

WRECKS OFF BROWARD'S SHORES

by Steven D. Singer

THE WRECK OF THE ATHENAISE

The *Athenaise* was a cartell, a ship used to exchange prisoners, and was in the possession of the British when she set sail, ostensibly for Morlaix, France, in October, 1804. Actually, the British had no intention of exchanging prisoners, and had set their course for England. Lieutenant G. J. Hony of the Royal Navy recounted the details:

The ship in which I was to take my passage was named L'Athenaise and 182 French prisoners and two women were put on board on September 30th. I went on board on October 1st, and we sailed the next morning. As it may be amusing to see how things are too often conducted, I shall give the general fit-out of the ship. She was of 350 tons, built in Normandy, and copper-bottomed; at the capitulation of Cape Francois she had fallen into our hands, and had lain at Port Royal for over fourteen months exposed to the sea, and now become a cartell to Morlaix. As it was necessary to man her from the ships of war, an order was given to send all invalids to her. I believe that it had been intended to have included some able men, but when we got to sea we found that only five, out of thirty-four seamen, were capable of going aloft. Luckily there were some active young French sailors in the ship, who volunteered to do duty, and we gave these men full rations, instead of the two-thirds usually given to prisoners.¹

There was a total of 212 persons

on board, 184 French and thirty-eight British. The only lifeboat on board was a canoe which could only accommodate two people. The captain, James Cox, had been a mate on another vessel, and had been given this command to get rid of him. It was found that he was a drunk and worthless as a captain.

The fever which had incapacitated many of the men had become worse on board, and three Frenchmen and two Englishmen had died. The *Athenaise* made a few stops in the Caribbean before entering the Gulf Stream off Florida. On November 1, a gale arose and split the foresail. As there were not enough men to go aloft, it was cut from the yard, leaving only the main topsail set. The ship started to drift, and was caught in an eddy current going south.

Before long, breakers were seen about one mile away. The captain had gotten drunk after the sail was cut and was of no help. The crew cut the anchor, but it was too late, and the ship struck a reef. Lieutenant Hony recalled that, "The scene that followed is indescribable; there were upwards of two hundred men crouching on the deck, naked, and mostly praying and confessing their sins, whilst the sea broke over her mast heads, and to heighten the confusion the mizzen mast fell across the deck, breaking one man's ankle and maiming several others."²

The ship was drawn over the reef and into deeper water, staying afloat until she grounded off the

beach. At daybreak the men on board found themselves about six ships' lengths off the beach. Five men volunteered to bring a line to shore, and two perished in the attempt. Three or four men were carried away by the current while trying to make a raft of the masts. A hawser was made secure, and by evening all had landed on the beach except a few, including the captain, who had stayed on board to get drunk.

The sea had calmed, and the ship was now about two lengths from shore. Captain Cox and the rest now landed. The Frenchmen wanted to hang the captain, but the English sailors obtained a pardon for him. Mr. Hony took a fix on their position at latitude 26°10' North, which is off present-day Lauderdale-By-The-Sea.

Hardly any food was saved off the ship, and after two days ashore most of the survivors decided to march to St. Augustine. The French prisoners, outnumbering their captors, now took the British into custody and placed their own sergeant-major in command. The majority of the survivors departed on November 4, leaving six men behind. One of those who remained had suffered a broken ankle when the mizzen mast had fallen. Two others had yellow fever. A fourth stayed because, as he said, "I have been wrecked twice before on this coast and Johnston took me off; he may come again."³ Johnston was a wrecker, and later it was found that this person had

indeed been rescued from the wreck.

By November 6, the food from the ship was gone, and the main party was eating rattlesnake and parrot. Eight more were left behind when they could go no further. As the group marched up the coast, others fell behind and collapsed, but as most of their companions were in almost as bad a condition, the stragglers were left to their fate.

On the eighth, the party came upon an American sloop wrecked on the beach with a cargo of flour, apples, potatoes, and onions. The *Athenaise* survivors used a boat from this sloop to get across a nearby inlet. The American captain of the wrecked sloop gave his cargo freely since it would have been taken anyway. The sloop was on her way to St. Augustine from New York, but had been blown south before wrecking.

The following morning, the *Athenaise* survivors set out again, having been misinformed by the American that St. Augustine was only four or five days away, though it was much further. On the tenth they came upon a man named Atkinson, who was starting a coffee plantation and had six slaves with him. He informed them that their destination was still at least 150 miles away. They were at Indian River Inlet, and Atkinson took them across in his boat.

They continued to march, eating snakes, berries, crabs, and a dead alligator they found on the beach. Some men died from eating too much at one time. They finally made New Smyrna Inlet, and came across a settler named Ladd, who told them they had at least another seventy miles to go, and gave them some Indian meal. They were now about 140 in number.

The next day they managed to kill an eighteen-foot alligator, and the hungry men relished that feast. Mr. Hony had fallen behind and, continuing on his own, came upon a house inhabited by an Irish couple. The woman was home, and Hony found that her husband was busy ferrying the rest of the *Athe-*

naise survivors across the inlet. He talked the woman into having her husband take him the remaining twenty-three miles to St. Augustine, for which he paid her.

Hony arrived in St. Augustine that night, and landed secretly to avoid Spanish patrols. He found lodging in a boarding house owned by one Long. The main party then arrived, numbering 131 men, eighty-one less than when they had left Port Royal. The French were treated well in St. Augustine, but the English were treated poorly since the Spanish governor detested them. Eventually, Mr. Hony and seven other English survivors took passage on a small American schooner, and arrived at Charleston on December 5.

THE FORMENTO

There is one documented case of treasure being salvaged off Broward's coast. On March 8, 1848, the Spanish brig *Formento* wrecked near the beach off Pompano. She was bound for Vigo, Spain, from Havana, and carried a cargo of sugar, wax, arquadiente, and some money. She had a total of twenty-seven crewmen and passengers aboard, all of whom were saved and taken to Key West in Cold and Wrights boats. Some wax and arquadiente was also saved.

The wrecker *Lavinia* arrived at Key West on April 3 with an iron chest from the *Formento* which they had found, nearly covered by sand, in five feet of water. They had also recovered about ninety dollars in pesetas, which were scattered on the bottom in five to five and one half feet of water. A key would not open the lock to the chest, but the salvors cut it open, and found it "full of pesetas there being over \$3,000 in it and no other coin."⁴

THE THALES

The American bark *Thales* was a slave trading ship. Although the slave trade had been outlawed in 1808, it continued well into the nineteenth century. During the winter of 1858-1859, the *Thales* was

driven up on the beach near Hillsboro Inlet. She was out of New York, bound for West Africa. Captain Marsh, the crew, and the passengers abandoned ship in a longboat and caught the revenue cutter *Appleton*, which took them to Key West.

The first wrecker on the scene was the mail schooner *Joshua Skinner*, which found Seminole Indians



salvaging the wreck. These Indians were led by Tiger Tail who, it was reported, "had just succeeded the dead Sam Jones."⁵ The Indians offered to help the wreckers for a share of the profit, but were refused, and proceeded to get drunk on the brandy they had found. The only cargo found on the vessel were provisions and bunk lumber. The *Thales* was one ship better off being wrecked.

THE PROTECTOR

The *Protector* was a wooden sailing ship built in 1858 in Richmond, Maine, by H. Springer. She was listed at 799 tons and measured 162'7" x 32'7" x 23'2". She was originally called the *Mazeppa*, and sailed out of Richmond. At the time of her sinking she was owned by P. Plowathson and registered in Stavanger, Norway. Her captain was H. Falch.

In February 1877, the *Protector* was en route to Norway from

Pensacola with a cargo of rosin and deals. On February 11 she wrecked off present-day Deerfield Beach. According to the *Annual Report of the United States Life Saving Service, 1876-1914*, she wrecked eleven miles north of Fort Lauderdale Life Saving Station #4. She carried a crew of twenty, all of whom were saved and stayed at the station for twenty days. The vessel was valued at \$17,000 and the cargo at \$9,700, but all was lost. With the location given in *A Guide to Sunken Ships in American Waters* by Kaplan and Lonsdale, and in the *Annual Reports of the United States Life Saving Service*, there is not much doubt that this is the wreck that has been referred to as the "Deerfield Wreck."

THE COPENHAGEN

The New York Times of May 27, 1900, printed an article reading, "Steamship Ashore on Florida Coast, Ft. Lauderdale, Fl., May 26 --- The steamship Copenhagen, Capt. Jones, is ashore six miles north of this place. She is making six inches of water over her pumps. The Copenhagen is from Philadelphia, bound for Havana with a cargo of coal."⁶

The *Copenhagen* was built in Sunderland, England, by J. Priestman & Co. in 1898. She was a 325'x47'x25'6" screw steamer, and had a T-3 Cy engine. She was owned by Glasgow Shipowners Co., Ltd. The steamer left Philadelphia on May 20, with a crew of twenty-six. She ran aground off the Florida coast on the morning of May 27, as a result of faulty navigation. The following day, salvage operations began. Cargo was jettisoned, and three pumps were employed to lighten the vessel. The crew left the ship on June 1, and on July 17, after over one month of salvage efforts, she was abandoned as a total wreck.

The National Oceanic and Atmospheric Administration Charting and Geodetic Service gives the location of the remains of the *Copenhagen* as closer to Hillsboro Inlet, as does *A Guide to Sunken Ships*

in *American Waters*, but six miles from the Life Saving Station site, as reported in the newspaper, is where the wreck is located.

THE WRECK OF THE ZION

On October 1, 1904, the barkentine *Zion* of Emden, Germany, left Pensacola, bound for London. She carried 902,000 feet of lumber valued at \$15,000.⁷ On October 12, the ship ran into a bad storm off Jupiter and hove to. She was off present-day Broward County when the weather broke and she resumed course. When off Jupiter she again ran into a storm, this one even more severe than the first, and again hove to.

After weathering the storm for three days, the *Zion* sprang a leak. Captain Adrian Hemmes, Jr. ordered the gallant mast cut away and, when it fell, the topmast and a portion of the mizzen mast were carried away. The crew did not know their position because of the bad weather and could not take a fix. At midnight on Saturday, October 15, the master sang out, "Breakers ahead!" and minutes later hit a reef broadside. Later, the *Zion* shifted position with the stern seaward.

The launch *Badger* from Fort Lauderdale tried to go out to the *Zion* but returned because of the bad weather. Captain Dennis O'Neill, a Fort Lauderdale resident and former keeper of the Life Saving Station there, telegraphed Miami for assistance, reporting, "Bark ashore on reef and in bad condition. Twelve men on board. Send assistance if possible."⁸ The tug *Klondike* was made ready.

On Sunday morning Captain Hemmes and his crew launched a small boat, but it was smashed to pieces against the side of the *Zion*. They then decided to make the shore on planks, with as many as two and three men to a plank. By nightfall, all had made it safely to shore with the exception of the ship's dog, which remained on board. On Tuesday, the crew returned to the *Zion* aboard the *Badger*, but the launch was low on fuel, and they were able to save few

effects. They did rescue the dog at this time.

On October 19, Captain Hemmes telegraphed Mr. Woolworth, the collector of customs, to tell him that the people on the beach were stealing his cargo and to ask for help to protect it. The ship supposedly had split in two, and lumber was floating to shore.

The *Zion* was still aground Wednesday, and the British vice-consul in Jacksonville, Walter Sudlow, acting for the German government, had taken charge of the wreck and appointed Captain C. J. Rose, the local deputy United States marshal, as wrecking master. The fishing smack *Mt. Pleasant* was one of the vessels involved in the salvage, taking sails, windlass, compass, sidelights, and water tanks.⁹ This merchandise was stored at Captain Rose's dock at Miami.

According to interviews with crewmen Martin Smith, Felix Brandt, Bill Winter, and Emil Reinke, the boats involved in the salvage operations brought most of their belongings to shore, "but by deception, [the belongings] were kept on the beach and stolen and carried away."¹⁰ These men also stated that the Life Saving Station offered no help and refused to lend them a boat or go with them to the wreck. At first, they were also refused a place to stay at the station, although they were stranded for one or two days. The crew said that they were almost destitute since their clothes and belongings were stolen, and that the captain intended to file suit against the guilty parties if they could be found. Winter had been with the ship for years, and the others had shipped in Pensacola. They praised the action of the captain, and said that they did all they could to save the ship.

The *Zion* was built in 1873 at Damaniscotta, Maine, by A. Hall for R. Dixon & Smithwick. She was formerly the *Robert Dixon* of New Bedford, Massachusetts, and was purchased in 1894 by Adrian Hemmes, the captain's father. She was listed at 1,366 tons and measured 194'9"x38'7"x24'3".



"The Daily Miami Metropolis" reports the "Zion" wreck.

THE EDITH L. ALLEN

The *Edith L. Allen* was on her way from Baltimore, bound for Port Arthur, Texas. She carried a cargo of steel rails. On June 17, 1906, at latitude 26°10' north and longitude 79°38' west, a few miles from present-day Lauderdale-By-The-Sea, she foundered in deep water and all was lost.¹¹ Built in Richmond, Maine, by T. J. Southard, the *Edith L. Allen* was a wooden four-masted schooner. She measured 185'3"x39'1"x18'4", and listed at 969 tons. She was owned by F. R. Eaton and registered in Philadelphia. At the time of her loss her captain was P. LeBlanc.

THE WRECK OF THE MOLLIE S. LOOK AND THE SALVAGE OF THE BAYAMO

On February 5, 1908, the steamer *Bayamo* ran aground on a rock ledge off Fort Lauderdale. She was a Ward Line steamer registered in Havana and bound for Tampico, Mexico, from New York. According to the *Reports of the United States*

Life Saving Service and the *Miami Daily Metropolis*, she went aground four miles north-northeast of the Fort Lauderdale Life Saving Station and one and one half miles offshore. She was listed at 3,296 tons and carried 450 tons of general merchandise including machinery and steam boilers. The vessel was valued at \$200,000, and the cargo at \$150,000.

The resulting salvage attempts turned into something of a fiasco. The first wreckers on the scene were the Key West tugs *Martha Helen* and *Three Friends*. The *Three Friends* was the most famous of the gun-runners during the Cuban insurrection of the 1890s, and was built and originally captained by Napoleon Bonaparte Broward, who served as Florida's governor from 1905 to 1909. The captain of the *Bayamo* refused to let the Key West wreckers anywhere near his ship, but with the weather getting worse they kept close by. The coasting schooner *S.R. Mallory* was also in the area and reportedly brought some of the *Bayamo's* cargo to shore. The weather continued to worsen, but the *Bayamo* held on and refused the tugs' help. Her outer hull was damaged, but the inner hull remained intact. Another Ward Line steamer, the *Colonfo*, was on her way from Nassau to help.

At about 7:30 on the night of February 10, another steamer signaled for help, and rockets could be seen about one mile east of Fort Lauderdale beach. By the tenth the *Bayamo* was still holding her own, although the storm continued to rage, and parts of the cargo were washing up near the Life Saving Station just north of New River Inlet. At this time the R. G. Ross Construction Company was hired to salvage the *Bayamo*.

Meanwhile, the *Mollie S. Look* was sailing south, keeping between the Gulf Stream and the beach to avoid the worst of the storm. She was bound for Carrabelle, Florida, from Norfolk, Virginia. On February 14, the vessel "failed to mind the helm," and before anything could be done, the wind and sea drove her up onto the beach about one and

one half miles above the New River Inlet.¹² She was carrying 800 tons of coal, and the crew took to the rigging. The crewmen all were saved, but the following day the ship was beaten to pieces by the storm.

The *Mollie S. Look* was built in 1904 in Machias, Maine, by E. J. White. At the time she wrecked, she was still owned by White, and had a crew of eight. The captain was Oscar Look. She was listed at 572 tons and measured 159'x36'2"x12'8" of wood construction.

By February 18, the Key West wreckers had filed libel against the *Bayamo* for \$50,000 for not letting them salvage the vessel, which according to them, was their right since they had been the first to arrive at the wreck site. About 200 tons of cargo had been removed so far and stored at the Benner Line dock in Miami. Another complication was added to the already tangled situation when the Ross Company was dismissed from the salvage job, and the tug *Relief*, belonging to the Merritt Wrecking Company of Philadelphia, arrived with orders from the Ward Line to complete the work. As a result, the R. G. Ross Construction Company also filed libel against the *Bayamo*.

By February 20, the schooner *Hazel* arrived at the Benner Line dock and discharged the salvaged rigging from the *Mollie S. Look*. The rigging was eventually auctioned off by Captain Look. Near the end of the month, the *Relief* finally pulled the *Bayamo* off and towed her to Jacksonville for repairs. During her three weeks aground, she was reported to have lost \$100,000 worth of cargo.¹³

THE W.S.M. BENTLEY

Sometime in May of 1913, the *W.S.M. Bentley* went ashore near Fort Lauderdale. She was carrying 33,000 feet of white pine lumber, "valued at \$70 per 1,000 ft."¹⁴ The lumber was salvaged by F. M. Carson, J. A. Sillcox, and C. J. Anderson, under the direction of Captain T. Hall. The claim for these men amounted only to \$180.



The *W.S.M. Bentley* was referred to as a steamer in the newspaper account of her grounding, but her registration lists her as a three-masted British schooner which stayed in service until 1933. Whichever type of vessel she was, the *Bentley* was rescued from the beach and continued to sail.

THE PURE LUBOIL

On October 12, 1929, the barge *Pure Luboil* broke loose from the tug *Empire* off Palm Beach County and drifted south, running aground on a reef about 200 yards off Deerfield Beach. The barge had a crew of six men. Her nose was facing the beach, and waves were breaking over the stern. Coast guardsmen from Base Six at Fort Lauderdale, site of the old Life Saving Station, arrived at the wreck site and set up a breeches buoy hawser under the command of Lieutenant Bernier. Captain E. T. Knight, keeper of the Hillsboro Lighthouse, and his relatives who owned Cap's Place Restaurant, also assisted in rescuing the crew of the *Pure Luboil*. A line was made fast to the barge and the breeches buoy, but the crew would not take the line because they were afraid of sharks. They eventually made it to shore by having the breeches buoy hawser pull their small lifeboat to shore with them inside.¹⁵

The following day, Coast Guard boat #108 and the *Empire* tried to get the barge off, but to no avail. On Monday, October 14, a Belcher

Oil Company barge was brought up from Miami to take off the *Pure Luboil's* cargo of gasoline and make her lighter. They hoped to get her off the reef at high tide. By October 15, she was still on the reef, and another attempt to free her was planned.¹⁶

It has not yet been determined whether the barge sank or was salvaged, but if she did sink, the scattered remains of a wreck that lie at the north end of Deerfield Beach on the first reef could be those of the *Pure Luboil*.

THE CUMBERLAND

The hopper dredge *Cumberland* was the last of the wooden hull self-propelled steam class vessels in use by the United States Army Corps of Engineers. She was built in 1902 in Belfast, Maine, one of four of her type. She measured 200'x40'8"x20', and was assigned to the Corps of Engineers' Savannah District.

The *Cumberland* left Savannah on June 22, 1931, at three p.m., on her way to Key West to refuel. From Key West she was to proceed to Mobile for annual drydocking and repairs. Her captain was Joseph M. Lavell, but she was under the command of Chief Mate A. W. Carter, since the captain's coast guard license was not endorsed for Florida waters. On Tuesday night, June 24, the captain came to the bridge and, in the vicinity of Cape Hetzl, noted that the vessel was in shoal water. He ordered the chief mate to alter course, but the *Cumberland* eventually went aground on a pile of cement off Fort Lauderdale. The cement could have come from the *Frances Hyde*, which had gone aground on June 26, 1913, off Deerfield Beach. The *Frances Hyde* had lost \$2,500 of her \$5,000 cargo of cement, which may have been jettisoned after she was pulled off.

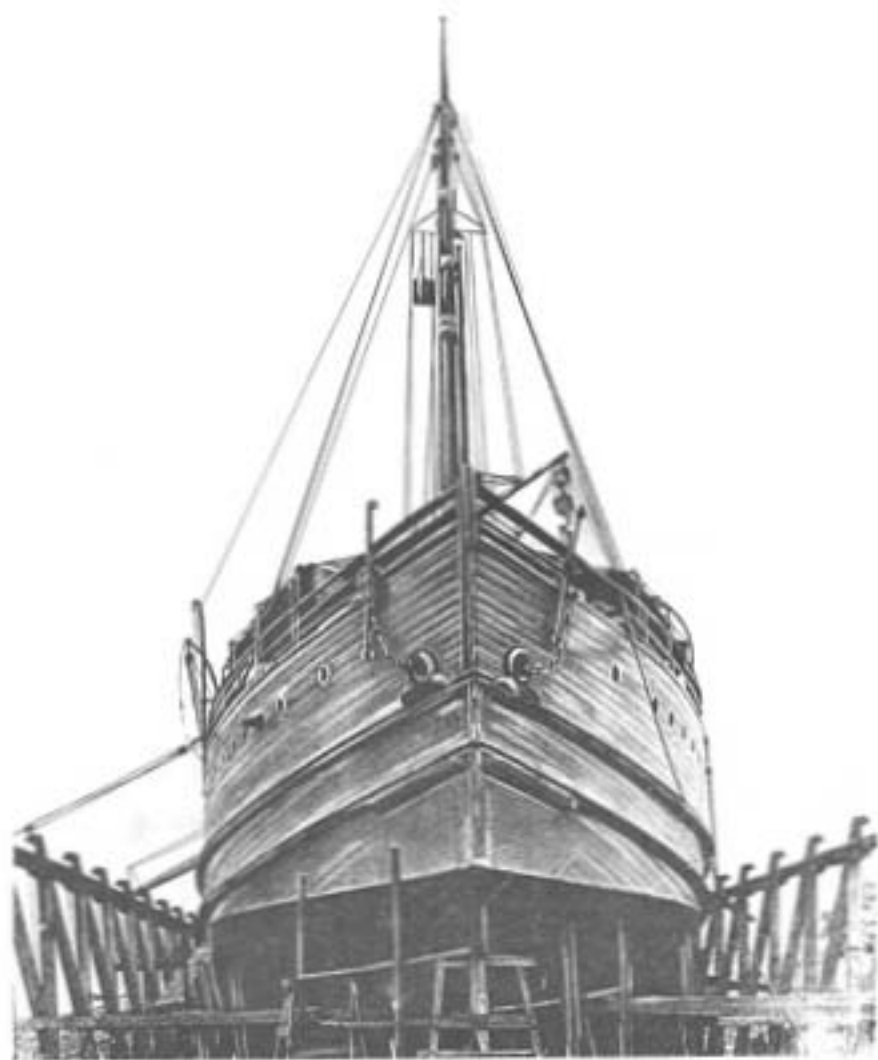
The *Cumberland* was being pounded by rough seas, and all efforts by coast guard vessels to pull her off were futile. In the blackness of night and in heavy seas the

crew of fifty men was taken off on Wednesday. On Thursday, a navy tug from Key West arrived but could not pull the *Cumberland* off. Major Douglas L. Weart, United States district engineer, also arrived at the scene Thursday. He found that her bottom was being pounded and was developing many leaks. Conventional means of salvage were ruled out since she was filling too rapidly. Major Weart, after a quick assessment, decided to abandon her both for the safety of the crewmen who had remained aboard to assist with the salvage and because she had outlived her usefulness and was not worth an expensive recovery operation. Her final voyage was probably intended as her last trip for annual repairs. On June 26, 1931, with her seams splitting, the *Cumberland* found her final resting place.¹⁷

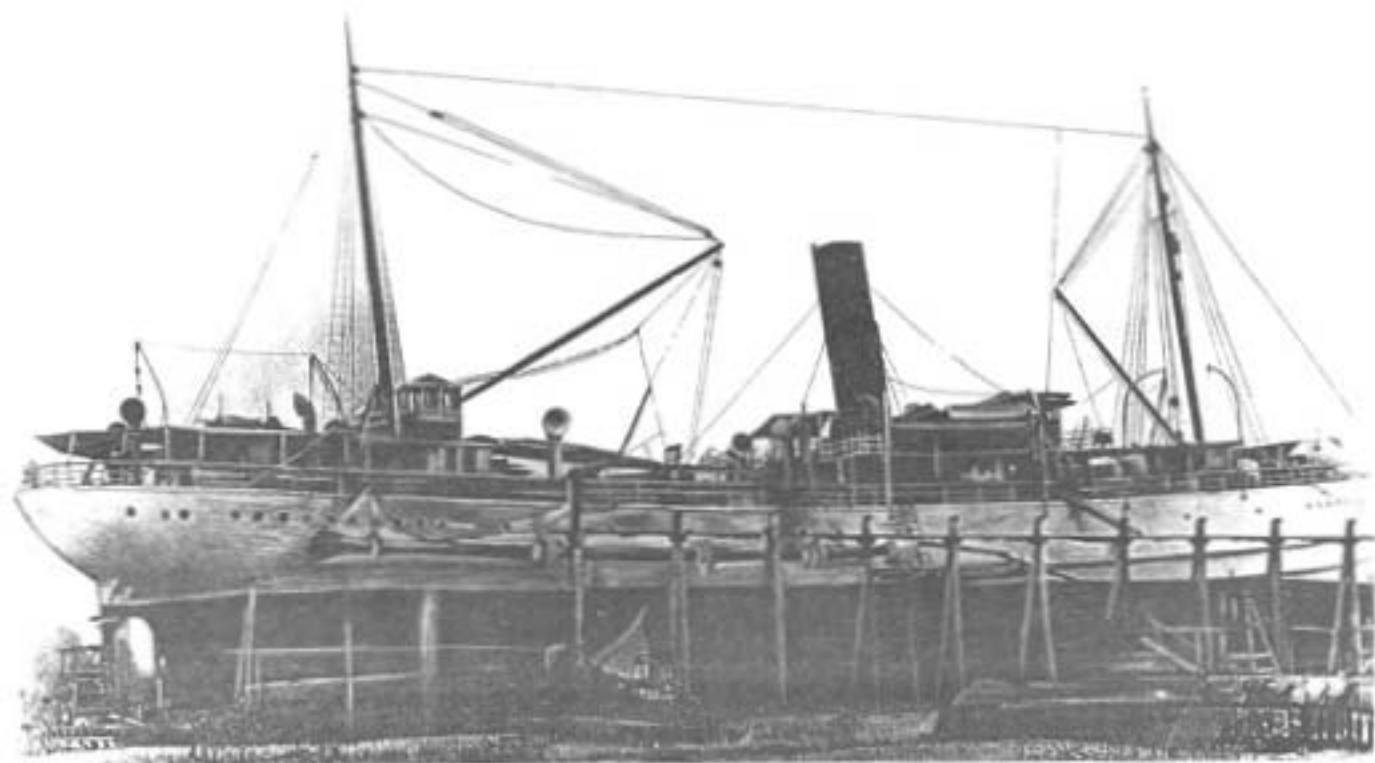
WORLD WAR II

One of the most talked-about wrecks off Broward's coast is that of a German U-boat reportedly lying off the shores of the northern part of the county. Many are said to have dove this wreck, but no one can seem to pinpoint it. An article in the July 1967 issue of *Skin Diver* carried a photograph of the conning tower of a submarine. The photo was taken by Eddie Malinowski, former owner of Diver's Haven dive shop of Fort Lauderdale. Malinowski reportedly found the submarine north of Fort Lauderdale, lying outside the third reef, in 1962. He asserted that, "The sub had settled on the outside of the third reef, listing on the downslope of a ledge."¹⁸ He was able to take a photo, but with a storm coming up fast, could only manage a hurried fix. When he returned, he could not locate the sub again. With the mercury ballast worth over \$1,000,000, it would be a very nice find.

Off Pompano Beach there is a spot in over 500 feet of water called the "Sub." It is a favorite of local fishermen. On a depth recorder it appears to be about the same size as a submarine. Its actual iden-



Two views of the "Cumberland." (Photos courtesy of Walter Schaaf, U.S. Army Corps of Engineers.)



tity, however, remains to be seen.

One vessel known to have been torpedoed off the coast of Broward County was the 567-ton cargo ship *Sama*. On May 3, 1942, Captain Wurdemann of U-boat 506 sighted the *Sama* and torpedoed her at latitude 26°04' north, longitude 79°45' west.

The *Conmar*, a 231-ton cargo vessel, was sunk in September 1944 at latitude 26° north, longitude 80° west by marine casualty. The *Frank Baker*, a trawler of 100 tons, was sunk November 13, 1943, also by a marine casualty, at latitude 26°09' north, longitude 79°52' west.



OTHER REPORTED WRECKS

Bill Arsenau, who has dove the Broward County area for years, has mentioned some additional wreck sites. Just in front of the Sea Watch Restaurant were the remains of a ballast pile now covered by the beach restoration project. Another ballast pile was near the second reef just above the north end of the Fort Lauderdale public beach.

Another wreck site was near the Pompano Pier. Here Paul Hurt discovered a small cannon and brought it to shore. This cannon has been donated to the county. It has been dated from the seventeenth century, and is definitely Spanish. Pompano Beach diver Dwight Miller has also mentioned this wreck, as well as a wreck just

south of the Hillsboro Inlet which could be the remains of the *Alice Holbrook*, a 1913 casualty.

Off the Broward-Palm Beach county line, over the first reef, can be found the remains of an old windlass about eight to ten feet across, as well as other scattered wreckage. This site has been called the "windlass wreck" by local divers. There are also remains of a wreck off Pompano Beach supposedly from a side-wheeler that was reported to have sunk in the vicinity. Yet another wreck off Pompano Beach is believed to be

that of a British ship that sank in the early nineteenth century. A spike from this wreck, owned by Joe Schirck, has a Birmingham imprint, indicating English origin. A *Skin Diver* magazine article dates the wreck from 1815.

Numerous other wrecks may lie hidden beneath sea and sand off Broward County's twenty-five mile coastline. With proper archaeological investigation and thorough documentary research, they may yield many secrets from the region's rich past.

FOOTNOTES

1. Lieutenant G. J. Hony, R.N., "The Wreck of the *Athenaise*," *The London Mercury*, vol. XIII, no. 78 (April 1926); reprinted in "El Escribano," vol. IV, no. 1 (January 1967), 5-16.
2. *Ibid.*
3. *Ibid.*
4. Diary of William Hackley, copies in the archives of the Fort Lauderdale Historical Society, Fort Lauderdale, Florida.
5. "The *Beachcomber*," *Fort Lauderdale News*, March 29, 1964.
6. "New York Times," May 27, 1900.
7. "Daily Miami Metropolis," October 21, 1904; "Annual Reports of the United States Life Saving Service" (1876-1914), microfilm in the collection of the Broward County Historical Commission, Fort Lauderdale, Florida.
8. "Daily Miami Metropolis," October 18, 1904.
9. *Ibid.*, October 21, 1904.
10. *Ibid.*, October 24, 1904.
11. National Oceanic and Atmospheric Administration Automated Wreck and Obstruction Information System.
12. "Daily Miami Metropolis," February 21, 1908.
13. "Annual Reports of the United States Life Saving Service" (1876-1914).
14. "Daily Miami Metropolis," July 11, 1903.
15. "Fort Lauderdale Daily News," October 12, 1929.
16. *Ibid.*, October 14, 15, 1929.
17. Information provided by Joe Frewer and Walter Schaaf, United States Army Corps of Engineers, Savannah, Georgia.
18. "Skin Diver," July 1967.

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- Bill Arsenau
- Ellsworth Boyd
- Broward County Historical Commission
- Department of Transport, Marine Library, London, England
- Fort Lauderdale Historical Society;
- Jean Haviland
- Paul Hurt
- Dwight Miller
- National Oceanic and Atmospheric Administration
- William Pendleton, Penobscot Marine Museum
- Joe Schirck