the northeast of *Cape Mendocino*. Japan is moved farther west closer to the coast of the Asian continent. Note the depiction, in the upper left corner of the map, of the Great Wall of China (as reported four hundred years previously by Marco Polo, who even at this date was believed to have been the only European to have seen it).

*Maris Pacifici* suggests a large continent in the Southern Hemisphere. This assumption, widely held at the time, results from calculations of the landmass in the Northern Hemisphere and the theory that there must be an equivalent mass and weight in the South in order to balance the earth on its axis.

details of construction and fittings, starting from an exisea vteewting Melbourne Smith design for the *San Salvador* now several years old, updated by a review of period imagery and more recent evidence from archaeological analysis and archival research. Finally, go García de Palacio, Loaisa, Saavedra, Villalobos aware there to refine an impression and begin the process of bringing to life a ship which has existed only in imagination for moreturies.

Our discussion began when Dr. Carla Rahn Phillips described how such a process worked in the time before computers, mold lofts, blueprints, plans, tables of offsets, builder's models or half-hulls, and little mathematics other Over the next two days we more or less followed in kind. We talked about the voyage *San Salvador* had made and its historical context. We discussed her menu of missions as a museum ship: what the *San Salvador* is supposed to do and what she didn't need to do (for instance, the reconstructed ship doesn't

need to prove that a group of 16<sup>th</sup> century Spanish sailors *could* have made a voyage from New Spain to the Pacific Northwest and back). We talked about her size, appearance, and details of construction and fittings, starting from an existing Melbourne Smith design for the *San Salvador* Spanish maritime enterprise, maritime archeologists who have excavated Iberian shipwrecks of the sixteenth century, naval Spanish maritime enterprise, maritime archeologists who have excavated Iberian shipwrecks of the sixteenth century, naval architects, authors, educators, living history interpreters, curators, and master mariners with searchitects, authors, educators, living history interpreters, curators, and master mariners with se now several years old, updated by a review of period imagery and more recent evidence from archaeological analysis and archival research. Finally, we considered the systems which would allow her to fulfill her promise: propulsion, rig, armament, etc.

**S**ver its history the Maritime Museum has provided the stage for countless varied gatherings but in January of 2009, it became the site of a most tables of offsets, builder's models or half-hulls, and little mathematics other than crude proportions and rules of thumb. *The client and the builder sat down under a tree*, Dr. Phillips noted, *and talked about the ship: general principals and type, what its function was, how much it was to carry, how far it had to sail, how long it was to last, how much it would cost. The discussion might be animated by a few scratches in the dirt to get the ideas across. Then the builder went off and constructed the ship from what was in his head.*

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The most mundane reason perhaps would be economic benefit, both for the Maritime Museum and for our local economy. Elsewhere in the country replica ships which evoke the Age of Discovery are the most successful of all historic ship museums. Before the *Mayflower* replica appeared in Plymouth more than half a century ago, there was but a nascent heritage tourism industry in New England. Proceeds from the *Mayflower* helped

build the Plymouth Plantation living history complex for which she remains a portal and helped transform an esoteric pursuit into a major industry. Today, the *Mayflower* alone still draws double our own annual attendance. The Jamestown ship replicas, now on their third iterations, annually draw twice what the *Mayflower* does and in 2007, when the sixteenth century, naval architects, authors, educators, living history interpreters, curators, and master mariners with sea experience in the operation of early modern-era sailing ships. Present also in spirit were names which resonate across time: Oveído, Urdaneta, Diego Garcy were the centerpiece of Virginia's 400<sup>th</sup> anniversary celebration of the English settlement, they drew more than one million paid visitors. The *San Salvador's* story predates both and she will be the only Age of Discovery ship on the West Coast. The collateral benefit to the regional economy.

Tver its history the Maritime Museum has provided the stage for countless varied gatherings but in January of 2009, it became the site of a most unusual conference for a most exotic purpose. Experts came from across the country and from a spectrum of arcane fields and specialized knowledge. They included some of the world's foremost authorities on the history of medieval European shipping and the Spanish maritime enterprise, maritime archeologists who have excavated Iberian shipwrecks of the sixteenth century, naval architects, authors, educators, living history interpreters, curators, and master mariners with sea experience in the operation of early modern-era sailing ships. Present also in spirit were names which resonate across time: Oveído, Urdaneta, Diego García de Palacio, Loaisa, Saavedra, Villalobos and Cabrillo. We were there to refine an impression and begin the process of bringing to life a ship which has existed only in imagination for more than four and a half centuries.

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## Cornelis de Jode

*Quivira Regnū*  
Antwerp, 1593

This is the first map devoted exclusively to the west and northwest coasts of North America and comes from Cornelis de Jode's atlas entitled *Speculum Orbis Terræ*. Having been issued in only one edition of the atlas, this map is extremely rare.

The title, *Quivira Regnū*, means Kingdom of Quivira. The city of Quivira is positioned on the banks of a river situated below Cape Mendocino and above C. de San Francisco. The map is beautifully decorated with imaginative drawings of buffaloes, natives in their tents, an Asian ship suggesting trade with the Orient, and two sea monsters. The Strait of Anian, separating the two continents, is prominent, as is the Northwest Passage. The implication is, of course, that if one could find a route from Europe to the Kingdom of Quivira, preferably via the Northwest Passage, the Quivirans would point the way to the western route to Asia and thus the spice monopolies of Portugal and Spain could be broken. This notion inspired much European exploration of North America and, in particular, influenced Louis XIV of France, who commissioned several attempts to find the Northwest Passage and who also instructed the comte de Frontenac to proceed overland to Quivira after founding a city (New Orleans) at the mouth of the Mississippi.

Burden, *Mapping of North America*, 106.

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## Jodocus Hondius

*Septentrio America*  
Amsterdam, 1606

This beautiful and handsomely illustrated map of North and South America appeared in a general world atlas first published by Hondius in 1606 and it was reprinted many times until 1630. It is a stereographic projection with the curvature of the earth displayed by curving longitudinal lines that join at each Pole. Central and South America are portrayed quite accurately, but the extreme western extension of North America is exaggerated. Hondius was one of the first cartographers to include the discoveries made by Sir Francis Drake's raiding expedition against the Spanish empire and Drake's resulting circumnavigation of the globe between 1577 and 1580. On this map present-day California is labeled *Nova Albion*, which is the name given it by Drake, and *Quivira Regnum* has been pushed a little farther north toward *Anian Regnum*.

**Inset in the lower left corner is an illustration of Brazilian natives making a local drink. The large ship in the Pacific opposite *Nova Albion* is a Japanese sailing vessel with a large anchor on the bow.**

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## Nicolas Sanson

*Le Nouveau Mexique, et La Floride*

Paris, 1656

Although not the first map to depict California as an island (the credit, or blame, for that persistent misconception goes to John Briggs's map published in London in 1625), this map is probably the more influential in that it was widely studied and copied throughout Europe. This is the first map of any note to focus on *Nouveau Mexique* and the first map of the area to be produced on such a large scale. New Mexican Indian tribes are identified along the *R del Norte*, or Rio Grande, mistakenly shown flowing southwest rather than southeast. There are new place-names on the west coast including, particularly, the peninsula *Agubela de Cato* jutting to the northwest above *Californie Isle*. Sanson's depiction of the north coast of the island of California with three "fingers" was widely copied by other European cartographers and perpetuated in many later editions of Sanson's own maps.

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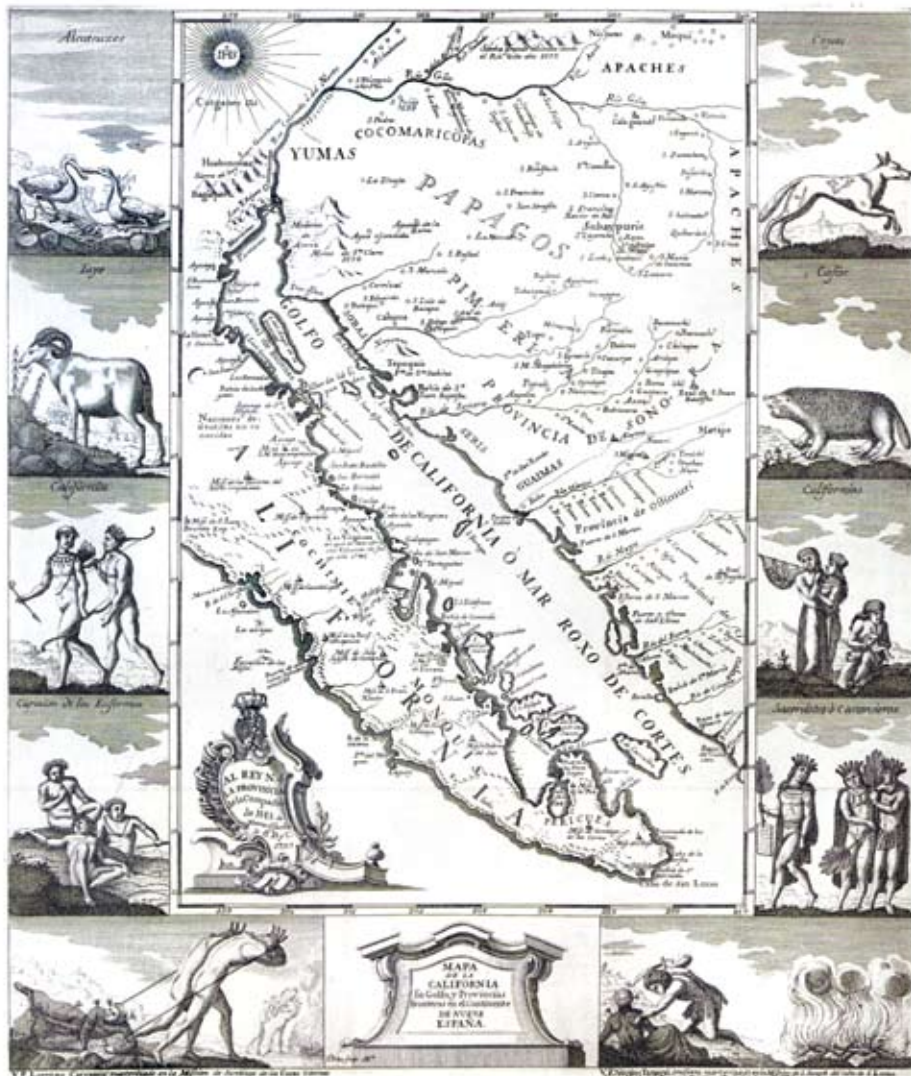
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## Miguel Venegas

*Mapa de la California su Golfo, y Provincias fronteras en el Continente de Nueva España*  
Madrid, 1757

The Spanish authorities, much like the Russians, preferred as a matter of policy to keep records of their explorations, especially maps, secret. Consequently, published Spanish maps from the Age of Exploration are quite rare. This map drawn by Miguel Venegas, a Jesuit missionary active for many years in New Spain, is based on Father Kino's famous map of 1701, which was published first in Paris in 1705. However, unlike Kino, Venegas shows the full length of the peninsula and includes more place-names and has more updated material. This map, a rare first edition, accompanied the first history of California, *Noticias de la California y de su conquista temporal y espiritual...*, published in three volumes, by Miguel Venegas, S.J., in Madrid, in 1757.

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