

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY	
RECEIVED	OCT 3 1984
DATE ENTERED	AUG 24 1984

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC

AND/OR COMMON Offshore Reefs [REDACTED] Archeological District

**2 LOCATION**

STREET & NUMBER

Biscayne National Park P. O. Box 1369

NOT FOR PUBLICATION  
CONGRESSIONAL DISTRICT

CITY, TOWN

Homestead

VICINITY OF  
CODE

15

STATE

Florida

COUNTY  
Dade

CODE

025

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

**4 AGENCY**

REGIONAL HEADQUARTERS: (If applicable)

National Park Service, Southeast Regional Office

STREET & NUMBER

75 Spring Street SW, Suite 1124

CITY, TOWN

Atlanta, GA 30303

VICINITY OF

STATE

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Not applicable

STREET & NUMBER

CITY, TOWN

STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Underwater Archeological Survey, Biscayne National Monument

DATE

8/11/75-9/18/75

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Southeast Archeological Center, National Park Service

CITY, TOWN

Tallahassee, FL 32304

STATE

## 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input checked="" type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

### Context

A number of historic shipwrecks in various stages of preservation are located on the

Historical research and non-scientific archeological investigations have produced evidence of possibly as many as 42 shipwrecks in this district, many of which have been confirmed and precisely located. A limited archeological survey conducted by the Southeast Archeological Center has confirmed the presence of 16 historic shipwrecks in the district. Also included in this district as a detached area is the wreck of the Hubbard, an English commercial vessel which sank in 1772. These wrecks represent all phases of American history, from the period of early Spanish exploration and English colonization to the early 20th century of the American period.

### Internal Composition

The following is a list of wrecks known to exist in this district, based upon historical research, data supplied by knowledgeable local individuals, and an underwater survey:

1. Unidentified ballast (51')
2. Red Brick wreck, vessel possibly destined for Fort Taylor, Fort Jefferson, or one of the other third system forts of the Gulf. Meylach (1971) describes materials recovered as including pottery chinaware, hand-cut perfume bottles and other glass objects, silverware, lead shot, pistols, brick, and U.S. and Mexican coins dating to the mid-1800's. This would point toward a vessel carrying brick to complete construction of the coastal defense forts while the Civil War was in progress. (21')
3. The Lugana, a twentieth century wreck (30')
4. The Atectia, a Spanish 1905 wreck (15')
5. Unidentified 19th century wreck (31')
6. Unidentified wreck (23-27')
7. Unidentified 19th century wreck (28')
8. Unidentified Spanish wreck dating ca. 1700 (21')
9. Unidentified 19th century wreck, possibly blockade runner (24')
10. Unidentified 19th century Swedish wreck (26')
11. Unidentified 19th century wreck (28')
12. Unidentified 19th century wreck (32')
13. El Aviso del Consulado, a vessel of the 1733 Spanish Fleet. It would have been a small vessel, or "patache," used as a courier between ships and as a scouting boat. As such it carried little in the way of cargo, armament, or treasure. (24')
14. Nuestra Senora del Populo, a "pink" or small armed vessel which carried treasure. Biscayne NM reports that illegal treasure salvors worked the vessel in the winter of 1974. (22')
15. Barrel pile 19th century (16')
16. Unidentified wreck. A six-foot cannon was found here. (20')

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED


CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

17. Large scattering of ballast (15')
18. Unidentified wreck (42')
19. Unidentified wreck. A 12-foot cannon was found here. (13')
20. Unidentified wreck (13')
21. Mandalay, a private schooner which sank in 1966. (15')
22. Ballast pile (17')
23. A wooden-hulled, copper-sheathed 19th century wreck (17')
24. Twentieth century wreck (3-40')
25. Unidentified wreck (5')
26. A large windlass (10')
27. Wooden-hulled, copper-sheathed vessel (10')
28. Remains of wooden vessel with stone ballast (10')
29. Small cannon removed from site (3')
30. Eighteen Swedish cannon recovered at this site by treasure salvors (7')
31. Ballast, iron pins, other ship items (15')
32. Civil War merchantman wreck (7-38')
33. Large copper sheathed wooden vessel (7-42')
34. Ballast stone (26')
35. Site of recovery of an eight-foot cannon (3-29')
36. Site of recovery of a 12-foot ring anchor (8')
37. Unidentified wreck (24')
38. Scattered rigging and ballast stone of unidentified 18th century vessel (7-31')
39. Site of recovery of seven Spanish 18th century cannon (31')
40. Small wooden schooner remains (4-18')
41. Site of recovery of 18th century Spanish coins (10-30')
42. British frigate of 19th century origin which yielded two small cannon dated 1811 (3-27')
43. The Hubbard, an English commercial vessel which struck the outer reefs off Elliott Key in 1772 and sank in the shallow water approximately 300-400 meters from the shore of Elliott Key. The wreck is in 4-5 meters of water and is encrusted with coral formations and partially covered with sand. Portions of the ship's structure are still visible, as are many pieces of ceramics, which were the Hubbard's main cargo. The total site area is approximately 30 meters N-S in length and 20 meters E-W in width.

Boundary Justification

The boundaries of the district



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 3

Environment

The district consists of the outer reef area of hard and soft coral to the east of the offshore keys. It is in this type of geography and topography that shipwrecks are most likely to occur. Most ships met their destruction either in storms or by straying into shallow water. They would have struck the outer reefs and either stranded there or bilged and drifted into nearby areas. The outer reefs themselves and the areas immediately inshore are, therefore, the most likely locations for shipwreck sites. This zone comprises roughly the eastern half of the offshore lands, with sites diminishing in intensity closer to the keys.

Archeological Investigations

Most of the previous investigations in the area have been carried out primarily by treasure hunters and salvors. Primary sources of these types of investigations are Robert Marx (1969) and Martin Meylach (1971). These two references, along with locations mapped by George Sites, a former Biscayne National Park ranger, provided the probable site locations for the wrecks within the Offshore Reefs district. A limited archeological survey conducted by the Southeast Archeological Center in 1975 has confirmed the presence and location of 16 of the shipwreck sites.

Intrusions and Data Limitations

Most of the wrecks are at least partially buried and protected by a coating of coral concretions, which has largely arrested further deterioration through chemical, organic, and natural actions. Although many of the sites have been scattered and damaged by natural action and vandalism, many also are well preserved and remain coherent single unit shipwrecks.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY	
RECEIVED	JUL 10 1984
DATE ENTERED	

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

ITEM NUMBER 7

PAGE 4

List of Submerged Sites

The site list on the following page identifies submerged archeological sites which the Service has personally located, relocated and/or investigated through ground truthing. Below is a reference key to the individual columns that structure the list.

- SITE #..... Underwater sites verified by the Park Service personnel chronologically documented by the order in which they were located.
- SITE NAME..... Popular name given to each site either by Meylach in his work during the 70's and late 60's, or Park Service personnel during the archeological survey conducted in 1975.
- HIST. REF/MAP# .... Sites documented through literary sources and referenced on the Biscayne National Archeological Base Map by number.
- MAP REF. LETTER ... Sites verified by the Park Service during the archeological survey conducted in 1975 referenced by letter.
- MEYLACH: 1971 .... Sites located and investigated by treasure hunter/building contractor Martin Meylach and referenced in his book. Diving to a Flash of Gold, published by Doubleday in 1966.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED JUL 10 1984

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 5

UNDERWATER SITES VERIFIED THROUGH GROUND TRUTHING

Site #	Site Name	Hist. Ref./Map #	Map Ref. Letter	Meylach:1971
✓ BISC-UW-1	Boiler Site (St. Lucy)	None	A	None
✓ BISC-UW-2	HMS <u>Hubbard</u>	#46	B	None
BISC-UW-3	Adams Key Pier Refuse Site	None	C	None
✓ BISC-UW-4	Barge Site	None	D	None
BISC-UW-5	Old Rhodes Channel Refuse	#43	E	None
BISC-UW-6	University Dock Site	None	F	None
BISC-UW-7	Pig Iron Site	None	G	None
✓ BISC-UW-8	Keel Showing Site	#30	H	21
BISC-UW-9	Marty's Lost Site	#36-40	-	None
✓ BISC-UW-10	Jordon's Ballast Wreck	#49	-	None
✓ BISC-UW-11	Cement Barge Site	#17-16?	N?	9
✓ BISC-UW-12	Old King Site	#26	L?	18
✓ BISC-UW-13	<u>Mandalay</u>	#23	J?	16
✓ BISC-UW-14	<u>Lugana</u>	#3	I?	15
✓ BISC-UW-15	<u>Alecia</u>	#4-27	M?	26
BISC-UW-16	Square Hole on Shore	#47	-	None

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED JUL 10 1981

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 6

UNDERWATER SITES VERIFIED THROUGH GROUND TRUTHING (con't)

Site #	Site Name	Hist. Ref./Map#	Map Ref. Letter	Meylach:1971
✓ BISC-UW-17	UID Wreck #2 Ajax Reef	#48	-	None
✓ BISC-UW-18	UID Wreck #1 Chain Wreck	#1	-	None
BISC-UW-19	California	None	-	None
✓ BISC-UW-20	HMS <u>Fowey</u>	None	-	None
BISC-UW-21	UID Wreck #3 1980	None	-	None

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY
RECEIVED JUL 10 1982
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 7

LIST OF SUBMERGED SITES GROUND TRUTHED BY  
NPS PERSONNEL

- BISC-UW-1. The Boiler Site (St. Lucy).  
Boiler and firebox visible in patch of sea grass. Possible remains of the St. Lucy, which sank in 1906.
- BISC-UW-2. HMS Hubbard.  
Partially exposed timbers and extensive ceramic scatter. Probable remains of the HMS Hubbard, a British vessel which sank in 1772 off Elliott Key.
- BISC-UW-3. [REDACTED] Refuse Area.  
Refuse area evidencing considerable 20th century material and some 19th century material.
- BISC-UW-4. The Barge Site.  
Material remains of a 20th century barge including a wooden floor and some iron material.
- BISC-UW-5. [REDACTED] Refuse Site.  
Concretion of ballast stone and refuse material from historic to modern times.
- BISC-UW-6. University Dock Site.  
Buried site that evidenced a significant magnetic anomaly.
- BISC-UW-7. The Pig Iron Site.  
Two pieces of Pig Iron on the seabed. (Pig Iron ballast is typical of British ships after about 1770).
- BISC-UW-8. Keel Showing Site.  
Site is a large ballast pile with a keel and vertical members exposed. Comparatively complete remains of a large wooden vessel.



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	JUL 10 1984
DATE ENTERED	

CONTINUATION SHEET

ITEM NUMBER

7

PAGE 8

- BISC-UW-9. Marty's Lost Site.  
Wreckage concentration on sloping seabed. [REDACTED]  
[REDACTED]
- BISC-UW-10. Jordon's Ballast Showing Site.  
Spread of ballast with encrusted iron material.
- BISC-UW-11. Cement Barge Site.  
Wreck appears to be a large barge filled with barrels and other bulky objects. Mound of solidified cement blocks which were once in wooden kegs.
- BISC-UW-12. The Oil King Site.  
Modern steel hulled vessel with drums of now-solidified material visible in the hold.
- BISC-UW-13. Mandalay  
Two-masted schooner which wrecked in 1966. A steel hulled windjammer with auxilliary diesel power.
- BISC-UW-14. Lugana  
Steel ribs and boiler plate of a large steel freighter.
- BISC-UW-15. Alecia  
Large steel hulled vessel, steamship of Spanish registry with a cargo of trade goods, mostly salvaged.
- BISC-UW-16. Square Hole on Shore.  
Hole hewn on the coraline or limestone matrix [REDACTED]  
[REDACTED]
- BISC-UW-17. UID Wreck #2.  
Wrecksite evidencing some copper sheathing and quite a bit of iron material.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

JUL 10 1982

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 9

BISC-UW-18. UID Wreck #1.

Wrecksite showing wood and metal conglomerate.

BISC-UW-19. Mongo's Wreck.

Wrecksite reported by park visitor from California. Originally purported to be Klein Wreck (Legare Anchorage).

BISC-UW-20. HMS Fowey

The Legare Anchorage Wreck currently (1982) under litigation. Originally believed to be the Populo from the 1733 Spanish plate fleet, new evidence indicates that it is in fact the HMS Fowey. Perhaps the most significant cultural resource on BNP property.

BISC-UW-21. No Name.

Anomaly located during the 1980 survey for the Legare Wreck. Little material visible.

## 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input checked="" type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

### STATEMENT OF SIGNIFICANCE

The coral reefs of this section of the coast of Florida are one of the principal ship graveyards in the Americas. [REDACTED]

[REDACTED] are known to contain the remains of several dozen ships, 16 of which have been precisely located and confirmed by underwater archeological activity. These wrecks represent all phases of American history from the period of early Spanish exploration and the English colonization to the early 20th century of the American period.

There are two major sets of data which can be studied. These data and pertinent research goals are:

#### 1) Artifactual data

This includes a vast array of materials shipped as cargo and treasure (depending upon date of sailing)--ceramics, glass objects, silverware, jewels and jewelry, coins, hardware, tools, and building supplies, among others. Weapons and armament may be recovered from many of the shipwrecks, particularly those associated with the Spanish Fleet. And some personal possessions from crew or passengers, particularly those of ceramics, glass, or metal, may be recovered. The historical significance of the cargo may be considered in one respect as material culture "captured in time," precisely dated and representative of a particular way of life as well as a particular period of time. In particular, the Hubbard is a sealed and precisely dated mid-18th century commercial vessel which has definite potential for providing information of considerable value to the field of historic sites archeology. Its cargo was predominately china and other ceramics from England. At the time of the wreck colonial American and English pottery were in a transitional stage. Study of the Hubbard's remains would result in acquisition of information of considerable value in establishing dating and cultural affiliations in land sites. As a late colonial merchant vessel the wreck itself is also of considerable interest and significance as a major artifact representing aspects of English-American trade, economy, transportation and relations in the decade preceding the Revolutionary War.

#### 2) Structural data

Because most of the wrecks are at least partially buried and protected by a coating of coral concretions, surviving elements of the vessels' structures may provide information on the design, construction, navigational ability, and outfitting of these ships. Comparisons of these items from the various wrecks may

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

<b>FOR NPS USE ONLY</b>
RECEIVED: JUL 10 1988
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 1

---

provide information on changes in design, construction, etc., through time as well as differences among nationalities.

Additionally, salvage and excavation of these wrecks using scientific controls may enable archeologists to develop new techniques and methods for locating and excavating such sites. New technical and methodological developments in underwater archeology could have beneficial impact on other submerged wrecks and sites in other areas of the country.

The wrecks themselves have high potential for yielding precisely datable information of United States history including data on trade and commerce, economics, technology, military history, and marine architecture. They also have considerable potential for interpretation and education in situ and through the data and artifacts which could be recovered from them through scientific investigations.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

(See continuation sheet)

de Brahm, Villiam Gerard  
 1772 Atlantic Pilot. Facsimile edition published in 1974 by University of Florida,  
 Gainesville.

Fischer, George R.  
 1975 Preliminary Archeological Assessment of Biscayne National Monument, Florida.  
 MS on file Southeast Archeological Center, National Park Service, Tallahassee, FL

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY District: 22,640 (9169 hectares) Hubbard: .5 (.203 Hectares)  
 UTM REFERENCES conversion completed by computer.

A	████████████████████	B	████████████████████
	ZONE EASTING NORTHING		ZONE EASTING NORTHING
C	████████████████████	D	████████████████████

### VERBAL BOUNDARY DESCRIPTION

Point A: Latitude ██████████  
 Longitude ██████████

Point B: Latitude ██████████  
 Longitude ██████████

Point C: Latitude ██████████  
 Longitude ██████████

Point D: Latitude ██████████  
 Longitude ██████████

(See continuation sheet)

### LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME / TITLE Lindsay C. M. Beditz, Archeology Technician DATE March 21, 1980

ORGANIZATION Southeast Archeological Center, National Park Service TELEPHONE 904/222-1167

STREET & NUMBER P. O. Box 2416

CITY OR TOWN Tallahassee, Florida 32304 STATE

# 12 CERTIFICATION OF NOMINATION

### STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES  NO  NONE

*See letter dated 8/27/81*  
 STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National  State  Local .

FEDERAL REPRESENTATIVE SIGNATURE J. P. Hollander DATE OCT 27 1981

TITLE Assistant Director, Cultural Resources

**FOR NPS USE ONLY**

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

*Gywnne S. Stewart* DATE 8/29/84

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

<b>FOR NPS USE ONLY</b>
RECEIVED: OCT 3 1981
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 2

Marx, Robert F.

1969 Shipwrecks in Florida Waters. Eau Gallie, Florida: Scott Publishing Co.

Meylach, Martin

1971 Diving to the Flash of Gold. Garden City, New York: Doubleday.

Romans, Bernard

1975 Concise Natural History of East and West Florida. Facsimile edition published in 1962 by University of Florida, Gainesville.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY
RECEIVED JUL 10 1981
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 1 PAGE 4

ADDENDUM TO:

OFFSHORE REEFS ARCHEOLOGICAL DISTRICT  
BISCAYNE NATIONAL MONUMENT  
DADE COUNTY, FLORIDA  
JULY 23, 1981

#7 - Description

Context

A separate survey was conducted by the Southeast Archeological Center in June and July of 1980 to accurately locate and identify a single shipwreck site in the Legare Anchorage. The survey was undertaken as a result of a preliminary injunction issued in U.S. District Court giving temporary custody of the wreck site to the United States.

Internal Composition

14. The wreck discovered in Legare Anchorage is thought to be the HMS Fowey, a British fifth-rate built in 1744, which sunk in the park in June of 1748. The wreck presently consists of a scatter over an area in excess of 200 feet by 500 feet (by magnetic survey). The section currently exposed on the surface of the ocean floor is 40 feet by 100 feet. The site has been worked recently by salvors, as is evidenced by a circle of steel reinforcing rod stakes placed around the perimeter of the exposed area, four exposed cannon (including one with a broken sling beneath it, indicating an attempt to remove it), and part of a hydraulic dredge apparently used for excavation. The wreck is located in an average of 28 feet of water.

Archeological Investigations

An intensive survey was conducted by the Southeast Archeological Center, National Park Service, to locate and identify a shipwreck tentatively identified as the Fowey. These investigations included preliminary mapping and a selective surface collection.

Intrusions and Data Limitations

The site of the Fowey shipwreck in particular has been disturbed by salvors whose efforts have removed most of the protective vegetation over one area of the wreck. This has precipitated a scouring action which may cause continued

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED JUL 10 1981

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7,8 PAGE 4,1

Intrusions and Data Limitations (continued)

erosion and exposure of presently buried cultural remains. The fact that the location is known to a relatively large number of sport divers and treasure hunters would suggest that further depredation of the site can be expected, although the area is currently closed to any water contact activity.

Artifact Collection

The objects and data collected from the presumed Fowey site represent an archeological research collection. The collection includes artifacts, field notes, photographs, and magnetometer and positioning data. Artifacts include cannon, cannonballs, ballast, a variety of pieces of rigging and ship's equipment, brick, tile, personal items (candlestick holder, buckles, spoons, etc.), ceramics and glass.

#8 - Significance Statement

1.) Artifactual Data

The Fowey has much the same potential that ~~the~~ Hubbard has for providing information of considerable value to the field of historic sites archeology, but for a slightly different time frame--the early 18th century--and a different cultural affiliation--Spanish. Study of ~~the~~ Populo's remains would result in acquisition of information of value in establishing dating and cultural affiliations in land sites. Comparisons could be made to highlight the similarities and differences in cargo and ship fittings between a King's ship such as ~~the~~ Fowey and merchant vessels of the 1733 fleet, several of which have been salvaged.

2. Structural Data

The hull remains, as well as considerable portions of the superstructure and fittings are exposed or known to exist.

Additionally, salvage and excavation of these wrecks using scientific controls may enable archeologists to develop new techniques and methods for locating and excavating such sites. New technical and methodological developments in underwater archeology could have beneficial impact on other submerged wrecks and sites in other areas of the country.