

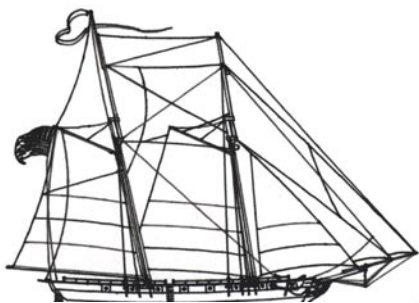
Florida Keys

Sea Heritage Journal

VOL. 14, NO. 4

SUMMER 2004

USS SHARK



 OFFICIAL QUARTERLY PUBLICATION OF THE KEY WEST MARITIME HISTORICAL SOCIETY

THE FLORIDA KEYS WRECKERS - A COMMON MISCONCEPTION

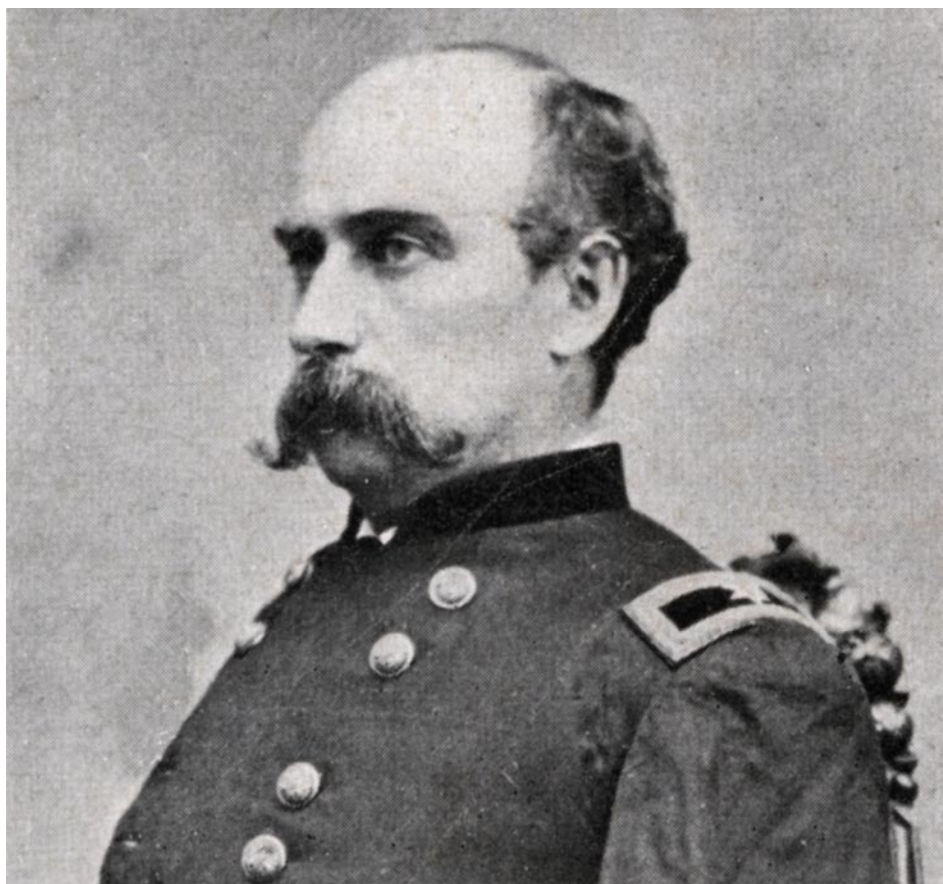
By John Viele

In the early 1850s, a young army officer's wife accompanied her husband to his new post on the frontier in Texas. Her name was Teresa Griffin Viele and she had just married Lt. Egbert L. Viele*. In her book, "Following the Drum," Teresa describes her life at a frontier army fort.

To reach their new post, Teresa and Egbert voyaged by steamship from New York to Galveston and Brownsville and then by river steamer to the Ringgold Barracks on the Rio Grande River in southwestern Texas. During the passage past Florida, they sighted "wreckers at work on a large ship that had been abandoned by its crew."

Teresa goes on to make these comments concerning the wreckers: "These wreckers are a miserable, unprincipled, ignorant race, who live on the sea-coast, where, on account of its peculiar formation [the reef], accidents are very numerous. Their only means of subsistence depending upon the losses and misfortunes of their fellow-men, they seem to be the last traces left, in North America, of the buccaneer or sea-robber race."

This poor opinion of the character



General Egbert L. Viele. Photo credit: Monroe County Library.

of Keys wreckers was a common one and persists even to this day. I suspect Teresa heard it from the officers of the steamship who, as a class, had a low regard for the wreckers -- until they needed their help.

In the early days of the Keys wreckers, there were a number of dishonest,

unprincipled seamen engaged in the business. But after the formation of a Federal Court in Key West in 1828, with authority to license the wrecking captains and adjudge salvage awards, the business became fairly well regulated. Wrecking captains who engaged in shady practices

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KEY WEST WATERFRONT MODEL

By John Viele

The Board of Directors has approved a project to build a model of the Key West waterfront in its pre-Civil War heyday. Committee members for the project are Don Lowe, Bill McKinley, and John Viele. The Key West Art and Historical Society will provide a display case to house the model which will be three feet wide and six feet long. They will also provide an audio system to explain the significant points of interest to viewers. When completed, the model will be part of a new Key West history exhibit in the Custom House Museum. The committee, with helpful advice from Claudia Pennington, Executive Director of the Key West Art and Historical Society, has developed a concept and scope of work which will be sent to professional model builders for bids. After the total cost is known, an application for a grant will be prepared and fund raising will begin. Here in abbreviated form is the concept and scope of work.

CONCEPT

The Key West Maritime Historical Society in conjunction with the Key West Art and Historical Society proposes to develop a model of the Key West waterfront area circa 1855. This period was a significant one in Key West maritime history. At that time, Key West was the second largest city in Florida. With a deep, spacious harbor and all necessary facilities for berthing, hauling, repairing, and supplying ships, it was a major seaport for traffic between Gulf coast, Caribbean, and Latin American ports and East Coast and European ports. The

wreck-salvaging industry was at its peak, with dozens of schooners and sloops patrolling the reef in search of stranded ships. The income from the wrecking industry made Key West one of the richest cities per capita in the U.S. Other maritime industries such fishing, turtling, sponging, boat building, ship repairing, ship chandlery, stevedoring, etc. employed hundreds of Key West citizens.

SCOPE OF WORK (Preliminary)

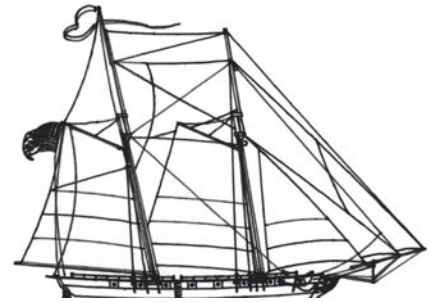
1. Insofar as possible, the model will be based on the perspective view of the city drawn in 1855 by J. C. Clapp (see page 16). A typographical map of the island of Key West, including the city, made in 1850 has been used to draw a layout of the city streets, wharves, and shoreline. There are some differences between the map and the perspective particularly as regards the location and orientation of the wharves. Insofar as possible, the model should follow the perspective.

2. The dimensions of the model are to be 3 feet by 6 feet in order to fit in a display case to be provided by the Key West Art and Historical Society.

3. The point of view of the Clapp perspective was a cupola on top of a merchant's warehouse whose roof can be seen in the lower left-hand corner. The waterfront wharves, ships, warehouses, lookout towers, and other structures, as well as the ships at anchor or underway in the harbor are to be the focus of the model.

4. The point of view of the model should be the waterfront as seen from a ship anchored in the harbor. The model will show buildings and other structures from the shoreline as far back as Greene Street (see tracing paper overlay

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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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Wreck of the C.V. Domburgh

By Captain Hilary Crusoe
*Continued from Spring 2004
Journal*

November 11, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**. Awaiting low tide to resume digging operation

About: 0400 Partly cloudy, moderate northeast breeze, rough sea, swells and heavy surf.

About: 0450 Foreman and myself boarded the **Domburgh**. High tide is 0803 hours. Height is 6.0 feet. Full moon.

About: 0535 **Cable** commenced pulling full power.

About: 0600 Salvage crew, four members of the **Domburgh** and Tomkins and one man turned to. Set up a heavy strain on the 2 sets of beach gears and maintaining same. Engineers pumping the trimming and ballast tanks. Attempted to turn the main engine with the jacking gear, but was unsuccessful as propeller is sand bound. **Domburgh** becoming lively and swinging slowly to the beach gears.

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

About: 0830 **Domburgh** swung to 303 degrees and listing 12 degrees to starboard. Anchor windlass broke down, engineers and Mr. Beatty working on same. Salvage crew attempting to rig up to pull on the beach gears with the stern capstan, but was unsuccessful. Tide was lost.

About: 1015 **Cable** stopped pulling and secured,

About : 1020 Anchor windlass was repaired. Both sets of beach gears were fletted and heavy strain was put on the beach gears.

About: 1145 All hands ceased work.

About: 1200 Called Captain



*The **Domburgh** ashore on St. Augustine Beach. The M.V. **Cable** is on the horizon to the left of the **Domburgh**. Photo credit: The Author.*

Madeo at his home and reported developments and progress. Will endeavor to locate a suitable portable winch to install on the focsil deck of the **Domburgh**, for pulling on the beach gears. Partly cloudy, moderate north northeast breeze and heavy swells and surf. Operators turned to and commenced digging on the port side of the **Domburgh**.

About: 1225 Dragline broke down, fuel problem, Operators working on same.

About: 1445 Dragline repaired and resumed digging at the port bow.

About: 1600 Partly cloudy moderate northeast breeze and heavy swells and surf.

About: 1700 Stopped digging operation, due to tide coming in. Equipment was serviced.

About: 1755 Operators ceased work.

Note: Engineers of the **Domburgh** advised me that the anchor windlass should perform satisfactorily after they had tightened up the clutch.

About: 1900 Salvage crew, four crewmembers of the **Domburgh**, Tomkins and one man turned to. Commenced heaving on the two sets of beach gears and maintaining a heavy strain on same. Engineers pumping the ballast tanks.

About: 1910 **Cable** commenced pulling full power and maintaining a heavy strain on the set of beach gear. High tide is 2023 hours. Height is 5.0 feet.

About: 2000 Cloudy, gentle north-northeast breeze and moderate swells and surf.

About: 2130 Salvage crew ceased
Continued on page 4)

(**Domburgh** from page 3)

pulling and secured the beach gears. There was no movement on this pulling effort.

About: 2145 **Cable** stopped pulling and secured.

About: 2400 Calm weather.
Monday, November 12, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**. Awaiting low tide to resume the digging operation.

About: 0400 Calm weather.

About: 0630 Salvage crew and myself boarded the **Domburgh**.

About: 0700 Salvage crew, four crewmembers of the **Domburgh** and Tomkins turned to and commenced pulling on the two sets of beach gears and maintaining a heavy strain on same. **Cable** commenced pulling full power and maintaining a heavy strain in on the set of beach gear. High tide 0854 hours. Height 6.1 feet. Engineers pumping out the ballast tanks. Unable to jack the main engine over. Propellers still sand bound.

About: 0800 Overcast, gentle north-northeast breeze, heavy swells and surf.

About: 1030 Salvage crew ceased pulling and flected both sets of beach gears. **Domburgh** swung to 292 degrees, swung 11 degrees on this pulling effort and swung a total of 58 degrees. List is now 11 degrees to starboard.

About 1055 **Cable** stopped pulling and secured.

About: 1100 All hands ceased work. Today is a National Holiday.

About 1140 Called Captain Madeo in our New York office and reported developments and progress. Also reported that the anchor windlass had performed satisfactorily.

About: 1300 Operators turned to and commenced digging on the port side.

About: 1700 Salvage Crew boarded the **Domburgh**.

About: 1800 Digging operation stopped due to the tide coming in. It is now impossible to dig on the starboard side due to the position of the **Domburgh** and water being too high on low tides on the starboard side.

About: 1900 Operators ceased work after servicing the equipment. Salvage crew, three crewmembers of the **Domburgh** and Tomkins turned to and commenced heaving on the beach gear and maintaining a heavy strain on same.

About: 1930 **Cable** commenced pulling full power and maintaining maximum strain on the set of beach gear. High tide is 2115 hours. Height 4.9 feet.

About: 2000 Cloudy Gentle north-northeast breeze and moderate swells and surf. No movement to the **Domburgh**.

Note: Soundings at high tide: starboard side quarter 9 feet, amidships 12 feet.

About: 2130 Salvage crew stopped pulling and secured the beach gears. No movement on this pulling effort.

About: 2145 **Cable** stopped pulling and secured.

About: 2200 All hands ceased work.

About: 2400 Calm Weather.

Tuesday, November 13, 1971

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**. Awaiting low tide to continue digging operation.

About: 0400 Calm weather.

About: 0600 Foreman and myself boarded the **Domburgh**. Found no movement to the **Domburgh**, but will pull anyway. Called the **Cable** and instructed them to commence pulling at 0730 hours. High tide is 0947 hours, height 6.0 feet.

About: 0715 **Cable** launched the port motor boat to warn shrimp

boats and small craft to keep clear of the **Cable's** towline.

About: 0740 **Cable** commenced pulling full power and maintaining heavy strain on the beach gear. About:

0800 Salvage crew, three crewmembers of the **Domburgh** and Tomkins turned to. Commenced heaving on the 2 sets of beach gears and maintaining maximum strain on same. Calm weather, no movement aboard the **Domburgh**.

About: 1035 Stopped pulling. Salvage crew flected both sets of beach gears. **Cable** secured. No movement on this pulling effort.

Note: Soundings taken at high tide: Starboard side, forecastle deck 6-00 feet, Amidships 9-00 feet, forward end deckhouse 8-00 feet, quarter 7-00 feet, stern 8-00 feet. Port side: forecastle deck 6-00 feet, amidships 6-00 feet, forward end deckhouse 7-00 feet, quarter 9-00 feet.

About: 1100 Extra hands knocked off.

About: 1130 Called our New York office and reported conditions to Captain Madeo.

About: 1200 Calm weather. Knocked off for lunch.

About: 1300 Resumed work. Salvage crew making adjustments to the beach gear.

About: 1415 Operators turned to and commenced digging operations on the port side.

Note: Diver checked the rudder, propeller and the skag and he reported that all was clear of the sand, but still unable to jack over the main engine.

About: 1600 Clear, calm weather.

About: 1630 Stopped digging, due to the tide coming in. will discharge the digging equipment tomorrow, due to the short hours of working time and unable to dig on the starboard side.

About: 1635 Called Captain Madeo and reported condition.

About: 1700 Operators ceased work.

Note: **Cable** reports that they have aboard 45 tons of fresh water. Arrangements being made to have water delivered.

About: 1830 Salvage crew and myself boarded the **Domburgh**. Called the **Cable** and instructed the Master to commence pulling at 2030 hours. High tide is 2209 hours. Height 4.9 feet.

About: 2000 Salvage crew turned to and assisted the engineers in jacking the main engine over, but again was unsuccessful. Clear, calm weather.

About: 2030 Salvage Crew commenced pulling on the beach gear and maintaining a maximum strain on same, being assisted by 3 crewmembers of the **Domburgh** and Tomkins.

About: 2040 **Cable** commenced pulling full power and maintaining a heavy strain on the beach gear.

About: 2250 Stopped pulling. No movement on this pulling effort. Heading remains 292 degrees magnetic and list remains 12 degrees to starboard.

About: 2300 All Hands ceased work.

Note: Rolled the main engine over and turned the propeller, but did not think it was feasible to use the engine on this pulling effort, as there was no movement to the **Domburgh**. Did not want to damage the engine or plug the circulating systems, at this time.

About: 2400 Clear, calm weather.

Wednesday, November 14, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**.

About: 0400 Calm weather.

About: 0800 Salvage Crew, 3 crewmembers of the **Domburgh**

and Tomkins turned to, preparing to pull.

About: 0815 **Cable** launched the port motorboat to keep vessels clear of the **Cable's** towline.

About: 0830 Maintaining maximum strain on the 2 sets of beach gears.

About: 0840 **Cable** pulling full power and maintaining a heavy strain on the beach gear.

About: 1120 Stopped pulling. No movement on this pulling effort.

Note: Ballast tanks being pumped on each pulling effort.

About: 1150 Called our New York office and reported conditions to Captain Madeo. He was in agreement release the digging equipment, as it was of no further advantage to engage same. Will explore the possibility of discharging the cargo (containers) to lighten the causality. Will procure a bid from Wood Hopkins for removal of the containers.

About: 1200 Clears calm weather. Knocked off for lunch.

About: 1300 Resumed work. Salvage crew making modifications to strengthen the bits and decrease chafing of the beach cables, aboard the **Domburgh**.

Note: Called Blair Construction Company in Jacksonville for a bid on removal of the containers. Was advised they would contact me later. Called Me. Barry Martin, London Salvage and advised him of conditions.

About: 1400 **Cable's** motor boat came into St. Augustine to pick up newly hired crew members, for the **Cable**.

Note: Rudder, propeller and skag still clear of the bottom.

About: 1600 Clear, calm weather.

About: 1700 Salvage crew ceased work.

About: 2000 Clear, calm weather.

Will not pull on this tide. High tide is 2308 hours. Height 4.8 feet.

About: 2030 Met with Mr. C. Shermock, Wood Hopkins, and discussed the job of removing the containers. He will give me the details of a contract tomorrow. I informed Mr. Shermock that his equipment for the digging operation is released as of tonight.

Notes The equipment worked today and dug on the port side.

About: 2100 Called Captain Madeo at his home and reported conditions.

Note Called the **Domburgh's** agent in Jacksonville and he is agreeable to send me a manifest of the cargo and weights of the containers. Heaviest container is reported to weigh about 21 tons.

About: 2130 Foreman and myself went down to the **Domburgh** and found no change in the beach gears. Calm weather, will not pull this tide.

About: 2400 Clear, calm weather.

Thursday, November 15, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**. **Domburgh** heading 292 degrees magnetic and listing 12 degrees to starboard.

About: 0400 Clear, calm weather.

About: 0800 Clear, calm weather. Salvage crew turned to making modifications to the beach gears and then set up a heavy strain on both sets. **Domburgh's** crew greasing the cargo hatch covers in case hatches have to be opened for cargo removal.

About: 1105 Called the **Cable** and instructed the Master to commence pulling. Salvage crew commenced heaving on the beach gear and maintaining a maximum strain on same. High tide is 1139

(Continued on page 6)

(**Domburgh** from page 5)

hours. Height is 5.5 feet.

About: 1125 **Cable** commenced pulling full power and maintaining a heavy stain on the beach gear. Motor boat keeping vessels clear of the **Cable's** towline.

Note: This morning Wood Hokins removed his equipment from the scene of the **Domburgh**.

About: 1200 Clear, calm weather.

About: 1240 Stopped pulling. No movement on this pulling effort. **Cable** secured as before. Salvage crew making adjustments to the beach falls.

Note: Today received the manifest and loading plan of the containers, from the **Domburgh's** agent in Jacksonville. Called our New York office and reported conditions. Contacted Blair Construction Company in Jacksonville and they advised they would send a representative to the scene tomorrow to survey conditions before submitting a bid to remove the containers.

About: 1700 Salvage crew ceased work.

About: 2000 Calm weather.

About: 2220 Foreman and myself went down to the **Domburgh**. No change in the beach gears and no movement to the vessel will not pull on this tide. High tide is 0028 hours. Height 4.7feet.

About: 2400 Calm weather.

Friday, November 16, 1973

The day begins with the M.V. **Cable** assisting the C.V. **Domburgh**.

About: 0400 Calm weather.

About: 0620 Mr. Williams and Mr. C. Miller, representing Blair Equipment Rentals, came to see me at the motel. We went down to the **Domburgh**, so they could look over the conditions for removing the containers. They advised they

could successfully handle the job and they would submit a bid to me later.

About: 0800 Cloudy, calm weather. Salvage crew turned to, working on the beach gear.

About: 0830 Called our New York office and reported conditions to Captain Madeo.

About: 0900 Called Mr. Shermock in Jacksonville and requested him to send a copy of the bid to our New York office and also to have one sent to myself.

Note: Discontinued the security watch on the digging equipment.

About: 1200 Calm weather. Knocked off for lunch.

About: 1300 Resumed work, continued working on the beach gear. Will not pull on this tide. High tide is 1240 hours. Height is 5.3 feet. No movement to the causality.

About: 1700 Ceased work.

Note: Received a call from Blair Equipment Rental and they submitted an oral bid of \$110,000 dollars to remove the containers and deliver same to Jacksonville. I advised than I would refer this bid to my New York office and advise then later.

About: 2000 Calm weather.

About: 2300 I went down to the **Domburgh** and found no change in the beach gears and no movement to the vessel. High tide is 0114 hours. Height is 4.7 feet. Will not pull on this tide.

About: 2400 Clear, calm weather.

Saturday, November 17, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**.

About: 0400 Partly cloudy, gentle northwest breeze and slight sea.

About: 0800 Partly cloudy moderate northerly breeze and slight swell. Salvage crew did not

turn to this morning.

Note: **Cable** reports 20 tons of fresh water aboard.

About: 1600 Mostly cloudy, moderate northerly breeze and slight swells.

About: 2300 Salvage Crew and myself boarded the **Domburgh** and found slight motion in same. Called the **Cable** and instructed the Master to commence pulling at 0130 hours. High tide is 0219 hours. Height 4.8 feet.

About: 2400 Clear, moderate east southeast breeze and slight swells.

Sunday, November 18, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**.

About: 0100 Salvage crew, 2 crewmembers of the **Domburgh** and Tomkins commenced pulling on the 2 sets of beach gears and maintaining maximum strain on same.

About: 0120 **Cable** commenced pulling full power and maintaining heavy strain on the beach gear.

About: 0250 Stopped pulling. **Cable** secured as before. salvage crew secured the beach gear. No movement on this pulling effort.

About: 0300 Ceased work.

About: 0400 Partly cloudy gentle easterly breeze and slight sea.

About: 0800 Cloudy, moderate easterly breeze and swell. Salvage crew did not turn to this morning.

About: 1030 Called Captain Madeo at his home and reported conditions also informed him of the bid that Blair submitted. Captain Madeo instructed that the **Cable** proceed to Jacksonville on Monday morning and take on fresh water and stores.

About: 1200 Cloudy, moderate easterly breeze, swell and surf.

About: 1300 Salvage crew and myself boarded the causality. Called the **Cable** and instructed the Master to commence pulling. Also advised

his that the **Cable** would depart for Jacksonville tomorrow to take on water and stores.

About: 1335 **Cable** commenced pulling full power and maintaining heavy strain on the beach gear.

About: 1400 Salvage Crew, 2 crewmembers of the **Domburgh** turned to and commenced heaving on the beach gear and maintaining maximum strain in same. High tide is 1443 hours. Height is 4.9 feet.

About: 1540 Stopped pulling, lost the tide, **Domburgh** swung one degree and is now heading 291 degrees magnetic. List remains 12 degrees to starboard.

Note: Called our agent in Jacksonville and advised them the **Cable** would arrive Jacksonville tomorrow. Gave then the **Cable's** requirements, water and list of stores. Advised the Master of the **Cable** that we would pull on the morning tide and if unsuccessful the **Cable** could then depart for Jacksonville, and return as soon as possible.

About: 1700 Ceased work.

About: 2000 Clear, moderate southeast breeze and swell.

About: 2400 Clear, moderate southeast breeze and swell.

Monday, November 19, 1973

The day begins with the M.V. **Cable** assisting the C.V. **Domburgh**.

About: 0145 Salvage crew and myself boarded the causality. Found no change in the beach gears. Found no movement to the vessel. Calm weather. Will not pull on this tide, advised the **Cable** of same and they could depart for Jacksonville at 0800 hours.

About: 0800 Light overcast, calm weather. Salvage Crew turned to, placing buoys on the ends of the beach cables, aboard the **Domburgh**. **Cable** preparing to depart for Jacksonville. Buoyed off the end of the beach gear cable and let same

go, also placed a anchor and a buoy on the end of the nylon towline and released same.

About: 0905 Called our New York office and reported conditions, also reported the **Cable** would depart for Jacksonville about 1000 hours this morning.

About: 1020 **Cable** departed for Jacksonville.

About: 1200 Calm weather. Knocked off for lunch.

About: 1300 Resumed work salvage crew maintaining maximum strain on then 2 sets of beach gear.

About: 1315 **Cable** abeam of Jacksonville Sea Buoy.

About: 1400 Two crewmembers of the **Domburgh** turned to assisting the salvage crew in pulling operation. High tide is 1543 hours. Height 4.8 feet.

About: 1555 **Cable** made fast at Commodore's Point in Jacksonville.

About: 1630 Stopped pulling on the 2 sets of beach gears, no movement on this pulling effort.

About: 1700 Ceased work.

About: 1720 Spoke with the Master of the **Cable** and he advised the **Cable** could not receive stores until tomorrow morning. Will return to the scene soonest.

Note: Called Mr. Harry Martin, London Salvage, in Jacksonville and advised him of conditions. Tested the rudder on the **Domburgh** and found same in order.

About: 2400 Calm weather.

Tuesday, November 20, 1973

The day begins with the M.V. **Cable** tied up in Jacksonville, taking on fresh water and stores. Three salvage men and myself assisting the C.V. **Domburgh**.

About: 0245 Salvage crew and myself went down to the causality. Calm weather and no movement to the **Domburgh**. Will not pull on this tide.

About: 0700 Two salvage men

departed for the **Cable**, via the rented truck, to pick up a P-250 pump, suction and discharge to rig same in the engine room of the **Domburgh**, as a precautionary measure.

About: 0800 Calm weather. Boarded the causality, conditions remain the same.

About: 1100 Salvage men arrived with the pump and accessories and put same aboard the **Domburgh**.

About: 1200 Calm weather. Knocked off for lunch.

Note: Will not pull this afternoon, no movement to the vessel. High tide is 1641 hours. Height 4.7 feet.

About: 1340 **Cable** departed Jacksonville, completed taking on stores and fresh water, proceeding to the site of the **Domburgh**.

About: 1700 Salvage crew ceased work.

Note: The P-250 pump was placed in the engine room and connected up and tested.

About: 1935 **Cable** arrived and anchored off the St. Augustine Sea Buoy, awaiting daylight to recover the towline and the set of beach gear.

About: 2400 Clears, gentle southeast breeze and Calm sea.

Wednesday, November 21, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**.

About: 0330 Salvage crew and myself preparing to pull on the 2 sets of beach gears, slight motion to the **Domburgh**.

About: 0400 Clears, gentle southeast breeze and sea. Salvage crew and 2 crew members of the **Domburgh** commenced pulling on the 2 sets of beach gears and maintaining a maximum strain on same. High tide is 0536 hours. Height 5.3 feet.

About: 0550 Stopped pulling.

(Continued on page 8)

(**Domburgh** from page 7)

Vessel swung 2 degrees, now heading 288 degrees magnetic, with a 6 degree starboard list.

About: 0600 Ceased work.

About: 0800 Calm weather. Salvage crew turned to and flected both sets of beach gears.

About: 0815 **Cable** hove up anchor and proceeding to recover the nylon towline and the set of beach gear.

About: 0915 Called our New York office and reported conditions to Captain Madeo.

About: 1015 **Cable** recovered the towline and reconnected it into the 2 inch diameter wire towline and then recovered the set of beach gear.

About: 1200 Partly cloudy, calm weather. Knocked off for lunch.

About: 1300 Resumed work and preparing to pull.

About: 1330 **Cable** in readiness to pull. Instructed the **Cable** to commence to pull at 1600 hours. High tide is 1734, hours. Height 4.7 feet.

About: 1600 Partly cloudy, calm weather. Salvage crew and 3 crewmembers of the **Domburgh** commenced pulling on the 2 sets of beach gears and maintaining a maximum strain on same.

About: 1620 **Cable** pulling full power and maintaining a heavy strain on the beach gear.

About: 1845 Stopped pulling and secured. No movement on this pulling effort.

About: 1900 Ceased Work.

About: 2400 Clear, light southerly breeze and calm sea.

Thursday, November 22, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**.

About: 0400 Calm weather.

About: 0500 Salvage crew and

2 crewmembers of the **Domburgh** turned to and commenced pulling on the 2 sets of beach gears and maintaining a maximum strain on same.

About: 0510 **Cable** pulling full power and maintaining heavy strain on the beach gear. High tide is 0604 hours. Height 5.4 feet very high tide this morning.

About: 0730 Stopped pulling, lost the tide. **Domburgh** swung 5 degrees present heading is 283 degrees magnetic. Six degrees starboard list. **Domburgh** also moved astern about 10 feet. Instructed the Master of the **Domburgh** to have the main engine in readiness to be used on the high tide pulling effort this evening.

About: 0830 Called our New York office and reported conditions and progress to Captain Madeo. Also advised we would start using the main engine on tonight's high tide as the height of the tide is at its peak for this month.

About: 1000 Salvage crew ceased work after flecting both sets of beach gears.

About: 1030 Mr. Warren Thomas, vice president of our company arrived on the scene. Together we boarded the causality as he wanted to survey the job. Mr. Thomas was in agreement to use the main engine to help to re-float the causality and pray for bad weather, which I have been doing each night even have the local weather bureau wishing for bad weather.

About: 1200 Mr. Thomas departed the scene.

About: 1300 Salvage crew turned to and the diver made an examination of the rudder and propeller. He reported that both were clear of the bottom, but he stated that the depth of water decreases about 40 feet astern of the **Domburgh**, which is another sand bar the **Domburgh** will have to pass over.

About: 1400 Ceased work.

About: 1700 Foreman and myself aboard the causality. There is no movement to the causality and will not pull on this tide. High tide is 1820 hours. Height is 4.6 feet. Morning tide will be the highest. Instructed the Master to run the main engine and turn the propeller in hopes of digging a hole astern of the **Domburgh** by turning the propeller ahead at slow speed.

About: 1825 Commenced using the main engine and turning the propeller slow ahead.

About: 1915 Stopped the main engine. Mr. Beatty reports that conditions were satisfactory with the engine. Instructed the Master to have the main engine in readiness to use on the morning pulling effort. Called the **Cable** and instructed the Master to be prepared to pull at 0500 hours in the morning.

About: 2000 Ceased work.

About: 2400 Clear, gentle northerly breeze, calm sea.

Friday, November 23, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**.

About: 0400 Partly cloudy, gentle northerly breeze and calm sea.

About: 0500 Salvage crew and 3 crewmembers of the **Domburgh** turned to and commenced pulling on the 2 sets of beach gears and maintaining a maximum strain on same. High tide is 0647 hours. Height 5.4 feet. Present heading is 283 degrees magnetic and listing 6 degrees to starboard. About: 0515 **Cable** commenced pulling full power and maintaining a heavy strain on the beach gear.

About: 0600 Heavy fog, gentle northerly breeze and slight sea and surf.

About: 0640 Commenced using the main engine and turning the propeller ahead and astern, at short intervals. Vessel becoming lively.

About: 0750 Secured the main engine.

About: 0805 Stopped pulling. **Domburgh** came astern about 15 feet and swung another 2 degrees, present heading is 281 degrees. List 6 degrees to starboard. Mr. Beatty advised that the anchor windlass has a ground in the motor. Master advised that he would arrange to have an electrician from Jacksonville, to check same. In the meantime we will wash the motor with chemical and place heating lamp in same to attempt to rid the motor of the ground.

About: 0900 Called our New York office and reported conditions and progress.

Note: Salvage crew assisting the engineers on the **Domburgh** with the work on the anchor windlass. Ground remains on the motor.

About: 1200 Clear, gentle northerly breeze and slight sea. Knocked off for lunch.

About: 1300 Resumed work, diver examined the rudder and the propeller and reported that both were clear of the bottom and also that the skag was clear of the bottom about 3 feet. Water depth is about 8 feet deep at the stern, extending out about 30 ft. from the stern, then the water shallows to about 3 feet for about 50 feet. Low tide is 1230 hours this day.

About: 1330 Electrician and helper arrived aboard from the Jacksonville Shipyard, and examined the anchor windlass. The electrician stated that the anchor windlass could still be operated in its present condition, without no more damage than it now has.

Note: Salvage crew flected both sets of beach gears, and repaired the portable deck lights.

About: 1530 Extra hands ceased work.

About: 1700 Ceased work. No movement to the causality. High

tide is 1905 hours. Height of tide is 4.5 ft. Will not pull on this tide. Weather is calm.

About: 2400 Clear, light northeast breeze and calm sea.

Saturday, November 24, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**.

About: 0400 Partly cloudy, calm weather.

About: 0500 Salvage crew boarded the causality.

About: 0515 **Cable** commenced pulling full power and maintaining a heavy strain on the beach gear.

About: 0530 Salvage crew commenced pulling on the 2 sets of beach gears, being assisted by 3 crew members of the **Domburgh** and Tomkins. High tide is 0728 hours. Height is 5.4 feet.

About: 0625 Commenced using the main engine, ahead and astern intermediately. Vessel slowly moving aster and swinging.

About: 0920 Stopped using the main engine.

About: 0925 Stopped pulling lost the tide. **Domburgh** came astern about 75 feet and swung to 277 degrees. List is now 8 degrees to starboard.

Note: Mr. Beatty reports that the engine started to heat up a little. He stated that he would have the engine cooling system cleaned and would have the engine ready for the pulling effort tonight.

About: 1000 All hands ceased work.

About: 1030 Called Captain Madeo at his home and reported developments and progress.

About: 1200 Clear, calm weather.

About: 1300 Salvage crew turned to. Diver made a sand line inspection and made the following report: rudder and propeller are free of the bottom, skag is about 2 feet from the bottom. There is a

depth of water of 8 feet extending out from the stern for about 30 feet which then shallows to 3 feet which extends out for about 50 feet water depth then increases to about 5 feet. Cargo holds were checked and found in order.

About: 1400 Three crewmembers of the **Domburgh** turned to and assisted the salvage crew in flecting both sets of beach gears and also making to let go the beach gear, when the **Domburgh** re-floats.

About: 1600 All Hands ceased work.

Note: Mr. Harry Martin, London Salvage, arrived on the scene. I reported conditions and progress to him and advised him expected to re-float the **Domburgh** tomorrow morning, which will be my birthday present.

About: 1800 Salvage crew turned to, preparing to pull.

About: 1830 Salvage crew commenced pulling on the 2 sets of beach gears and maintaining maximum strain on same, being assisted by 4 crewmembers of the **Domburgh**. Double bottom and wing tanks being pumped.

About 1845 **Cable** commenced pulling full power and maintaining heavy strain on the beach gear. High tide is 1944 hours and height is 4.5 feet.

About: 1900 Commenced using the main engine and working the propeller ahead and astern, intermediately.

About: 2000 Calm weather, slight surf. **Domburgh** showing signs of movement.

About: 2210 **Cable's** set of beach gear let go. **Cable** anchored and stopped pulling.

About: 2215 Salvage crew ceased pulling, lost the tide, **Domburgh** moved astern about 80 ft. and swung to 275 degrees. Listing 3 1/2

(Continued on page 10)

(Domburgh from page 9)

degrees to starboard. Salvage crew checked the cargo holds and found same in order. Soundings show the # 2 and # 3 D. B. ballast tanks are full.

About: 2330 Ceased work. Instructed the **Cable** to commence pulling at 0530 hours tomorrow morning.

About: 2345 Called Captain Madeo at his home and reported conditions and progress.

About: 2400 Clear, calm weather.

Sunday, November 25, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**.

About: 0400 Partly cloudy, calm weather.

About: 0430 Salvage crew turned to, preparing to pull.

About: 0530 Four crewmembers of the **Domburgh** and Tomkins assisting the salvage crew in pulling on the 2 sets of beach gears.

Notes Unable to turn the main engine, propeller sand bound. Filled the #2 port ballast tank about 20 tons. Vessel moving astern very slowly.

About: 0550 **Cable** pulling full power. High tide is 0809 hours and height is 5.4 feet. **Domburgh** heading 275 degrees and listing 9 degrees to starboard.

About: 0800 Calm weather, no sea or surf.

About: 0805 Propeller came free of the bottom, commenced using the main engine and turning the propeller ahead and asters, intermediately. **Domburgh** lively and moving astern very slowly.

About: 1030 Tide was lost, stopped pulling. **Domburgh** came astern about 60 feet and swung to 274 degrees. List is 3 1/2 degrees to starboard. Beach cables are dead astern. **Domburgh** now stuck

on the outer sand bar. Have now hove aboard 1 length of 1 5/8 inch diameter x 600 feet beach cable.

Notes Soundings taken of the tanks show that the # 2 and # 3 starboard ballast tanks are leaking also the starboard trimming tank is leaking. Mr. S. Marks, owner director, arrived on the scene, this morning.

About: 1100 All hands ceased work.

About: 1200 Clear, gentle south southwest breeze and calm sea.

About: 1235 Called Captain Madeo at his home and reported conditions and progress. Hope to re-float on tomorrow mornings high tide, however will pull again tonight.

About: 1300 Salvage crew and 4 crewmembers of the **Domburgh** turned to and flected both gets of beach gears. Diver made a sand line inspection and found as follows. Rudder, propeller and skag are clear of the bottom and deep water extends from the stern to seaward. **Domburgh** is aground from the middle of the # 2 cargo hold to the middle of the deck house.

Note: Called Mr. Harry Martin and advised him of conditions and progress.

About: 1530 All hands ceased work. Called the **Cable** and instructed the Master to commence pulling at 1900 hours this evening.

About: 1800 Salvage crew and 4 crewmembers of the **Domburgh** and Tomkins and one man turned to preparing to pull. Pumping all ballast tanks and the forward peak.

About: 1820 Salvage crew commenced pulling on the beach gears and maintaining a maximum strain on same.

About: 1910 **Cable** commenced pulling full power. High tide is 2025 hours and height is 4.4 feet. Very calm weather.

About: 1950 Sounding taken

around the causality: port side, forecastle deck 8-00 feet, middle # 1 cargo hold 10-00 feet, after end #1 cargo hold 7-00 feet, middle # 2 cargo hold 6-00 feet, after end # 2 cargo hold 7-00 feet, middle of the deck house 7-00 feet, quarter 13-00 feet, stern 1400 feet. Starboard side, forecastle deck 10-00 feet, middle #1 cargo hold 9-00 feet, after end #1 cargo hold 8-00 feet, middle # 2 cargo hold 7-00 feet, after and #2 cargo hold 7-00 feet, middle of the deck house 7-00 feet, quarter 10-00 feet.

About: 2000 Partly cloudy, calm weather.

About: 2015 Commenced using the main engine and turning the propeller ahead and astern, intermediately.

About: 2035 Stopped using the main engine. No movement to the causality.

About: 2045 Stopped pulling. No movement on this pulling effort. Instructed the **Cable** to commence pulling at 0630 hours tomorrow morning.

About: 2100 Ceased work.

About: 2400 Clear, calm weather.

Monday, November 26, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**.

About: 0400 Partly Cloudy, calm weather, slight surf.

About: 0600 Salvage Crew, 4 crewmembers of the **Domburgh** and Tompkins and helper turned to, preparing to pull. Pumping all ballast tanks.

About: 0630 Commenced pulling on the beach gears and maintaining strain on same.

About: 0640 **Cable** commenced pulling full power. High tide is 0847 hours and height is 5.2 feet. Surf increasing a little.

About: 0700 **Domburgh** becoming lively. Commenced using the main engine and working

the propeller ahead and astern, intermediately. Causality moving astern very slowly.

About: 0820 Stopped using the engine. Pulling the **Domburgh** afloat with the beach gears and the **Cable**. Very slow process fleeting the beach gear.

About: 0905 The **Domburgh** re-floated, with a 3 1/2 degree list to starboard. **Cable** slowed and pulling the **Domburgh** clear of the beach gears.

About: 0920 **Domburgh** all clear. **Cable** stopped and the salvage crew let go both sets of beach gears, **Cable** heaving in the slack of the towline.

About: 0950 Let go the **Cable's** towline. All cargo holds of the **Domburgh** were checked and found in order. Soundings being taken of all the double bottom tanks. **Domburgh** making a trial run.

About: 1020 Trial run completed, Mr. Beatty reported conditions are satisfactory in the engine room. Instructed the Master of the **Domburgh** to proceed to Jacksonville on the **Domburgh's** own power. **Cable** heaving in its towline and upon completion will also proceed to Jacksonville. **Cable** called our New York Office and reported conditions and situation.

About: 1043 Salvage crew pumped out the engine room bilges with the P-250 gasoline pump. Engine room is not leaking.

About: 1053 Engine room pumped out. Salvage crew dismantling the salvage gear.

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

About: 1240 **Cable** recovered its towline and hoisted the port motor boat and secured same.

About: 1255 **Cable** hove up anchor and proceeding to Jacksonville.

About: 1300 Resumed work.

Dismantling salvage gear.

About: 1325 **Domburgh** abeam St. John's sea buoy.

About: 1340 Pilot C.A. Register boarded the **Domburgh**. **Domburgh** proceeding up the St. John's River to berth at Atlantic Coast Line Pier #21.

About: 1525 **Domburgh** dropped its port anchor and paid out one shot of chain, making approach to the pier.

About: 1531 First line out to the pier from the **Domburgh**.

About: 1531 **Cable** abeam St. John's sea buoy.

About: 1550 Pilot J.W. Phillips boarded the **Cable**.

About: 1555 **Domburgh** made fast to the Atlantic Coast Line Pier # 21.

About: 1600 Called our New York office and reported developments and conditions to Captain Madeo, also advised that the **Cable**, upon arrival, would tie up alongside the **Domburgh** for the night and remove the salvage gear from the **Domburgh** tomorrow morning and then return to the site of the beach gear and recover same. Security watch will be maintained throughout the night aboard the **Domburgh**. Captain Madeo advised me not to execute a Certificate of Delivery, until advised to do so.

About: 1640 Called Captain Madeo and reported that the **Domburgh** requests the removal of the cargo. Captain Madeo advised that no cargo was to be offloaded, until security on the cargo was posted. I reported the above instructions to the Master of the **Domburgh**, Mr. S. Clarke and to the **Domburgh's** agents.

About: 1845 **Cable** arrived and made fast along the starboard side of the **Domburgh**. Advised the Master of the **Cable** that salvage gear would be transferred from the **Domburgh** to the **Cable** at

0800 hours tomorrow morning and upon completion the **Cable** would proceed to the site of the beach gear and recover same.

About: 1900 All hands ceased work. Security watch being maintained aboard the **Domburgh**, checking the cargo holds and engine room every hour. Soundings of the tanks show the #2 D.B. port and starboard ballast tanks, 2 port and starboard trimming tanks, #3 D.B. tanks and they forward peak are full and leaking.

Note: Called Mr. Harry Martin, Coast Guard, and advised that the **Domburgh** had been re-floated. Also called the Army Corps of Engineers and advised them of same and that arrangements would be made to refill the hole that had been dug to re-float the **Domburgh**, as previously been agreed upon.

Tuesdays, November 27, 1973

The day begins with the M.V. **Cable** tied up alongside the C.V. **Domburgh**, which is tied up at Pier 21, at Jacksonville, Florida.

About: 0800 All hands turned to and commenced transferring the salvage gear.

About: 0915 Called Captain Madeo in our New York office and reported conditions. **Cable** will depart, about 1200 hours for the site of the beach gear and recover same. I will remain ashore and make arrangements to refill the hole on the St. Augustine Beach, with a local contractor, in St. Augustine. Captain Madeo instructs me that no cargo to be removed from the **Domburgh**, until the security bond is posted.

Note: Called the **Domburgh's** agent in Jacksonville and again advised him that no cargo could be removed from the **Domburgh**, until the security hand is posted. Met with Mr. Clarke and he is hopeful that

(Continued on page 12)

(**Domburgh** from page 11)

security bond will be posted today, as he is very anxious to offload the containers aboard the **Domburgh**. Contacted two local contractors to refill the hole on the beach and will meet with them this afternoon.

About: 1150 Pilot R. Priddy boarded the **Cable**.

About: 1200 All salvage gear transferred from the **Domburgh**.

About: 1215 **Cable** cast off from alongside the **Domburgh** and proceeding to the site of the beach gear to recover same.

About: 1410 Pilot left the **Cable**. **Cable's** crew clearing the decks to recover the beach gears. Note: Captain Porter, Park Superintendent and myself visited the site of the **Domburgh's** stranding and found the hole, that had been dug to re-float the **Domburgh**, was filling in, however the sand that had been dug out must be replaced in the hole. Later I met with 2 local contractors, and after discussing the situation with them, I decided they were not competent to accomplish the job.

About: 1600 Few clouds, gentle southeast breeze and calm sea.

About: 1730 Left St. Augustine for the **Domburgh**.

About: 1745 **Cable** anchored off the St. Augustine Sea Buoy. Preparing gear to recover the beach gear. Will commence operations in the morning.

About: 1830 Boarded the **Domburgh** and the Master reported that conditions were satisfactory aboard the **Domburgh**. Mr. Clarke advised that no decision has been made as to the disposition of the **Domburgh**, but he was hopeful that security bonds for the cargo will be posted tomorrow.

About: 2200 Returned to St. Augustine.

About: 2400 Clear, gentle southeast breeze and slight sea.

Wednesday, November 28, 1973

The day begins with the C.V. **Domburgh** tied up in Jacksonville, Florida awaiting security bond to be posted. M.V. **Cable** anchored at the site of the beach gears awaiting daylight to recover same. I am in St. Augustine making arrangements to refill the hole on the St. Augustine Beach.

About: 0400 Clear, gentle southeast breeze and slight sea.

About: 0800 Partly cloudy, moderate south southwest breeze and slight sea. All hands turned to preparing to recover the beach gears.

About: 0810 Called Mr. C. Shermock, Wood Hopkins in Jacksonville, and requested him to submit a bid for filling the hole on the beach. He quoted the following prices for one bulldozer to do the job. 400.00 dollars to mobilized and demobilized, 40.00 dollars per hour for the bulldozer and operators, 55.00 dollars per hour for overtime, 10.00 dollars per day for subsistence for the operator and a watchman would have to be supplied to watch the equipment, at our expense. He estimates 10 to 14 days to complete the job. Advised Mr. Shermock I would relate these prices to my New York office and would contact him later.

About: 0820 **Cable** hove up anchor and proceeding in towards the inshore set of beach gear.

About: 0830 Called our New York office and reported conditions and the terms of Wood Hopkins to refill the holes, to Captain Madeo. Captain Madeo approved the terms and approved the hiring of Wood Hopkins to do the job. Instructed me to have the **Cable** proceed to Jacksonville on Friday to take aboard fuel oil.

About: 0900 Called Mr. Shermock in Jacksonville and advised him that our office accepted his terms to refill

the hole on the beach. He advised that his equipment would arrive on the scene this afternoon and would commence work.

About: 0910 Called Mr. Jack Howallt, Corps of Engineers, and Mr. Porter, Park Superintendent and advised them that work would commence this afternoon, on refilling the beach. They advised that they were very anxious to complete the job. Made arrangements with D. Tomkins to supply a night watchman for Wood Hopkins equipment.

About: 1018 **Cable** hooked onto the end of one of the beach cables that was laid to the **Domburgh** and recovered one beach cable on deck. **Cable** was unable to pull this set of gear into deep or water to recover the Eells anchor, therefore this beach cable was buoyed off and let go. **Cable** then recovered the set of gear that was laid over the bow of the **Cable**.

About: 1200 Clear, fresh south southwest breeze and rather rough sea.

About: 1450 Contract was signed with Wood Hopkins to accomplish the job on the beach.

About: 1500 Wood Hopkins bulldozer arrived with the operator and while the operator was running the bulldozer down the beach to the site of the stranding, the bulldozer broke down due to a cracked intake manifold, which was a result of the machine not being serviced, prior to it being sent to the job, and the radiator was empty of water. Called Mr. C. Shamrock in Jacksonville, and advised him I was very dissatisfied with his equipment. He said he would attempt to send another bulldozer to the scene tomorrow morning.

Note: After the **Cable** recovered the first set of beach gear, the weather deteriorated, therefore they rigged a Eells anchor to the **Cable's** towline, as this rig will be used in

recovering the inshore sets of beach gears, while working in shallow water.

About: 1600 Overcast, fresh south southwest breeze and rather rough sea.

Note: Contacted the **Cable**, via VHF, and the Master reported conditions. Advised the Master the **Cable** would return to Jacksonville, Friday, to take on fuel oil.

About: 2000 Cloudy, moderate northwest breeze and sea.

About: 2400 Clear, moderate northwest breeze and slight sea.

Note: This evening I was contacted by a Mr. Dennis Stenbridge, Owner of Stenbridge Contracting Company in St. Augustine, and he advised me that he was interested in bidding for the job of refilling the hole on the beach he has already looked the job over and he stated that he would do the job for 1200.00 dollars, by using 2 bulldozers and 2 pay loaders to complete the job in about two days. I advised Mr. Stenbridge that I would call him tomorrow morning with a decision.

Thursday, November 29, 1973

The day begins with the M.V. **Cable** anchored at the site of the beach gears. The C.V. **Domburgh** is tied up at Jacksonville Fla. I am in St. Augustine making preparations to refill the hole on the beach.

About: 0500 Clear, moderate northwest breeze and rough sea.

About: 0550 Called the **Cable**, via VHF, and the Master advised it was not feasible to attempt to recover the beach gear today, due to the rough weather.

About: 0630 Called Captain Madeo at his home and advised his I would endeavor to cancel the contract with Wood Hopkins, due to the breakdown of his equipment and the anxiety of the Corps of Engineers and Park Superintendent to complete the job on the beach, and contract with Stenbridge

Contracting Company, for refilling the hole on the beach. Captain Madeo was in agreement. Captain Madeo instructs to have the **Cable** depart for Jacksonville and take on fuel oil, today, in light of the bad weather. He also advised that the **Domburgh** had been notified that the security bond had been posted on the cargo and cargo was now being discharged.

About: 0645 Called the **Cable** and instructed the Master to depart for Jacksonville to take on fuel oil at the Eastern Seaboard Oil Dock.

About: 0700 Called Mr. C. Shermock, in Jacksonville, and it was mutually agreed the contract could be cancelled, however our company would be responsible for payment of 200.00 dollars for mobilizing expenses. I agreed to these terms.

About: 0715 Called Mr. Dennis Stenbridge, in St. Augustine, and advised his I would sign a contract his company for the job of refilling the hole on the beach. Mr. Stenbridge advised he would draw a contract immediately and he would have the equipment on the scene about 1300 hours and would commence work today, 2 bulldozers and 2 payloaders.

About: 0800 Clear, fresh north northwest breeze and rough sea and heavy swell.

About: 0810 Called a Mr. Wayne Haynes, representative for Esso in Jacksonville, and advised him that the **Cable** would arrive at Eastern Seaboard Oil Dock at about 1400 hours this afternoon, to take on fuel oil, arrangements were made accordingly.

About: 0818 **Cable** hove up anchor and departed for Jacksonville, Florida.

About: 0830 Captain Madeo called and instructed to have the **Cable** proceed to the Jacksonville

Shipyard, upon completion of taking aboard the fuel oil, to have the #4 main engine armature reinstalled. I reported conditions and developments to Captain Madeo.

About: 1030 Contract was signed with Stenbridge Construction Company, for doing the job on the beach.

Note: This morning Wood Hopkins Contracting Company transported its broken down bulldozer back to Jacksonville.

About: 1110 **Cable** abeam St. John's Sea Buoy.

About: 1125 Pilot H.R. Steel boarded the **Cable**.

About: 1230 Stenbridge's equipment arrived on the scene of the stranding of the **Domburgh** and work commenced to refill the hole on the beach. Two bulldozers and two payloaders working. Mr. Stenbridge is confident the job will be completed in 2 days to the satisfaction of myself and the Corps of Engineers.

About: 1300 Called the concerned parties for refilling the hole on the beach and advised that work had commenced.

About: 1400 **Cable** made fast to the oil dock in Jacksonville.

About: 1405 I departed for the **Domburgh**.

About: 1440 **Cable** commenced taking on fuel oil.

About: 1500 Boarded the **Domburgh** and the Master advised that all containers load been offloaded, also advised that the #2 starboard trimming tank, the #2 and the #3 starboard double bottom tanks are leaking and there is a small leak in the tank top in the #2 cargo hold, which is easily being controlled with the ship's bilge pump. Master also advised that it would not be necessary for Murphy

(Continued on page 14)

(**Domburgh** from page 13)
to perform a diving examination on the **Domburgh**, as the **Domburgh** is going in dry dock, Jacksonville Shipyard next Monday.

About: 1602 **Cable** completed taking on fuel oil.

About: 1625 Pilot W.R. Parker boarded the **Cable**.

About: 1630 **Cable** cast off from the oil dock and proceeding to the Jacksonville Shipyard, for reinstallation of the main engine armature.

About: 1730 Departed the **Domburgh** to board the **Cable**.

About: 1740 **Cable** arrived off the Jacksonville Shipyard and 2 shipyard tugs assisted the **Cable** to make fast at #1 pier.

About: 1800 **Cable** made fast to the #1 pier at Jacksonville Shipyard. Boarded the **Cable** and discussed conditions with the Master. He advised that work would commence tomorrow morning, by the shipyard, installing the armature. There will be no work on the weekend.

About: 1900 Left the **Cable** and proceeding to St. Augustine.

About: 2000 Arrived at the site of the **Domburgh's** stranding and work is progressing very satisfactory, refilling the hole on the beach.

About: 2230 Mr. Stembridge and crew ceased work on the beach, for the day.

Friday, November 30, 1973

The day begins with the N.V. **Cable** tied up at Jacksonville. C.V. **Domburgh** tie up in Jacksonville. I am in St. Augustine overseeing the job of refilling the hole on the beach.

About: 0800 All hands turned to on the **Cable** stowing and cleaning salvage gear. Mr. Stembridge and crew resumed operation of refilling the hole on the beach.

About: 0900 Called our New York office and reported conditions

Captain Madeo.

Note: Went down to the site of the **Domburgh's** stranding and was advised by Mr. Stembridge that the hole should be refilled and grading completed tonight. Called Mr. J. Howallt, Corps of Engineers in Jacksonville, and requested he send a representative to the beach this afternoon for approval and acceptance of the job for reconditioning the beach, to his satisfaction. Also contacted Mr. Porter, Park Superintendent and requested the same of him.

Note: **Cable's** crew reconditioning the wooden reels to restore the nylon towlines and deliver same to a Mr. Greene, at MPMSC warehouse in Jacksonville as directed by Captain Madeo.

About: 1700 **Cable's** crew ceased work.

About: 1730 Received a statement of acceptance and satisfaction for the job done on the reconditioning of the beach, from a Mr. Lynch, Corps of Engineers representative, and Mr. Porter, Park Superintendent at the site of the beach. Mr. Stembridge continued grading the beach.

About: 1830 Called Mr. J. Howallt, Corps of Engineers in Jacksonville, and advised him that his representative had accepted and approved the reconditioning of the beach.

About: 2000 Mr. Stembridge completed the work on the beach. Job was completed and a good job well done. Equipment was removed from the beach site.

About: 2100 Called Captain Madeo at his home and reported conditions and developments. He instructed to complete my business in St. Augustine on Monday and then return to the **Cable**.

Saturday, December 1, 1973

The day begins with the M.V.

(Continued on page 15)

(Wreckers from page 1)

had their licenses suspended or their salvage awards reduced or eliminated. Judge Webb, judge of the superior court in Key West had this to say of the wreckers in 1838. "I am gratified with the opportunity of expressing on this as I have done on other occasions my entire conviction that the course pursued by the individuals now engaged in this occupation [wrecking] on the coast of Florida, is as exemplary in regard to the rights of others, as that of any other class of this, or any other communities. They are the instruments of saving an immense amount of property, which without their exertions would be wholly lost, and so far as their conduct in rendering these services has come to the knowledge of this court (and it is often the subject of minute and critical examination), it has, with but few exceptions, been found correct, meritorious, and praiseworthy."

*Egbert Ludivicus Viele is a distant ancestor of mine. He rose to be a brigadier general in the Army, was military governor of Norfolk, Virginia during the Civil War, and served in congress as a representative from New York. He is interred in a unique mausoleum at West Point which is equipped with an external bell which can be wrung from inside should he come back from the dead

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(Domburgh from page 14)

Cable and the C.V. **Domburgh** tied up in Jacksonville.

Note: **Cable's** crew re-reeling the nylon towlines on the wooden reels, to be turned over to Mr. Greene.

Sunday, December 2, 1973

The day begins with the M.V. **Cable** and the C.V. **Domburgh** tied up in Jacksonville. No work this day.

Monday, December 3, 1973.

The day begins with the M.V. **Cable** tied up at the Jacksonville Shipyard, under going repairs. C.V. **Domburgh** tied up in Jacksonville, waiting to go into drydock.

About: 0800 All hands turned to, cleaning and stowing salvage gear. Shipyard crew working on the **Cable**, reinstalling the armature.

About: 0845 Captain Madeo called and I advised him of conditions, also that the armature would probably be installed by Wednesday.

About: 1100 Completed business in St. Augustine and departed for the **Cable**.

About: 1300 Arrived aboard the **Cable**. Mr. Greene arrived with a truck and the nylon towlines were placed into same. Mr. Greene left the scene.

Note: This day C.V. **Domburgh** went on dry dock at Jacksonville Shipyard.

About: 1700 Ceased work.

Tuesday, December 4 through Saturday, December 8, 1973

M.V. **Cable** in Jacksonville under going repairs and dock trials, and then awaiting weather to abate to proceed to the site of the beach gears, to recover same. C.V. **Domburgh** in drydock.

Saturday, December 8, 1973

This date the Certificate of Delivery was executed for the C.V. **Domburgh**. The **Cable** departed

this day for another assignment.

Wednesday, December 12 through Friday, December 14, 1973

Cable returned to the site of the beach gears, off St. Augustine Florida and recovered the beach gear from then **Domburgh's** stranding.

Friday, December 14 through Sunday, December 16, 1973

Cable returning to station in Key West, Florida.

About: 0835 **Cable** made fast on the 16th at its regular berth in the U.S. Naval Station, at Key West, Florida.

Note: The crew of the C.V. **Domburgh** was a great assistance in the operation of re-floating the **Domburgh**.

Signed

Hilary A. Crusoe
Salvage Master, M.V. Cable

(Society News from page 2)

which delineates the area to be included in the model) The city and environs beyond Greene Street could be shown as a painted backdrop.

5. Buildings, wharves and other structures along Front Street and between Front Street and the waterfront should be constructed in the greatest detail (stick-built). These structures are outlined on the overlay. Buildings further back can be wood blocks with windows, doors, porches, etc. painted on them. Ships and boats at the wharves, in the harbor, and on the marine railway should be realistic models. Horse-drawn carts, waterfront workers, bales of cotton, palm trees, fences, etc. should be included.

6. A 3 ft. by 6 ft. layout of streets, shoreline, wharves, and significant structures drawn on poster board will be provided. The scale is 3 3/8 inches equals 100 feet. The streets were not paved.

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Key West in 1855 by J.C. Clapp. The corner of Simonton and Front Streets are in the lower left. In the center in the back is Fort Taylor. The Old Stone Methodist Church is seen on Simonton Street on the upper left. Photo credit: Monroe County Library.

Key West Maritime Historical Society
P.O. Box 695
Key West, FL 33041

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