

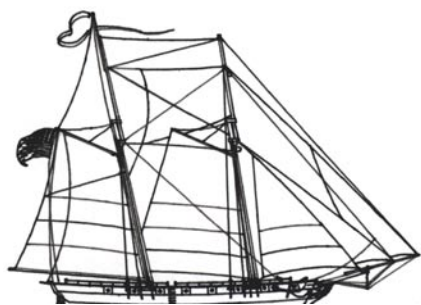
# Florida Keys

## Sea Heritage Journal

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USS SHARK




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 OFFICIAL QUARTERLY PUBLICATION OF THE KEY WEST MARITIME HISTORICAL SOCIETY
 

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# Aground on St. Augustine Beach

By Captain Hilary Crusoe

Salvage Master's report in the case of the C. V. **Domburgh**.

Stranded positions 1.3 miles south of St. Augustine Inlet, on Conch Island, St. Augustine, Fla.

C.V. **Domburgh**, British, steel container vessel, master Captain Alfred Tennis.

Gross tons: 1,118 tons, length: 281.08 feet, net tons 464 tons, breadth: 40-03 feet, depth: 21-03 feet.

Owners: Trincargo Shipping Co. Port of Spain, Trinidad, built: 1949, Holland. Charterers: Chester Blackburn & Roder, registered: St. Vincent, W.I., 104 Biscayne Blvd, Miami, FL.

Cargo: 250 tons general cargo. 40 loaded containers, including 2 refrigerated, and 38 empty containers.

Thursday, October 18, 1973

The day begins with the M.V. **Cable** tied up at her regular station docks, in the U.S. Naval Station at Key West, Florida.

About: 0005 Received a long distance telephone call, at my home, from a Captain Perry Walters in Miami representing the charterers of the C.V. **Domburgh**. Captain Walters advised that the C.V. **Domburgh** was stranded on



*The C.V. **Domburgh** ashore on St. Augustine Beach. Photo credit: the Author.*

St. Augustine Beach, Florida and he was interested in engaging the assistance of Murphy Pacific Marine Salvage Co. to refloat the casualty. I advised Captain Walters that I would contact our Operations Manager, Capt J.F. Madeo, in New York, and advise him. Captain Madeo in turn would then contact him and discuss terms of a contract.

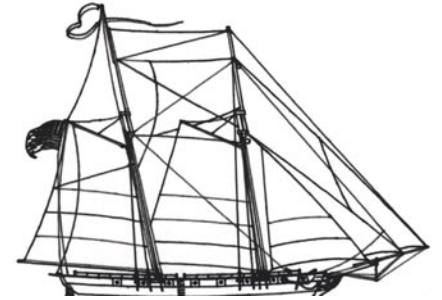
About: 0105 Called Captain Madeo, via long distance, at his home and informed him of my telephone conversation with

Captain Walters. Captain Madeo advised that he would contact Captain Walters and offer him a contract, he would then call me later with instructions.

About: 0210 Captain Madeo called and instructed the M.V. **Cable** to be made ready for sea and proceed to the assistance of the C.V. **Domburgh**. Also instructed me to proceed, via air travel, to the stranded **Domburgh** and make a preliminary salvage survey and to take the **Cable's** foreman with me.

(Continued on page 6)

Society News  
By Tom and Lynda Hambright



The Florida Keys Sea Heritage Journal is published quarterly. Subscription is available through membership. Copyright 2003 by the Key West Maritime Historical Society of the Florida Keys, Inc. The art on the masthead, the USS Shark, was drawn by Bill Muir.

Marie Cappick. Photo credit: Monroe County Library

In this issue we start Captain Hilary Crusoe Wrecking Master's report on the refloating of the Domburgh. Even though this wreck did not occur in the Florida Keys it did show the skills of the Key West wreckers in successfully saving a ship that was hard aground. The wreckers normally worked away from the public eye but this case was different, the public and press could drive to the beach and watch the crew work. The St. Augustine Record covered the story from beginning until the ship was finally floated. The papers Managing Editor Patrick K. Lynn writing to the vice president of Murphy-Pacific Marine Salvage Corporation said "Captain Crusoe, in his quiet and determined way, was an excellent representative for Murphy-Pacific during the Domburgh incident." The is a very lengthy report and will appear in the next several issues of the Journal.

History is not all truth, facts and

well-known leaders, sometimes, legends and the average person are part of the history of a town or area. In this issue we have two stories that appeared in Paths magazine published by Marie Cappick, in the 1930's. Miss Cappick died at the age 81 in 1957. She was an author, editor and historian. In addition to Paths she was society editor of The Key West Citizen and a writer for the weekly newspaper, the Florida Keys Sun. She also wrote a history title "The Key West Story" that was published in serial form, in the Coral Tribune and The Key West Citizen. She recorded some of the myths, legends and common people of Key West in her writings. Copies of Paths and "The Key West Story" are kept in the Florida History Room at the Monroe County Library in Key West. Maybe the world was a better place when two boys in a skiff could find a mermaid on a rock in the Bahamas.

## New Member

Diana Latham, Mineola, NY; R. Duncan Mathewson III, Little Torch; Randal

& Elizabeth McDonald, Summerland; Brenda M. Trovato, Hyannis, MA.

Editor: Lynda Hambright  
Production: Tom Hambright

Letters and articles are welcome. Please write to: Editor, Florida Keys Sea Heritage Journal, KWMHS, P.O. Box 695, Key West, FL 33041 (305) 292-7903.

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# Key West Resident Sees a Mermaid

The following article appeared in Paths Volume 1, Number 5 published in July 1934 by Marie Cappick.

With the death of Captain Samuel Lowe, who died in this city on May 31, this year, at the age of ninety-one years, Key West lost the only man in the world known, to have seen a mermaid, if what Captain Lowe saw might be termed that.

For three years the writer sought a man in Key West who had seen one of the least known of undersea creatures, and which has come to be classed as a myth, but according to Captain Lowe, the creature he saw, mermaid or not, was no myth.

When I located this man I found him seated in a rocking chair on the porch of his Margaret street cottage. His kindly blue eyes gleamed with good will, and the corners closed in tiny wrinkles which spoke louder than words of long watches across stretches of ocean.

When I put my question to him as to whether or not he had seen a mermaid the old man said:

"Please don't say it was a mermaid; I don't know what it was, but whatever the creature was it was unknown to me. I was a young man at the time, and from my boyhood days I owned my own boat, which I poled about the waters of Green Turtle Key, Abaco, Bahamas, where I was born and lived until I came to Key West many years later.

"The day I saw this object of which I am going to tell you, I was not alone. Edwin Saunders, my companion, was with me in the boat. We poled out from Green Turtle Key until we came to what is known as Conch Rocks. The day was clear, not a cloud in the blue sky, and we could see for miles all around us.

There was nothing to see but the sky and the ocean.

"Quite close to Conch Rocks is what is known to Bahama seamen as Ocean Hole. This name was given because there is a deep hole, the real depth of which has never been known. Conch Rocks extend over a considerable distance of shallow water, and one portion of the rock rests about on the edge of Ocean Hole.

"Not having any special objective that morning we continued out to sea until we came into full view of Conch Rocks, and we noticed an object on one of the tallest rocks near Ocean Hole. Our curiosity led us into this dangerous location and before we knew it we were about twenty feet from the object that had attracted our attention.

"Saunders leaned forward in the boat and looked curiously ahead at the same time I did. We both saw the thing about the same time.

"'It's a woman,' Saunders said in a surprised tone.

"It certainly was a woman. The thoughts that entered my head at the time were what was a woman doing there, alone, no human for miles away. Where we lived we had never heard of such creatures, so I held to the thought that it was a woman.

"Saunders turned to me, his face pale and a frightened look in his eyes. 'It's a dead woman,' he whispered.

"If she's dead how can she sit up on the rock and move as she is doing?

"'That's a dead woman, all right,' insisted Saunders. I thought differently. I saw the woman as plainly as I see you, lady," added the old seaman, as his voice

became agitated.

"Only from her waist up was visible above the water, and as I wanted to be sure, I gave the boat another pole until I was close enough to see her throw her arms above her head and right here let me tell you her arms were like the flippers of a turtle, no fingers or hands. She continually threw these flippers of fins or whatever you want to call them under her coarse hair, which was a greenish black. It was the most peculiar color I ever saw.

"Well, the two of us were spell bound, looking at that strange woman creature there on the rock before us plain as day. We tried by sign and sound to attract her attention. But she either did not see us or did not hear us. I noticed that her body swayed gently back and forth on the rock, same as the sea grass sways under the ocean. I was not afraid, but my companion was almost dead from fright.

"To please him I turned the boat away from the object which had fascinated me. I wanted to go right up to her and see if it was a live woman or just an under sea creature, but Saunders insisted that we return home.

"On our way back we talked about the object and as neither of us had ever heard of such a thing as a mermaid we did not know what it was, other than a woman seated on a rock at the edge of Ocean Hole, running her flipper-like arms through green-black hair that looked like seaweed.

"I told Saunders that there may have been a wreck close by and this woman had swum to safety on the rock.

(Continued on page 4)

(Mermaid from page 3)

“I tell you it wasn’t a live woman,” insisted Saunders. “That woman was dead, just like her body was caught on the rock, couldn’t you see that for yourself? She was not the color of any woman I ever saw, nor you either,” he wound up.

“I saw Saunders was overcome by what we both had seen and that he was terribly nervous. So I said no more about it, at least not to him, but that night when my parents and all of us children were seated at the supper table I told what I had seen out on the edge of Ocean Hole that morning.

“My mother spoke up and said:

“Son, that must have been one of those creatures I read about in books, called mermaids. I think you had better not go there again.”

“Many times since I sailed bigger and better boats than the one I was in that morning I saw that strange creature, right over the spot where I saw it that morning, but I never again caught a glimpse of it. Ocean Hole always had a strange attraction for me-it drew me there every time I went out in my boat. But I never saw the creature again.

“Now please don’t say that what I saw was a mermaid,” Captain Lowe warned, “because I am not sure what it was other than it was a creature that looked like a woman. If such creatures do exist under the ocean then I saw one-not I alone, but Edwin Saunders. If he is living he can tell you the same thing.”

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*The following appeared in Paths of October, 1934.*

## World’s Champion Eater

Sam Hart, 324 William Street,

this city, holds the title to being the world’s champion banana eater, a title which he has held uncontested for forty years, or since he was a youth. Now he has retired from this pastime which brought him world renown, but continues to make this city his home. About sixty years old, Hart retains his powerful physique. Born in the Bahamas he came to this country when thirteen years old and has lived in various sections of Florida. For more than a quarter of a century he was connected with the Naval Station at Key West.

Hart specialized in banana eating, but food racing in a general way was in his line, and he tells the story of how he entered the “profession.”

It was Mrs. Hart who influenced him to give up food racing and banana inhaling, for this wife of the champion feared he would impair his digestive organs, which really caused Hart to cut away from such a dangerous pastime.

Hart says that being broke and hungry started him on his career. That one day he was so hungry he could hardly see straight, so he braced up a bit and entered a restaurant and going up to the man behind the counter, said:

“I bet I could eat a dozen pies and two dozen doughnuts.”

The man looked at him kind of funny; then seeing the value of such a stunt in advertising his business, he said:

“It’s a go; sit down.”

Hart says: “I sat down and I tell you that meal was a God-send to me. I could have stowed away a dozen pies, even if I were not doing it on a bet. I think I never was so hungry in my life as I was that day. Of course I got all for nothing and the proprietor told me to drop in again. Other eating houses heard of me and after that my meals cost me nothing those days, and for a long

time I lived on my reputation.

“After the restaurants kind of fell off on the stunt eating I specialized on bananas. I had to keep up my race eating by some means. Bananas it was for me after that. I developed my own style of technique as it might be called, in doing away with bananas, this coupled with the reputation I had already, I was able to continue the free eats for some months longer.”

Mrs. Hart asked her champion husband to tell when he started on banana eating and what he told her was:

“Forty-two of those big Yucatan bananas was what I started out on and I put them away in less than fifteen minutes and could have eaten a lot more if I had them at the time. Forty-two was just a starter for me at that time.

“At one time I raced on custard pies. Pies in those days were selling at forty cents each. They were great big fellows with plenty of filling. One would make a meal for an ordinary man, but me with a championship to hold up, I had to go a couple of dozen, and while everyone who heard of what I was doing said pies would kill me, I laughed at them and grew fat.

“With prices of custard pies going higher and higher, I did not get as much chance to eat as many of them as I liked, so I kept to bananas. I realized they were my specialty and I believe that a man should stick to his last, even if it was his first.

“My career as a legitimate bonafide banana eater started when a grocer one day offered me seventy-five cents if I would eat a bunch of bananas. I guess there were about sixty or seventy on the bunch and I ate the whole bunch without moving from the spot. The grocer was so pleased and the fellows standing around so surprised that payment was increased from seventy-five

cents to one dollar. I took the dollar and started off looking for some other grocer who might like me to do the same stunt in front of his shop. It brought a crowd, and of course increased sales.

"I don't chew the bananas, if I did I could not eat them as fast as I did. I have a trick that I don't mind telling now that I have given up eating bananas by the bunch. Here it is. I peel the bananas, break them in half and hold the two pieces in my right hand, and with my left hand I give my right hand a hard knock that sends the two pieces solid, right down my throat. This is the only secret I have in the business of eating bananas.

"One time in Jacksonville at the Travelers' Hotel a man named Walker told it that I was a champion banana eater. Well in no time the head of the hotel came running to me begging me to eat some bananas for the entertainment of the guests. It was midsummer and nothing much doing. We dickered about what I was to receive in payment and finally we agreed on five hundred dollars. The hotel man hunted up another fellow who said he could race me. When the preliminaries were settled only ten bananas could be found in Jacksonville that day. These were divided, five to me and five to the other fellow.

"My opponent in the race made this announcement: 'Ladies and gents, I am the champion banana eater of Florida, thank you.' What I said was, 'Ladies and gents, I claim to be the champion banana eater of the world, a championship I have held for twenty-five years. I thank you.'

"The judges stepped up and began to count-one, two three. The race was on. I watched the other fellow to see what he was doing and saw him chewing his banana, then I knew I had nothing to fear. I waited

until the Florida champion began to peel his last banana when I picked up my first, peeled it, broke it in half and slapped the two pieces into my throat. Five swallows and five bananas disappeared. Let me tell you there never was such an astonished bunch. The Florida champion got cat calls and I got the five hundred dollars that came in mighty handy just about that time.

At Bethel's restaurant in this city I was paid five dollars on a bet that I couldn't eat fifteen bananas. I was finishing a steak at the time and with fried potatoes and other fixing stowed away and six pies, as I always eat pies first. I knew there was room for fifteen bananas, so I replied by asking if he had any bananas handy. Bethel sent a boy across the street and bought fifteen. I pulled the skins off and broke them each in two, and taking them in pairs I chucked them down my throat. When I completed the job I put out my hand for the promised five dollars, and as there were guests at other tables, Bethel paid his bet.

"Only once was I near losing my title to the world's championship. That was when I met a Scotchman named MacDonald. He was engineer of a cable laying ship. This Scotchman claimed he was the world's champion eater and although I got only six dollars for the job I nearly died from the effect, yet I held the title.

"This MacDonald said he could beat me. I took him up. There were six messes served on that ship -six sets of men to be fed three times a day. The wage was for us to eat a full meal with each of the six sets. We agreed.

"Pat Carey, a Negro, was cook aboard the vessel. There was stewed grouper, steamed turtle, baked potatoes, beans, soup, rice, and then came pudding, custard pie and

doughnuts. All my favorites. The cook was to measure the amounts for us. As much as was served to a man was portioned to each of us.

"Some smart fellow run up to the captain and told him that Hart and MacDonald were planning to commit suicide. The captain sent word to us that if we killed ourselves he would have to bury us at sea and that he had no canvas to waste on us, so advised that we wait until we got ashore.

"Tell the captain not to worry about a jacket for me, I won't need one, I told the fellow who brought the captain's message, and as for Mac, well, he's a Scotchman, and when he knows it will cost something to die he'll live.

"Here iss what we stowed away at least I did, when the pan of grub was brought to me. Into the rice was ketchup, chow-chow, pepper vinegar, tobasco sauce, sugar, condensed milk, mixed with the steamed turtle, baked beans, stewed grouper and all the other articles on the bill of fare. We fell to on it.

"From the start I saw Mac was my match and knew I had to do quick work. At last I was making an effort to clean the pan. As I raised my last spoonful I saw Mac drop his spoon. He was in a faint. I continued to clean my pan until I knew he was down and out. This gave me the championship. I held the title and I knew no more until some time afterward when I found the cook trying to pour a teaspoonful of peppermint down my throat. It trickled out the corners of my mouth because there was no room for it inside me.

"Well, we were both under the weather for the next week or so after that stunt and when we made port I left the ship ready for a race with anyone who disputed my title. I am waiting yet."

(**Domburgh** from page 1)

The crew of the **Cable** was alerted and sailing time was posted for 0430 hours this morning. About: 0400 Called the U.S. Coast Guard and U.S. Naval Authorities, in Key West, and reported the **Cables** ETD [estimated time of departure] from its station berth.

About: 0450 All navigational equipment was tested and found in order.

About: 0500 The M.V. **Cable** cast off from her station dock and proceeding to the assistance of the stranded **Domburgh**, making best speed possible. There were onboard the **Cable** at time of sailing the following personal: pump engineer, 2nd pump engineer, carpenter and 2 salvagemen. This was in addition to the 24 crewmembers in the **Cable's** operating crew.

About: 0540 Key West Main Channel Sea Buoy abeam.

About: 0635 Foreman and myself departed Key West, via Southeast Airlines, for Jacksonville, via Miami.

About: 0730 **Cable** abeam American Shoal Lighthouse. Distance off 7 miles.

About: 0735 Foreman and myself arrived in Miami.

About: 0800 Overcast, fresh north northeast breeze and rough sea.

About: 0815 Foreman and myself departed Miami for Jacksonville.

About: 0932 **Cable** abeam of Sombrero Light House. Distance off 6.5 miles.

About: 0940 Foreman and myself arrived in Jacksonville. Called McGiffin & Company, shipping agents for the C.V. **Domburgh**, and spoke with Mr. J. McGiffin who offered transportation to the stranded **Domburgh** on St. Augustine Beach.

About: 0945 Called Captain

Madeo, in our New York Office, and reported events.

About: 1000 Hired a taxi and proceeded to Mr. McGiffin's office.

About: 1050 Arrived at Mr. McGiffin's office and met with Mr. McGiffin.

About: 1100 Departed with Mr. McGiffin for the site of the **Domburgh**, via Mr. McGiffin's van.

About: 1200 **Cable's** noon position Lat: 24-45 N. Long: 80-34 W. Average speed 12.9 kts.

About: 1206 **Cable** abeam Alligator Reef Lighthouse. Distance off 6.5 miles. Speed 13 kts.

About: 1230 Arrived on Anastasia Island, location of the **Domburgh**, and while enroute, on the beach road, to the **Domburgh** Mr. McGiffin's van bogged down in the sand. Hired a truck to pull the van clear and then proceeded to the **Domburgh**, via the hired truck. At this time it was high tide and the surf was heavy, was unable to board the causality. The **Domburgh** was about 300 ft. from the high water mark on the beach and was headed about north, broached to the beach. The tug **William S. Coppedge** was laying to about a mile off from the **Domburgh** and standing by. Weather: partly cloudy, strong northeast breeze and heavy surf and rough sea.

About: 1315 Left the causality and met with Mr. McGiffin at the entrance to the beach. We then journeyed to the A1A Court Motel. (Will board the causality on low tide tonight.)

About: 1340 Called our New York Office and reported conditions to Captain J. Shirley. I was instructed to await a call from Captain Madeo.

About: 1345 Mr. McGiffin departed the scene. Foreman and myself checked into the A1A Court

Motel.

About: 1430 Received a call from Captain Madeo, in our New York Office, and advised him of conditions and would board the causality on low tide tonight, by renting a 4 wheel 3/4 ton pick up truck from a Mr. Danny Tompkins, owner of Danny's Texaco Service Station on Anastasia Island, for \$20.00 dollars per day.

About: 1825 Foreman and myself left for the causality, via the rented truck.

About: 1845 Boarded the causality and met with the master, Alfred Tannis and superintendent engineer, Mr. J. Beatty. The master related the following information: The **Domburgh** was enroute from Miami, Florida, to Jacksonville, Florida, with a total of about 250 tons of general cargo in containers. There were 40 loaded containers, including 2 refrigerated containers and 38 empty containers, there are 17 containers on deck including the 2 refrigerated containers which are self contained and being maintained by the ship's crew. The vessel stranded at 2100 hours on October 17, 1973 making a speed of about 5 knots, on a heading of 255 degrees true. Weather was reported to be strong northeaster breeze and rough sea and heavy surf. In addition to the cargo aboard there is 84 tons of diesel oil and about 25 tons of fresh water. The vessel is presently heading 326 degrees true and is laying parallel to the beach and at low tide the vessel is high and dry, sitting about 150 ft. from the water. The master reports that all ballast tanks are ballasted down and he reports that his vessel is not leaking. The causality is designed with 2 cargo holds; with the deckhouse aft. There is a mooring winch aft and the anchor windless forward. The causality has no means of self discharging. The engine room is

not leaking and it is reported that the main engine and auxiliaries and rudder are operable, however the propeller can not be turned as it is sand bound. The vessel has a 12 degree starboard list on low water and a 10 degree starboard list on high water. The master stated that he had made several attempts to re-float his vessel by using the engine, to no avail. The starboard anchor was dropped and is laying abeam of the amidships, with about 3 shots of chain out.

About: 2000 Overcast, strong northeast breeze and rough sea and surf.

About: 2130 Advised the Master that our salvage tug **Cable**, out of Key West, would arrive tomorrow evening and my company was negotiating with his owners for a salvage contract and I would keep him advised. Departed the causality, and returned to the motel.

About: 2140 Received a long distance telephone call from a Mr. Sydney Clarke, owner director of Transcargo Shipping Ltd, and I reported my survey of the **Domburgh** to him. He advised that he would arrive on the scene in a few days.

About: 2245 Called Mr. P.S. Barracca, at his home in New York, and reported the survey of the **Domburgh**. He instructed me to call Captain J.F. Madeo at our office in the morning.

Friday, October 19, 1973

The day begins with the M.V. **Cable** proceeding to the assistance of the stranded C.V. **Domburgh**, making best speed possible. Foreman and myself on the scene of the **Domburgh**.

About: 0915 Called Captain J.F. Madeo, in our New York office, and reported conditions. Captain Madeo advised that negotiations were being made with the owners of the **Domburgh** for the removal of the

fuel oil aboard the causality. Also, advised that the **Cable** would arrive on the scene about 1700 hours today, but if weather conditions remain the same the **Cable** would proceed to Jacksonville until weather abates. I was instructed to call the office every 2 hours. About: 0940 Called Mr. Harry Martin, London Salvage Surveyor, in Jacksonville and the job on the **Domburgh** was discussed. Mr. Martin said he would arrive on the scene today.

About: 1010 Arrived at the scene of the causality, via the rented truck, tide was coming in and surf was very heavy, was unable to board the causality. Spoke with the master and he reported that conditions remained the same aboard the **Domburgh**. Weathers overcast, strong northeast breeze and rough sea and heavy surf.

About: 1150 Returned to the motel and called Captain Madeo in our New York office and reported conditions remain the same aboard the causality, also no change in the weather. Reported the road distance as being about 2 miles from the entrance to the beach to the site of the **Domburgh**, for tanker trucks and equipment to travel. Equipment and trucks would have to travel the beach on low tides, as water comes up too high on the beach on high tides. Captain Madeo advises that at this time London Salvage is mostly concerned with the removal of the fuel oil and cargo from the causality and he is now endeavoring to arrange for equipment to remove the fuel oil.

About: 1215 LCDR Cavallaro, Chief Petty Officer, of the U.S. Coast Guard and Mr. Jack A. Howalt Assistant Chief Operations Division Corps of Engineers Jacksonville District, paid me a visit at the Motel. The Coast Guard Representatives insist that the fuel oil be removed from the causality

as soon as possible, as they feel that the **Domburgh** may start breaking up, due to the present weather conditions and forecast of worse weather to be expected, and there will be a major oil spill on the beach. Mr. Howalt is very concerned in having the casualty removed from the beach and insists all efforts must be made. I advised the above that efforts were presently being made to arrange for equipment to remove the oil off the causality and that Murphy was presently negotiating with the owners for a salvage contract to refloat the causality.

About: 1330 Mr. Harry Martin arrived at the motel and after the Coast Guard and Mr. Howalt left the motel, Mr. Martin and myself journeyed to the causality, via the rented truck.

About: 1400 Boarded the causality and met with the master and advised him of development, also suggested that the starboard anchor be recovered and housed. The master agreed to this and instructed his chief mate to recover the anchor.

About: 1440 Starboard anchor was recovered. Went down in the engineer room to look at the 2 inch oil transfer pump, which can be used for discharging the fuel oil off the **Domburgh**.

About: 1530 Left the causality and returned to the motel. Called our New York office and reported development to Mr. Barracca and staff. They advised that they were continuing efforts contacting contractors in Jacksonville, to remove the fuel oil from the causality.

About: 1630 Received a call from Clean River Inc, a Division of Bateman and Associates in Jacksonville, and was advised they had been contacted by our New York office and to submit a bid for  
(Continued on page 8)

(**Domburgh** from page7)  
the removal of the fuel oil from the **Domburgh**. They advised they had a 5500 gallon capacity tanker vacuum truck available and they would send a representative to the scene tonight to survey conditions. Also received a call from Duval Septic Co. in Jacksonville, who advised they were interested in bidding on the oil removal job and they would also send a representative to the site tonight. I called the McKenzie Truck Lines, in Jacksonville, in reference to hiring tanker trucks for disposing of the fuel oil and they advised that they would call me back later with more specific details, of availability of trucks.

About: 1730 **Cable** arrived on the scene, but due to weather conditions it was decided to send her into Jacksonville, until weather abates.

About: 1800 Received a call from Mr. P.S. Barracca, of our New York office, and he advised that our company had been awarded the job of removing the fuel oil from the causality, by the P&I Insurance and that a Captain William H. St. George was the attending P&I Insurance Representative, on the scene.

About: 1830 **Cable** was contacted and departed for Jacksonville.

About: 2000 The following went down to the **Domburgh** in reference to removing the fuel oil from the **Domburgh**: Mr. Harry Martin, Captain St. George, Coast Guard Representative, Representative from Duval Septic Tank, Representative from Clean River Inc, foreman and myself. We boarded the causality and met with the master and Mr. J. Beatty who showed us the 2 inch fuel oil transfer pump that can be used for discharging the fuel oil ashore, through a 2 inch discharge pipe on the main deck of the **Domburgh**, however, due to the distance the

fuel oil would have to be pumped to the trucks ashore (about 250 ft.) it would be more feasible to use the vacuum truck that Clean Water has available, which could boost the fuel oil from the deck fitting to the truck, which would expedite the operation. All concerned were in agreement with the above plan and Captain St. George is of the opinion we should give the contract to Clean Water Inc. to supply the equipment.

About: 2200 Returned to the motel and I called a Mr. Warren Bateman, owner of Clean River Inc, in Louisiana. He was in agreement to have his equipment on the scene tomorrow morning. Prices were discussed and reference can be made to same by the contract that was later signed and agreed upon. Advised Mr. Bateman I would call him back after I contacted my superiors in New York to see if they are in agreement with his terms of the contract.

About: 2300 Called Mr. P.S. Barracca at his home and advised him of developments. He instructed me to accept the terms of the contract and to do everything possible to expedite the removal of the oil from the **Domburgh** and disposal of the oil will be determined at a later date.

About: 2330 Called Mr. Baseman in Louisiana and advised him his contract was accepted. Mr. Bateman advised that his equipment would arrive on the scene tomorrow morning. Called McKenzie Truck Lines in Jacksonville and he agreed to have two 8,000 gallon tanker trucks on the scene tomorrow morning and if the fuel oil is clean he would transfer the oil to his trucks and he would buy the oil at 5 cents pre gallon, as previously agreed upon by all concerned, or his rental rate would be 12.00 dollars per hour for each truck.

Notes Contacted Mr. Porter,

Park Superintendent, and advised him of developments. He was in agreement to allow equipment to travel over the beach road. Also made arrangements through him for a Security Patrol, from the Park Service Department and the Sheriff's Department, to keep spectators clear of the **Domburgh**, while fuel oil was being discharged.

Saturday October 20, 1973

The day begins with the M.V. **Cable** proceeding to Jacksonville awaiting weather to abate. Arrangements being made to remove the fuel oil from the C.V. **Domburgh**.

About: 0030 **Cable** made fast to Commodore's Point in Jacksonville.

About: 0800 Partly cloudy, strong northeast breeze and heavy surf. Foreman and myself checked out of the A1A Motel and checked into the Lion's Motel. This change was made due to there being no telephones in the rooms at the A1A Motel. D. Tompkins, Danny's Service Station, fabricating a steel adapter fitting to adapt the three inch diameter discharge fuel hoses to the fuel discharge fitting on the deck of the **Domburgh**, for transferring the fuel oil. Low tide, this morning is 0905 tours.

About: 0920 Clean River's vacuum truck arrived on the scene of the **Domburgh**. Discharges hoses being rigged from the truck to the **Domburgh** awaiting the adapter to connect the hoses to the fuel discharge pipe on the **Domburgh**.

About: 0945 Two McKenzie Tanker trucks arrived at the entrance to the beach road. McKenzie would not drive his trucks over the beach road to the site of the **Domburgh**, as he was afraid the trucks would bog down in the sand.

About 1045 Adapter flange was installed on the fuel oil discharge pipe on the **Domburgh** and the 3



inch discharge hose was connected. Commenced discharging the fuel oil from the **Domburgh** to the vacuum truck, by using the 2 inch gear oil transfer pump and the truck's vacuum pump as a booster.

About: 1200 Ceased discharging fuel oil, due to the increase of water on high tide. Discharged about 3,000 gallons of fuel oil out of the #4 fuel tanks. Disconnected the discharge hose.

About: 1215 Vacuum truck left for the entrance to the beach road to transfer the fuel oil into the McKenzie's trucks.

About: 1235 McKenzie Truck Line Co. would not accept the fuel oil, as it was contaminated with water, rocks, sticks and sludge which had been left in the vacuum truck from a previous job. I had been previously assured by Warren Bateman that the vacuum truck was clean and ready to take aboard clean product. McKenzie trucks left the scene. The vacuum truck was taken up to Danny Tompkins Service Station, until other arrangements can be made to dispose of the fuel oil and until low tide tonight. Returned to the motel and called Captain J.F. Madeo, at his home, and reported conditions and progress. I was instructed to dispose of the fuel oil as necessary.

About: 1310 Contacted a Mr. Paul E. Johnson, owner of Paul's Fuel Oil Distributors in Jacksonville, and he informed me that he had a 4,000 gallon tanker truck available and he was agreeable to transfer the fuel oil to Jacksonville and store same in his storage tanks. I advised Mr. Johnson of the condition of the oil. Mr. Johnson advised that he would charge 75.00 dollars per round trip transferring the oil and the first truck would arrive at Danny's Service Station this afternoon to pick up the first load of oil. The above gentleman was recommended to me

by Captain St. George.

Note: Mr. Sydney Clarke, owner of the **Domburgh**, Mr. Chester and Mr. Roder, charters of the **Domburgh**, paid me a visit at the motel. All concerned concurred that the fuel oil that is taken off the **Domburgh** could be sold for 5 cents per gallon, if it became necessary to dispose of the oil in that manner. Captain St. George had previously concurred with the above. Called Captain Madeo, at his home and reported developments. Captain Madeo also spoke with Mr. Clarke concerning a salvage contract for refloating the **Domburgh**.

About: 1600 Mr. Paul Johnson arrived in his tanker truck, from Jacksonville at Tomkins Service Station, and about 2450 gallons of contaminated oil was transferred from the vacuum truck into his truck. He then departed for Jacksonville to dispose of the oil. I learned from him later that the oil so badly contaminated that he pumped it on his private road in his work yard.

About: 1930 Vacuum truck left Tomkins Service Station for the **Domburgh** to resume discharging operations. Low tide is 2147 hours tonight. Foreman and myself on the scene directing the operation.

About: 2000 Hoses were reconnected and operations commenced, pumping fuel oil out of the # 4 starboard. fuel oil tank from the **Domburgh** into the vacuum truck.

About: 2010 Paul Johnson arrived at the scene of the **Domburgh** with his tanker truck.

About: 2120 Transferred about 3500 gallons of fuel oil from the vacuum truck into Paul Johnson's truck.

About: 2145 Johnson departed in his truck for Jacksonville to transfer this load of oil into his

storage tank.

About: 2150 Resumed discharging fuel oil from the #5 fuel oil tank. Number 4 fuel oil tanks are empty aboard the **Domburgh**.

About: 2225 Number 5 fuel oil tank is pumped empty, commenced pumping out of the number 5 port fuel oil tanks.

About: 2330 Vacuum truck is full, about 5500 gallons of fuel oil. Ceased pumping operation. Disconnected fuel oil hoses.

About: 2400 Partly cloudy, strong northeast breeze and heavy surf.

About: 2400 Vacuum truck returned to Tomkins Service Station for the night. Ceased work for the day. As previously mentioned all concerned are in agreement to sell the fuel oil to dispose of same, therefore, it is agreed to sell the oil to Danny Towing for 5 cents per gallon and he has made arrangements with a Mr. Sam Baker of St. Augustine to use his truck to transfer the oil from the vacuum truck in the morning. Also made arrangements to store the oil in Sam Baker's storage tanks, in St Augustine.

Sunday October 21. 1973

The day begins with the M.V. **Cable** made fast in Jacksonville. Discharging of the fuel oil off the **Domburgh** is taking place.

About: 0745 Mr. S. Clarke, foreman and myself proceeded to Tomkins Service Station.

About: 0800 Partly cloudy, fresh to strong northeast breeze and heavy surf.

About: 0900 Completed transferring about 3200 gallons of fuel oil from the vacuum truck to Sam Baker's truck that was arranged for through Tomkins. Pumped off about 2,000 gallons of water that was contaminated with the oil. It all probability the 3200 gallons of fuel oil that was transferred from  
(Continued on page 10)

(**Domburgh** from page 9)  
truck to truck is also contaminated with water. Vacuum truck departed for the site of the **Domburgh**, to continue discharging operation.

About: 0915 Vacuum truck arrived at the site of the **Domburgh**. Fuel oil hoses were reconnected. Low tide this morning 1009 hours.

About: 0930 Commenced discharging fuel oil from the #5 port fuel oil tank from the **Domburgh** to the vacuum truck.

About: 1030 Met with Captain St. George and advised him of the disposition of the fuel oil, he was in agreement. He advised me to remove as much fuel oil as possible from the **Domburgh**, however the 14 tons of fuel oil in the settling tanks can remain aboard, for daily consumption About: 1100 Completed pumping the #5 port fuel oil tank and commenced pumping the #6 starboard fuel oil tank.

About: 1130 Vacuum truck was full, about 5300 gallons fuel oil. Ceased discharging and hoses were disconnected.

About: 1145 Vacuum truck departed for Tomkins Service Station, to transfer the oil to Tomkins truck.

About: 1230 Completed transferring about 3200 gallons of oil from the vacuum truck to Tomkins truck. Pumped off about 100 gallons of water from this load on the vacuum truck Mr. Clarke and myself returned to the motel. Mr. Clarke is very concerned in refloating the **Domburgh**. Foreman and the hired help from Tomkins are removing the vent pipes from the fuel oil tanks, whereas 1 1/2 inch plastic suction pipe can be placed into the fuel oil tanks and attempt to pump out more fuel oil from the tanks with the vacuum truck's pump. This operation proved to be unsuccessful.

About: 1500 Called Captain

Madeo at his home and reported conditions anal progress. Was advised that negotiations were still being made for a contract to remove the cargo and refloat the **Domburgh**.

About: 1700 Mr. S. Clarke called Captain Madeo at his home and terms of a contract was discussed.

About: 2040 Left with the vacuum truck for the **Domburgh**. Low tide is 2242 hours tonight.

About: 2100 Arrived at the **Domburgh** and discharge hoses were reconnected.

About: 2110 Commenced discharging fuel oil from the **Domburgh** to the vacuum truck, out of the # 6 fuel oil tank.

About: 2300 Completed discharging the #6 fuel oil tank and shifted to the #6 port fuel oil tank.

About: 2300 Completed discharging the fuel oil off the **Domburgh**. Soundings were taken off all the fuel oil tanks and the Coast Guard Representative and Captain St. George are satisfied with the operation. Discharge hoses were disconnected and the vacuum truck departed for Tomkins Service Station.

About: 2330 Vacuum truck arrived at the Service Station and transferred about 4,000 gallons of fuel oil to Tomkins truck.

About: 2400 Completed operation and I advised Mr. W. Bateman that he and his equipment were released. He advised that he would pick up his equipment in the morning and depart the area. Note: Total amount of fuel oil discharged from the **Domburgh** was approximately 18,350 gallons. Extra workers were supplied by D. Tomkins to assist in this operation, also had to hire a beach patrol from the Sheriff's Department and Park Service Department to keep spectators clear of the area.

Monday, October 22, 1973

The day begins with the M.V.

**Cable** tied up in Jacksonville Forman and myself in St. Augustine. The Salvage Contract to be signed, as negotiations are being discussed between our company, the owners and London Salvage. Note: No work this day, holiday.

About: 0900 Called Captain Madeo and reported conditions. I was instructed to explore hiring of equipment to discharge the cargo from the **Domburgh**. Was also advised that negotiations were still in progress to procure the salvage contract.

Note: Bateman removed his equipment from the area. Met with Mr. S. Clarke, owner of the **Domburgh**, and Mr. Harry Martin, London Salvage, and they advised that Murphy's Contract for refloating the **Domburgh** was acceptable, but they were unable to accept cargo removal proposal submitted as the Cargo Underwriters are responsible for the cargo removal. Attempts were made to contact the Charters of the **Domburgh**, but were unsuccessful. Called Captain Madeo and reported developments. Weather has abated and the heights of the tides are decreasing. The **Domburgh** appears to be settling deeper in the sand.

About: 2100 Mr. S. Clarks called and advised that Murphy would have to submit a lump sum proposal for refloating the **Domburgh** and also one for cargo removal. Called Captain Madeo, at his home, and reported the above.

Tuesday, October 23, 1973

The day begins with the M.V. **Cable** tied up in Jacksonville. Foreman and myself remain in St. Augustine awaiting acceptance of a salvage contract.

Notes: Due to the death of my Father in Key West, I was granted permission to leave for Key West

this morning. Salvage Master N.R. Hiller and Captain J. Shirley will arrive on the scene tonight and assume responsibility.

About: 1400 Departed Jacksonville for Key West.

Note: Captain Hiller and Captain Shirley arrived on the scene tonight.

Saturday, October 27, 1973

About: 0640 I left Key West to return to the site of the **Domburgh**.

About: 1000 Arrived Jacksonville and rented a car from National Car Rental and proceeding to St. Augustine, to the site of the **Domburgh**.

About: 1215 Arrived at the Lions Motel, in St. Augustine, and met with Captain Hiller and Captain Shirley. They advised that the salvage contract had been signed to refloat the **Domburgh** and preparations were in progress to lay 2 sets of beach gear to the **Domburgh**. The **Cable** would arrive from Jacksonville in the morning to accomplish this job. Marker buoys have been planted, by the rented charter boat **Scout**, for the benefit of the **Cable**, off from the **Domburgh** in about 20 foot of water. At this time salvage equipment was being trucked from the **Cable** to the **Domburgh** for rigging 2 sets of beach blocks on the **Domburgh**, via the rented truck from Tomkins. Captain Shirley will depart the area this afternoon and Captain Hiller will remain on the scene, at the Holiday Inn. Foreman and myself will remain at the Lions Motel.

About: 1300 Captain Hiller called Captain Madeo at his home and reported conditions.

About: 1400 Captain Hiller and myself left for Jacksonville, to board the **Cable**, to discuss the job with the master of the **Cable**.

About: 1515 Boarded the **Cable** and the job was discussed with

the master. It was decided that the **Cable** would depart Jacksonville in the morning and arrive at the site of the **Domburgh** at 0700 hours in the morning for laying the ground tackle to the **Domburgh**. **Cable's** crew are preparing the first set of gear to be laid to the **Domburgh**, also messenger lines and other gear. Salvage gear continues to be trucked to the **Domburgh**. Tomkins and 2 of his employees also assisting in the operation also hired another pickup truck from Tomkins to expedite the trucking of the gear. About: 1615 Departed the **Cable** and proceeding to the **Domburgh**.

About: 1730 Boarded the **Domburgh** and met with the master who advised that conditions remain about the same aboard the **Domburgh**, vessel is heading 350 degrees magnetic and listing to the starboard 10 degrees. I arranged with the master to hire his crewmembers to assist in the salvage operations, as needed, at \$2.00 per hour for each hour worked pertaining to the operation.

About: 1800 Departed the **Domburgh**. Called Mr. Porter, Park Superintendent, and advised him of developments. Also made arrangements through him to have a security patrol on the scene at 0800, hours in the morning to keep spectators clear of the operation on the **Domburgh**. Contacted Tomkins and made arrangements with him to have a hired bulldozer on the scene of the **Domburgh** at 0800 hours in the morning to assist in pulling the end of the beach cable aboard the **Domburgh** also, to have his surf boat on the scene to assist in passing the messenger line from the **Cable** to the stern of the **Domburgh**.

About: 1900 Salvage crew ceased work for the day. Completed trucking the salvage gear. Decided to keep 2 more salvagemen on the site, carpenter and able body

wrecker. These 2 men were checked into the Lions Motel and will commence receiving subsistence as of tomorrow. I drove the other salvagemen back to the **Cable** and then returned to the Lions Motel. Excess salvage equipment was stowed at Tomkins Service Station, until needed.

About: 2000 Gentle to moderate easterly breeze and moderate sea and surf.

Sunday, October 28, 1973

The day begins with the M.V. **Cable** tied up at Jacksonville and will depart at 0330 hours for the site of the **Domburgh**. Captain Hiller, myself and three salvagemen on the scene at St. Augustine.

About: 0300 Pilot D. Davis boarded the **Cable**.

About: 0338 **Cable** cast off from alongside the berth and proceeding to the site of the **Domburgh**. About: 0412 Pilot left the **Cable**.

About: 0600 Salvage crew and myself turned to and proceeded to Tomkins Service Station and picked up some more salvage equipment to put aboard the **Domburgh**.

Note: Last night it was decided to hire the charter boat **Scout** to take soundings for the **Cable** while lying the ground tackle. Captain Hiller would be aboard the **Scout**, during the operation.

About: 0700 Boarded the **Domburgh** and preparations being made to receive the end of the messenger line. Four crewmembers of the **Domburgh** turned to assist in the operation. The **Cable** and the **Scout** arrived on the scene. **Cable** proceeding closer in towards the marker buoys. Captain Hiller, aboard the **Scout** taking soundings ahead of the **Cable**.

About: 0800 Clear, west northwest breeze and slight sea. Surfboat on the scene.

(Continued on page 12)

(**Domburgh** from page 11)

About: 0815 **Cable** anchored in about 20 feet, of water, about 1700 feet from the **Domburgh**. The end of the messenger line was placed in the **Scout**. Messenger line consisted of 9 inch nylon 2400 feet and 4 inch polypropylene 2400 feet and 250 feet of 15 thread.

About: 0830 **Scout** commenced passing the end of the messenger line to the **Domburgh**.

About: 0835 The **Scout** passed the end of the 15 thread messenger to the surf boat and the surf boat, brought the end ashore and passed same to the stern of the **Domburgh**. Salvage crew and hired help commenced heaving the messenger line aboard the **Domburgh**.

About: 0900 Hired bulldozer arrived on the scene and standing by.

About: 1050 The end of the 1 5/8 inch diameter beach cable was hove aboard and made fast through the starboard after chock into a 1 5/8 inch carpenter stopper and around a set off bits.

About: 1100 The **Cable** hove up anchor and extended the beach cable full scope and planted the 8,000 lb. Ells anchor on predetermined ranges bearing about 80 degrees off the starboard stern in about 24 feet of water. This set of beach gear consisted of the following gear:

1-8,000 lb, Ells anchor; 60 ft.-7/8 inch dia. crown buoy wires; 3-1 5/8 inch dia. x 600 ft. beach cables; 1-set of beach blocks; 1-spherical crown buoy; 1-1 5/8 Inch dia. x 125 ft. pendent; 2-cable shackles; 1-1 5/8 inch dia, x 60 ft. pendent; 3-2 inch connecting patent links; 1-5/8 inch dia. x 1000 ft. beach fall; 2-1 5/8 inch carpenter stoppers.

About: 1125 **Cable** anchored close by the St. Augustine Sea Buoy and commenced preparing the # 2 set of ground tackle. The **Scout** went alongside the **Cable**

and loaded pendants aboard to be delivered to the **Domburgh**.

Note: High tide this day was 0950 hours at a height of 5.5 ft. It was decided to lay the second set of beach gear on tomorrow morning's high tide. This set of gear will consist of 4 beach cables. Salvage crew aboard the **Domburgh** are preparing the messenger line to be passed to the **Cable** for the # 2 set of beach gear, on tomorrow morning's high tide. Also rigging the beach fall for heaving the # 1 set of gear. Vent pipes have to be disconnected at the deck flanges on the # 5 and # 6 port and starboard tanks, so as not to interfere with the beach cable. Vents were plugged with wooden plugs.

About: 1200 Clear, gentle south-southeast breeze and slight sea and moderate surf. Bulldozer was released.

About: 1245 Myself and 2 salvagemen went to the St. Augustine Municipal Docks and loaded the salvage gear, off the **Scout**, into the rented truck and delivered same to the **Domburgh**.

About: 1430 Called Captain Madeo at his home and reported conditions.

Note: It was decided to hire the **Scout** and the surf boat to assist with the operation in the morning. I returned to the **Domburgh**. Crew continued rigging the beach fall for the # 1 set of beach gear, on the port deck on the **Domburgh**.

About: 1600 Overcast, moderate southeast breeze and slight sea and surf.

About: 1700 **Cable** crew ceased works, # 2 set of ground tackle in readiness to be laid in the morning. **Domburgh** crew and Tomkins crew ceased work.

About: 1800 Salvage crew ceased work for the day.

Note: Mr. Clarke, staying at the Lions Motel, was brought up to date

on activities.

About: 2000 Cloudy, moderate southerly breeze and slight swell.

About: 2400 Clear, moderate southerly breeze and slight sea and swell.

Monday, October 29, 1973

The day begins with the **Cable** anchored off St. Augustine and assisting the stranded C.V. **Domburgh**. Captain Hiller, myself and 3 salvagemen ashore.

About: 0400 Clear, gentle northwest breeze and moderate swell and surf.

About: 0700 Salvage crew, ashore, turned to and boarded the **Domburgh**. Preparing to receive the # 2 set of beach gear. **Domburgh** heading 350 degrees magnetic and listing 10 degrees to starboard.

About: 0745 Charter Boat **Scout** arrived on the scene, Captain Hiller aboard same. Surf boat standing by.

About: 0800 Clear, moderate westerly breeze and slight sea and swell. Four crew members of the **Domburgh** turned to, also Tomkins extra men.

About: 0805 **Cable** hove up anchor and proceeding in towards the **Domburgh**. **Scout** standing by.

About: 0840 **Cable** anchored in about 25 feet of water.

About: 0845 Heaving up the **Cable's** anchor to reposition closer to the **Domburgh**, experiencing difficulty with the anchor windlass.

About: 1030 **Cable** hove up anchor and proceeding in closer to the **Domburgh**. Due to the lower sounding Captain Hiller was getting aboard the **Scout**, the operation was called off until tomorrow morning. It is assumed that the direction of the wind drove the water out. High tide this morning is 1028 hours, height 5.3 feet. The **Cable** re-anchored close by the St. Augustine Sea Buoy.

Note: The # 1 set of beach gear was shifted to the starboard stern of

the **Domburgh**, as soundings show water depth is too shallow to the southward of the # 1 set of beach gear. The # 2 set of beach gear win be laid to the northward of the #1 set of gear.

About: 1200 Clear, moderate northwest breeze and swell. Knocked off for lunch.

About: 1300 Salvage crew aboard the **Domburgh** resumed work and continued rigging the beach falls. Set up a heavy strain on the #1 set of beach gear.

About: 1500 Tomkins and his men knocked off.

About: 1700 All hands ceased work.

Note: Called our New York office and reported developments. Received a letter of approval for the Salvage Plan to refloat the **Domburgh** from her stranded position, from a Mr. J.A. Howalt of the Army Corps of Engineers. Letter is annexed to this report.

About: 2000 Clear, moderate northwest breeze and sea and swell.

About: 2400 Clear, gentle west northwest breeze and slight swell.

Tuesday, October 30, 1973

The day begins with the M.V. **Cable** assisting the C.V. **Domburgh**. Captain Hiller, myself and three salvagemen ashore.

About: 0400 Clear, gentle west-northwest breeze and slight swell.

About: 0700 Salvage crew ashore turned to and went down to Tomkins Service Station and picked up lumber that was previously ordered to install on the bulwark frames on the **Domburgh** for keeping the traveling block and carpenter stopper, on the beach gear clear of the frame

About: 0720 Boarded the **Domburgh** and preparing to receive the #2 set of beach gear. **Domburgh's** heading and list remains the same.

About: 0745 Charter boat **Scout** and the surf boat arrived on the



*St. Augustine Beach from top of the C.V. **Domburgh**. Photo credit: the Author.*

scene. Captain Hiller is aboard the **Scout**.

About: 0800 Clear, moderate west northwest breeze and slight sea and surf. Three crew members of the **Domburgh** turned to, to assist with the operation.

About: 0805 **Cable** hove up anchor and proceeding in towards the **Domburgh**. Captain Hiller aboard the **Scout** sounding ahead of the **Cable**.

About: 0830 The **Cable** anchored in about 20 feet of water about .3 of a mile from the **Domburgh**, in position to receive the messenger line from the **Domburgh**. The end of the messenger lime was placed in the surf boat and the surf boat ran the end to the **Scout** and the **Scout** in turn ran the end to the **Cable**.

About: 0850 The end of the messenger line was hove aboard the **Cable**.

About: 0920 **Cable** hove the end of the 9 inch nylon messenger line aboard and connected the end of the 1 5/8 inch beach cable into same. **Domburgh** commenced heaving the beach cable aboard.

About: 1110 The end of the beach cable for the # 2 set of beach gear was hove aboard and made fast through the starboard after chock into a 1 5/8 inch carpenter stopper and around a set of bitts. High tide this morning is 1100 hours height 5.1 feet.

About: 1134 **Cable** hove up anchor and extended the beach cable full scope and planted the 8,000 lbs Ells anchor, on predetermined  
(contiueed on page 14)

(**Domburgh** from page 13) ranges bearing about 90 degrees off the starboard stern, in about 19 feet of water. This set of gear was in all respect to the #1 set of beach gear, except there are 4 beach cables connected to same. The 4 inch 2400 feet poly messenger line was placed in the **Scout** and delivered to the **Domburgh**, via the surfboat.

About: 1200 Clear, gentle west-northwest breeze and slight sea and surf. **Cable** anchored off the St. Augustine Sea Buoy. All hands knocked off to for lunch.

About: 1230 Salvage crew knocked off for lunch.

About: 1330 Salvage crew resumed work. Preparing the 9 inch x 2400 feet nylon messenger line to be passed to the **Cable** in the morning and this line will then be spliced into the other nylons to be used as the towline. Towline will consist of 9 inch x 3600 feet nylon, 10 inch x 2600 feet nylon and the 2 inch diameter wire towline, to the **Domburgh**. **Cable's** crew splicing nylon towlines together and preparing beach gear blocks etc. for the set of beach gear to be laid over the bow of the **Cable**, also preparing the set of gear to be laid.

About: 1400 Called our New York office and reported conditions and progress.

About: 1530 Captain Hiller and myself met with a Mr. Charles G. Shermock, manager of Wood Hopkins Construction Co. in Jacksonville, and discussed the rates of hire for a crawler crane equipped with a 2 yard clam shell basket for digging a hole aground the **Domburgh** for refloating of same.

About: 1600 Captain Hitler departed the area. Mr. Shermock and myself went down to the **Domburgh** to survey the situation for bringing equipment to the site. Mr. Shermock advised his equipment could do

the job and he would make up a contract for rental of the equipment to Murphy, and if Murphy accepts the contract he could have his equipment on the scene Thursday and could commence digging on Friday.

About: 1700 Salvage crew, Mr. Tomkins and his two men and the four crewmembers of the **Domburgh** ceased work.

About: 1930 Called Captain Madeo at his home and reported conditions on hiring Wood Hopkins equipment.. He advised that he would call me tomorrow for instructions.

Notes Spoke with the master of the **Cable** and it was decided to use the **Cable's** motor boat for running the **Cable's** towline to the **Domburgh**.

About: 2000 Clear, gentle southwest breeze and calm sea.

About: 2400 Clear, gentle southwest breeze and calm sea.

Wednesday, October 31, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**, myself and three salvagemen living ashore in a motel.

About: 0400 Clear, light southwest breeze and calm sea.

About: 0800 Clear, gentle southwest breeze, calm sea and moderate surf. All hands turned to, also Tomkins and 2 of his men and **Domburgh's** crew of 4 men, to assist in putting the **Cable's** towline out to the **Domburgh**. **Cable** launched the port motorboat for running the messenger line for the towline. Salvage crew aboard the **Domburgh** preparing to send the 9 itch x 2400 feet nylon towline to the **Cable**.

About: 0830 **Cable** hove up anchor and proceeding in towards the **Domburgh**, for passing of the towline. High tide this morning 1030 hours.

About: 0850 **Cable** anchored in 19 feet of water, about 0.3 mile off from the **Domburgh**, in position to pass the towline.

About: 0900 Passed the end of the 4 inch poly messenger line to the surf boat, hired from Tomkins, and in turn passed the end to the **Cable's** motor boat which then ran the end to the **Cable**.

About: 0920 **Cable** hove aboard the 9 inch nylon from the **Domburgh**, and this towline will be spliced into the nylon towline aboard the **Cable**.

About: 1100 Nylon towlines spliced together. Towline consists of 9 inch x 3600 feet nylon, 10 inch x 2600 feet nylon and shackled into the **Cables** 2 inch diameter wire towline.

About: 1115 **Cable** notified the U.S. Coast Guard at Jacksonville, the **Cable** was stretching out about a mile of towline to the **Domburgh**.

About: 1118 **Cable** hove up anchor and slacked out the towline.

About: 1140 **Cable** anchored in about 23 feet of water with 4600 feet of nylon towline out and awaiting the salvage crew aboard the **Domburgh** to connect up the 1 5/8 inch diameter x 125 feet towing penda at to the 9 inch nylon towline, before paying out more towline.

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About: 1200 Clear, gentle south southwest breeze and calm sea. Knocked off for lunch.

About: 1230 Resumed work. Salvage crew connecting up the towing pendant. **Cable's** crew preparing the set of gear to be laid over the bow of the **Cable**.

About: 1330 Towline pendant made fast.

About: 1350 The **Cable** hove up anchor and payed out the towline to lay the set of beach gear over the bow.

About: 1445 **Cable** planted the Ells anchor to the set of beach gear, in about 46 feet of water. Notes: While performing the above operation, the #4 main engine generator burned out. **Cable** now on three engines. Salvage crew set up on the two sets of beach gears. Experiencing breakdown on the anchor windlass, which is being used to heave the beach gear, **Domburgh** master arranging to have the anchor windlass repaired.

Note: Called our New York office and reported conditions and progress.

About: 1700 All hands ceased work for the day. Instructed the **Cable** to pull at 0500 hours in the morning.

About: 2000 Overcast, moderate south southwest breeze and sea and surf.

About: 2010 Met with Mr. Shermock, Wood Hopkins, and he presented the contract for hire of the 60 ton crane, clam shell bucket bulldozer and operators. I Informed Mr. Shermock that I would present the contract to my office and will advise him later.

About: 2300 Received a call from Captain Madeo and I related to him the contents and terms of the Wood Hopkins contract. Captain Madeo instructed me to accept and sign the contract. About: 2400 Overcast, gentle south-southwest

breeze and slight sea.

Thursday, November 1, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**, anchored with a set of gear laid over its bow and the towline out to the **Domburgh**. Lookouts tending the towline in event of wind shift and manning the searchlight to warn off small craft approaching the towline. Myself and three salvage men living ashore.

About: 0400 Calm weather. Due to the calm weather will not make a palling effort this day.

About: 0700 Called Mr. Shermock, at his home in Jacksonville, and advised him that Murphy Pacific would accept the terms of the contract. He advised that he would commence trucking the equipment to the scene this morning and it would take a day to assemble same and would probably be digging tomorrow afternoon. Contacted Mr. Porter, Park Superintendent, and advised him of the equipment that would be arriving today.

About: 0800 Salvage crew turned to. Rigging portable lights on the port and starboard decks of the **Domburgh**. Repairs being made to the anchor windlass salvage crew assisting. **Cable's** crew rigging the beach fall for heaving the on the set of beach gear over the bow. Also fabricating metal boxes to be installed on buoys to accommodate lights for marking of the towline, as required by the U.S. Coast Guard.

About: 1130 Some of Wood Hopkins equipment arrived.

About: 1200 Clear, moderate north northwest breeze, swell and surf. Knocked off for lunch.

About: 1300 Resumed morning work. Temporary repairs made to the anchor windlass. Signed Wood Hopkins contract and sent same to our New York office.

(Continued in the next Journal)

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*Key West in January 1950 with North Roosevelt and the Salt Run bridge on the top of the photo. Below is the remains the old railroad bridge. In the center is Flagler Avenue from about Third Street to about Eleventh Street. On the bottom is the abandoned World War II Army buildings on Government Road. Left of Government Road the outlines of the pre-Civil War salt industry pans can be seen. Photo credit: Monroe County Library.*

Key West Maritime Historical Society  
P.O. Box 695  
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