

HORSEMEAT on CREWS MENU

15th Century Spanish Caravel Transits Canal

A ship which at first glance looks like a Chinese junk has object of curiosity at the Balboa Yacht Club where she was berthed voyage. Navigation would be done this week.

She is the Olatrane *San Lucas*, a duplicate of a 15th century caravel and registered in Bayou, Spain. Her captain is Carlos Etryo, a retired lieutenant of the Spanish Navy. Displacement of the vessel is 40 tons, Panama Canal net tonnage, 29.81. She paid \$21.60 in tolls, plus \$7.50 in miscellaneous fees. She has neither motor nor radio. The, Olatrane is moved by the wind in her sails strong arms at the cars. She was towed through the Panama Canal by a U.S. Army vessel.

How did this caravel of Spain's golden age reach the Panama Canal? Here is the story. The voyage of this ship, which is the most exact replica of the smallest ships used by the Discoverer of America on his first voyage, began 3 years ago when Captain Etayo was on the Atlantic Ocean on the *Nina II* following the course of Columbus. At this time he realized that several changes would have to be made on the hull of the ship to facilitate navigation.

After selling the *Nina II* in New York, he returned to Spain and began the construction of his new ship, in Camposancos de Pontevedra. At the beginning of July 1965, the ship was ready to go to sea. This time Captain Etayo decided to follow the course of Ferdinand Magellan when he discovered the Straits named for him.

Captain Etayo gathered together a crew, including three who had sailed with him on the *Nina II*. The rest of the crew included, eight Spaniards, a Frenchman, an American. The group included two doctors, a marquis, a veteran of the French Foreign Legion, a confectionery expert who had worked in the leading European hotels (need-less to say, he was made cook aboard the Olatrane) and a refrigeration technician whose services were not utilized during the voyage. All had one thing in common—the spirit of adventure.

It was decided the voyage would be made under the same conditions that existed during Magellan's by a rudiment, compass and a sextant. A wood fire would be used for cooking and even the nails used in the construction would be those used in that period.

Of course, this measure affected the ship's larder, too. Only food known in Magellan's day would be eaten by the crew members. The diet included the following foods: salted and dried ham, horsemeat, rice, lentils, and beans, chick peas, cheese, honey, garlic, and onions. They took a supply of fresh fruit also, but this was soon gone. They carried neither corn nor potatoes since these staples were unknown in Magellan's time.

Complementing the provision were 800 liters of Navarra red wine and 200 liters of white wine of San Lucar de Barrameda.

The only modern articles on the Olatrane were a photographic camera and a movie camera. Also a good supply of cigarettes and tobacco.

The caravel left Bayona, on the Cantabric coast of Spain, on July 28, 1965, intending to cross the Atlantic Ocean from the Canary, islands to Cape San Roque in Brazil, and follow the historic voyage of Magellan. However, the rudimentary navigation instruments and ocean currents caused caravel to touch the American continent much farther north than was planned causing a change in the itinerary.

Under conditions of extreme calm and excessive heat, they crossed the Atlantic in 67 days. Numerous sharks accompanied them frequently, and they caught 30 of these marine monsters. They did some oceanic investigation and gathered specimens of plankton. Their studies came to an end when a shark took away their net. However, they were lucky enough to capture four species of the "genpylus serpens," a rare fish. On Sundays they complied with their religious obligations and said the rosary together.

Gen. Robert W. Porter, Commander in Chief of the U.S. Southern Command, facilitated a ship to tow the Olatrane through the Panama Canal. Captain Etayo plans to take the ship to the Port of Acapulco where he will sell her. After 6 months at sea the men are anxious to return home. Historically and archaeologically the Olatrane is priceless. No price has been set yet, and it seems that the men are reluctant to talk about it.

For several days captains in large ocean liners passing the Port of Balboa and the great archway of the Thatcher Ferry Bridge, the bridge that unites the Americas, gazed in wonderment at the carvel of long gone days, emblazoned with the red and yellow emblem of Spain of today and the insignia of the two kingdoms of Castille and Leon of yesteryear. Many of the ships salute with their flags atop gigantic masts the three masted caravel of sail and oars—a tribute to the men of bygone eras. The Olatrane *San Luca*, anchored in waters discovered by Vasco Núñez de Balboa.