

# *The Binnacle*

October 2022

Volume 44 Issue 10



**Ken Lockley on Stanchions**

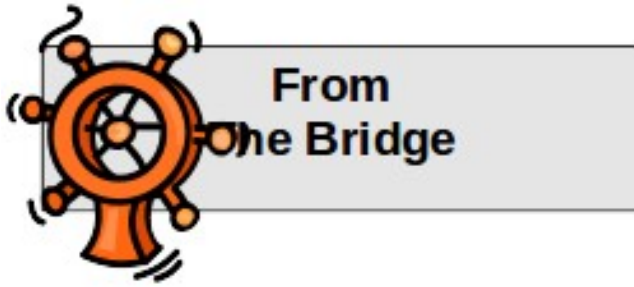


**Jim Cox, Changes at Langford Lake**

**Edward White on  
the Manila Galleons**



**And Picture Reports from Saanich Fair  
and the Denton Cup.**



**On the Radar!**

What an amazing autumn we have had so far, and the seven day forecast is still good.

There are no formal events that I know of planned for the next month, so you have a pause to consider how to light up your boat for the Christmas light-up parade in December. It's time to look at LED lights on the web and get them ordered.

In the meantime, some of us will still be at Harrison pond on Sundays, and Langford Lake on Wednesdays, and there's nothing, absolutely nothing, half so good as messing around with model boats!

Edward.

Our next general meeting will be Thursday October 13th at 7:30.in the usual place (St Peters Church Hall, 3939 St Peters Road off Quadra Street near the Keg).

Also, please bring your present project to the meeting for a show and tell.



Regular General Meetings  
2 nd . Thursday, 7:30 pm. St Peter's Anglican Church Hall,  
St. Peter's road, Lakehill.  
Next meeting 13<sup>th</sup>. October.



Every Sunday Morning, 9am-ish to 11:30-ish at Harrison Model Yacht Pond, Dallas road.



The Langford Lake Navy.  
Wednesday Mornings 9 :30 ish, Leigh Rd. At Tillicum.

## SHIPS BOATS AND MODELS: KEN LOCKLEY OCT. 2022

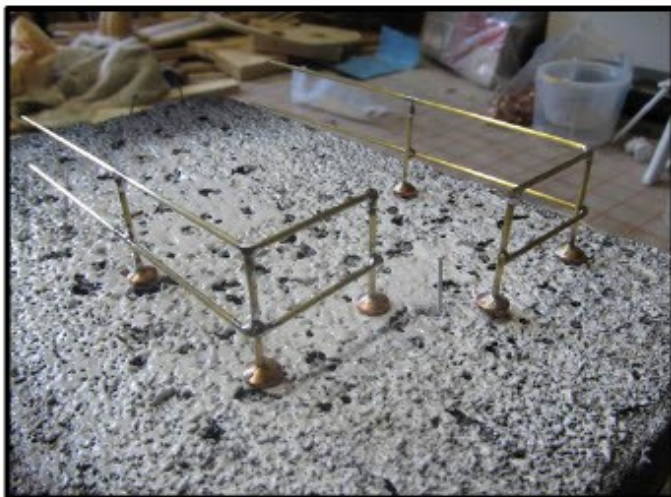
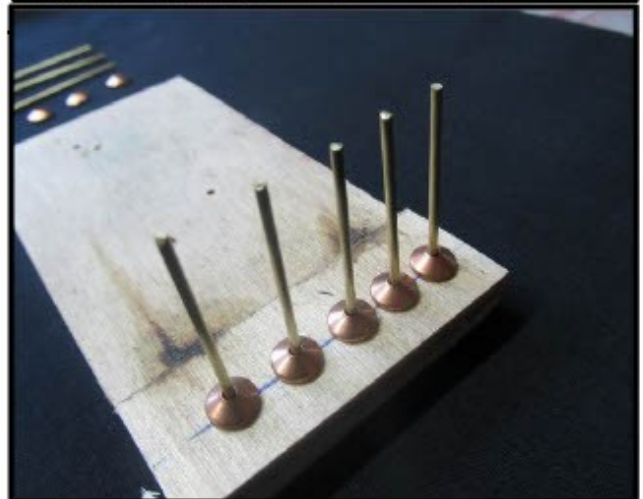
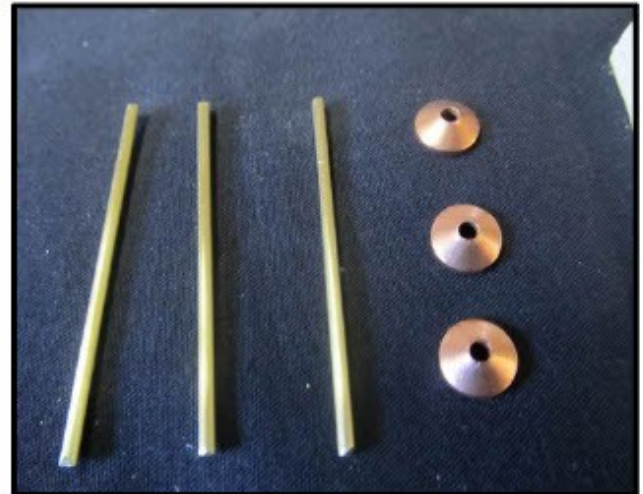
My current tug under construction is "Sea Warrior" and we are now at the railing stage. This vessel has two level railings on the second deck and hand railing on the main deck attached to the cabin sides. In each case they are made from 1/16" brass rod. Don't under estimate how much brass rod you will use on each vessel, up to 6' needed in most cases.

There are two ways to get brass rod that I know of in Victoria. BC Hobbies carries S and P brass products. I use the "The Metal Shop" in Keating's Industrial area. They sell 12 foot lengths for \$1.00 per foot. The picture to the right shows my stanchion bases and the lengths of brass rod cut to correct length.

Picture 2: A wood form holding the base and the rod before soldering. Use a low temperature solder available at Quails electrical Supply. The third picture shows stanchions and railings in position after soldering.

Using wooden forms holding the pieces together while soldering is really a must.

The finally picture shows the railings pressed into a piece of foam for spraying undercoat on before the finally enamel finish.



# Saanich Fair 2022 Labour Day Weekend.



*Guarding the Borders*



*Ron's City of Nanaimo*



*Happy Hunter*



*Edward's Thames Barge*



*Mike's Hood and Bismarck*



*Jim's Bluenose*



Mike's Park Ship and Scott's Submarine



Jim's Western Flyer and Mike Bush's Tug.



Paddle Boats in the Pits

I see you stand like greyhounds in the slips!

# News from the Langford Lake Navy.

Jim Cox took these pictures at the Langford Lake boat launch. The old wooden dock is being cut up, there's a new aluminium one on the way shortly.



# The Denton Cup Part 2

We are indebted to Richard Paddle for the first five of these pictures. And then to Jim Cox for the last one of Ken (Gulliver) Lockley cleaning up while a Lilliputian tug tries to sneak up behind.



*The Happy Winner, Corey Wiens.*



## The Manila Galleons Part 3.



*Manila Galleon in Mid-Pacific*

The most astonishing thing about the Spanish Empire in America and subsequently in Asia is the tiny number of people involved right at the start.

Urdaneta left Legazpi at Cebu in 1565 with 150 men. 30 years later Legazpi declared Manila to be the capital of all the Philippines, now a city with a central walled district, the Intramuros, and outlying communities. It was designed to house some 1200 Spanish families, and a garrison of 400 Spanish troops.



This map, from 1898, shows that same city core. Outside the Intramuros were the non-Spanish communities, largely Chinese in origin, who made the city work.

The business of the Spanish population of Manila was, throughout the next 200 years, the ships trading to Acapulco, the galleons.

Let's define a galleon. It's a three masted ship with square sails on the foremast and mainmast, and a lateen sail on the mizzen. The hull was derived from the earlier carrack by lengthening it and lowering the forecastle, resulting in better speed and manoeuvrability. It was an armed merchant ship, always a trade-off between the ability to protect itself and its cargo capacity.

Galleons were anything from 100 tons to 2000 tons, growing always larger as time

*The Intramuros is the pie-slice shaped area in the centre.*



wore on. And for a large part of the Manila Galleon trade, large galleons would be escorted partway by smaller, more heavily armed galleons to deter piracy.

The first ships that established the trade were built in central and south America, but in the Philippine Islands were both magnificent hardwood forests and skilled men to build ships from them. The Philippine built ships soon proved stronger and cheaper than the American and all the later Manila galleons were built there, about 150 of them.

Up until 1593 two or more ships would sail each way each year, but merchants in Spain were finding themselves undercut by the Chinese in supplying manufactured goods to central America and petitioned the Spanish Crown to restrict the volume of the trade. From then on the Manila galleons were governed by the Permiso, which restricted the trade to a single ship of specific size sailing each way each year. The original Permiso specified the ship's capacity to 300 tons and the total value of goods carried to 250,000 pesos.

Space on the ship that was to take goods to Acapulco was theoretically divided into 4000 portions or piezas, each of a specific size. On the early galleons a pieza was typically 2.5 feet long, 2 feet wide, and about 10 inches deep. Tickets, or "boletas" to each of these spaces were allocated by a governing committee, led by the governor, to Spanish citizens other than those already employed in government or in the religious orders. In theory the allocation was to be equally shared by each "citizen" of the colony but very soon "according to the position and means of the citizen" were added to the criteria. Naturally the tickets, and divisions of them, in themselves became items of commerce in Manila.

In 1586, 194 citizens actually had cargo aboard the San Martin, a large proportion of the Spanish lay population. Two centuries later, the San Andres registered only twenty-eight merchants. The occupation of Spanish citizens in Manila had shifted from actual trade to speculation in boletas!

One of the difficulties in looking at the history is the huge gap between the official records of the trade and the actual reality. A ship arriving in Acapulco might declare the value of her cargo to be at the Permiso of 500,000 pesos. Yet the same ship, returning to Manila, would have on board 2 million or more pesos to go to the merchants. Year after Year.

What is clear is that the profits available from a single voyage were enormous. And that there was every incentive and very little penalty for any kind of sharp practice.

The journey from Manila to Acapulco was never an easy one. A good voyage would take four months, and more frequently it would be five or six. The first month or more would be passing south-east through the Philippine archipelago to get into the open Pacific through the San Bernadino strait. Throughout this area piracy was rife, and adverse winds and storms were frequent hazards. The majority of wrecks of the galleons were in this part of the voyage.

But the ships were notoriously overloaded right from the start. Food and drink stores were calculated for the best possible voyage to make room for more cargo, and frequently the ships would take an opportunity to land again just south of Manila to take on more cargo, even off-loading spare canvas and cordage and other stores to make room.

After clearing the San Bernardino Strait the ships would be blown northward by monsoon winds, then encountering variable winds between 15 degrees north and thirty-five north before being able to get into the Japan current



and the westerlies at that latitude to carry them across to California. Delays in getting up to the thirties or adverse storms in the open Pacific would mean that by the time they made landfall scurvy and starvation would be setting in and they would be short-handed and in very poor condition for the final leg down the California coast to Acapulco. It was not until the 1780s that the Spaniards colonized the southern California coast at San Diego and Monterey, and offered a place where one of the stricken ships could get help.

In the whole history of the Manila Galleons more than thirty were wrecked, one way or another. But when one again arrived intact in Acapulco, the dangers and distress were quickly forgotten in the flood of profits that ensued.

Piracy was also a continual threat. The threat was much heightened by the most famous treasure ship taken in the Pacific, by no less than Sir Francis Drake, on the 1st. March 1579, Nuestra Señora de la Concepcion (Cacafuego), carrying twenty-six tons of silver bars, thirteen chests of silver coins, and 80 pounds of gold. That's something north of 35 million dollars in today's bullion values. She was sailing from Peru to Panama. Some sources describe her as a Manila galleon, but she wasn't. There was a Manila galleon of the same name that was wrecked in the northern Marianas, sixty years after Drake's capture, but no wooden ship would survive 60 years of teredo worms in that era.

But Drake had gathered enough information to know that the real Manila galleons would best be intercepted off the coast of southern California, and the Spanish knew that their monopoly of Pacific waters was over.

So, on 4th of November 1587, Thomas Cavendish, a great admirer of Drake, was patrolling in the 120 ton *Desire*, along with the smaller *Content*, off Cabo San Lucas, and came upon the *Santa Ana*, a 600 ton galleon with 200 men. But the *Santa Ana* had no cannon, having abandoned them in favour of more cargo. She was forced to surrender, her crew was put ashore with some food and firearms, and then *Santa Ana* was off-loaded as much as the two smaller ships could carry and set afire on. *Desire* and *Content* sailed off westward across the Pacific on the 17th. of November. *Santa Ana* drifted ashore where her crew salvaged her and finally got her to Acapulco. *Content* was never heard of again, but Cavendish with *Desire* reached England on 9th of September 1588. England was busy celebrating the defeat of the Spanish Armada in August, and the arrival of a whole lot of more Spanish booty did nothing to spoil the party. *Desire* actually sailed up the Thames in a new suit of sails in blue damask!

It was to be another 123 years before another Manila Galleon was captured. This was by another English privateer, Woodes Rogers. I am going to leave it to you to read the fascinating Wikipedia article about his life. The *Nuestra Señora de la Encarnación y Desengaño* was taken on 22nd. December 1709, off Cabo San Lucas again, and sailed as a prize all the way to England to arrive on 14th, October 1711.

By June 1743, George Anson was a Commodore in the Royal Navy and was patrolling up the east coast of the Philippine Island of Samar in his flagship *HMS Centurion* (60 guns). He was hunting a Manila galleon, inbound from Acapulco for Manila. On the 20th. he spotted the *Nuestra Señora de Covadonga*, off Cape Espirito Santo and captured her with 1.3 million silver pesos aboard. He took her to Macao, where he sold the goods in the cargo to the Chinese and then sailed back to Britain with her and her silver, getting home on the 16th. June 1744.

*Santísima Trinidad y Nuestra Señora del Buen Fin*, the largest of all the Manila Galleons, was captured on 2nd.



*Drake's Statue*

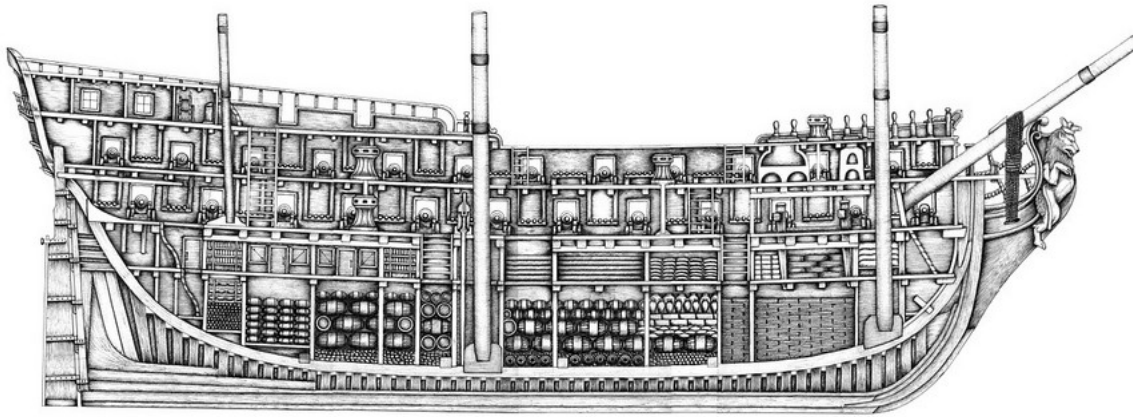


*The Capture of the Covadonga*

October 1762 by HMS Panther (60 guns), and HMS Argo (28 guns), She was intercepted on her way into Manila, not knowing that it was under siege by the British in the Battle of Manila. She was taken to Portsmouth and sold in 1763.

But I am not finished with the Santisima Trinidad. She had a lot more history than just her capture. She was built at the Bagatao Shipyards at the southern tip of Luzon Island, and launched on April 30th, 1751. At 2200 tons burthen she was almost certainly the largest Manila Galleon ever built. 167 feet long, 50 feet beam, 30 feet of draught and full rigged, (square sails on all three masts). She carried 70 guns of various sizes and had a complement of 413. So she was in service for 11 years before her capture. It's likely that she was captured at the beginning of her 5th round trip, since she was outbound for Acapulco but returning to Manila after a severe storm near the northern Marianas broke a mast.

It is known that in 1755 she made one of the slowest ever trips from Manila to Acapulco, 221 days, under a French pilot, and losing 74 of her 435 crew and passengers to a form of typhus. Ironically, one of the dead was the returning governor general Marquis Ovando, who had ordered her original building.



Which brings me right back round to where I started on this story. The wreck of the Santo Christo de Burgos leaving Manila in 1693. In my major source book, the Manila Galleons by William Schurz, 1939, there's a story that she caught fire at sea and two survivors made it back to the Philippines in an open boat. One of the two had

completely lost his mind, and the other confessed to cannibalism of a dead companion on the boat. Now, it seems certain that she foundered on the Oregon coast. The Beeswax wreck.

Anyway, by 1815 the gilt was gone from the gingerbread. The British and the Dutch were both actively trading throughout south and south-east asia and directly with China. Mexico was embroiled in the struggle for independence, and the trade no longer generated the very high profits that it had. No further galleons were to sail. And in 1821, Mexico gained independence, and Spain took over direct rule of the Philippines.

With the treasure galleons no longer the single-minded obsession they had been, Spain took over a territory whose focus was now itself, and the following 74 years were a period of fast, and it seems, happy development of the Islands and their population. Spain encouraged major infrastructure projects, agriculture bloomed, education became widespread, and a culture developed that was distinctly Filipino. This period was ended when the Philippines were taken over by the United States at the end of the Spanish-American War in 1895. The rest of Philippine history is yours to discover.

Writing this series of articles has been a huge learning experience for me, and a very frustrating one, because the historical records in english are very limited. There is very little detail about the design and building of the galleons or of their individual histories. Spain is currently working on getting designation of her maritime records designated as a part of World Heritage, so I hope that in the future much more will be done to make them available in English. This is a huge story, the first time that the world was encircled by trade and cultural exchange, yet the first world-wide recognizable currency, the silver peso, is best known to our culture only as a parrot on a pirate's shoulder "Pieces of Eight".

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