

# Florida Keys Sea Heritage Journal

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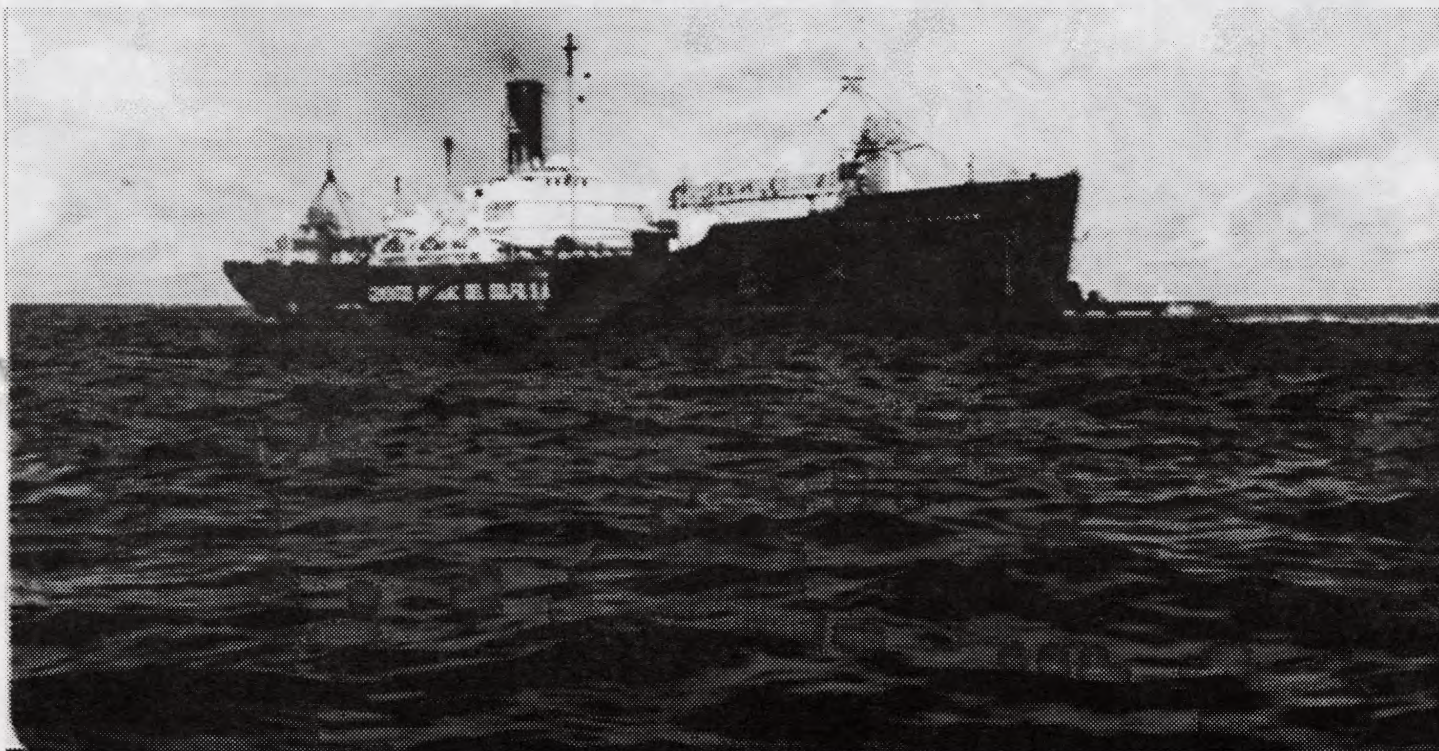
SPRING 2001

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OFFICIAL QUARTERLY PUBLICATION OF THE KEY WEST MARITIME HISTORICAL SOCIETY

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## Aground on American Shoal



*The S.S. Florida Silverbow aground near American Shoal Lighthouse. Photo credit: Captain Hilary Crusoe.*

### *Salvage Master's Report of Salvage Operations in the Case of S.S. Florida Silverbow*

**By Captain Hilary Crusoe**

Monday May 15, 1978

The day begins in Key West, Florida inventorying and stowing salvage gear in the warehouse.

About: 0930 Received a telephone call from the Key West Bar Pilot, E. Crusoe, and was advised that the S.S. *Florida Silverbow* was stranded near American Shoal Lighthouse. I called the Key West Coast Guard for additional information and was advised the vessel was still stranded and was not leaking. Vessel is

loaded with 8,600 tons of dry cement and there was not any commercial assistance on the scene

About: 0950 Received a long distance telephone call from Captain J. Shirley, in our New York Office, and he advised of the *Silverbow* being aground. I related to him the information received from the Coast Guard. He instructed me to await further orders.

About: 1030 Captain Shirley called and instructed me to hire a boat and attempt to board the casualty and offer the master our assistance. Arrangements were made immediately for a local fishing boat to transport me to the *Silverbow*.

About: 1310 Departed in the fishing boat *Last Straw* from Stock Island and proceeded to the casualty.

About: 1400 Upon arrival at the scene, a Coast Guard Cutter was standing by and they contacted the master of the casualty to obtain permission from him for me to board and speak with him. There was also a diving team from the Florida Marine Patrol making a diving examination of the reef to determine the damage done to the reef, when the *Silverbow* ran aground.

About: 1420 Boarded the casualty and met with the Master, Jose Ansedé Martínez, who gave me the following information.

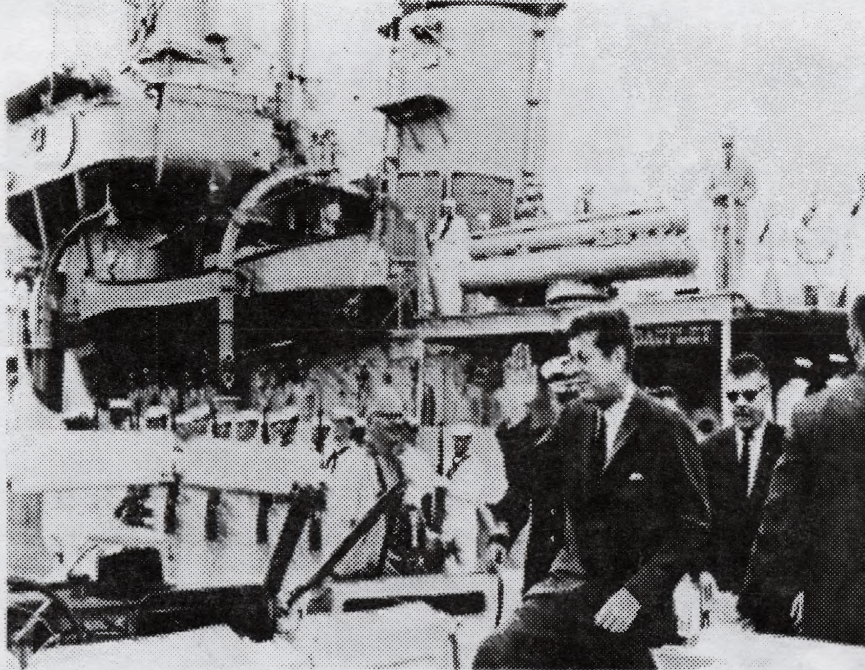
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# Society News

Lectures and Field Trips

By John Viele



*President Kennedy visiting the Key West military in November 1962 after the Cuban Missile Crisis. Photo credit: Monroe County Library.*

March 23 - Field Trip to Mote Marine Laboratory Center For Tropical Research, Summerland Key.

Approximately twenty-five Society members met at the Mote Marine Laboratory on Summerland Key for a tour of the facilities and a discussion of the laboratory's research projects by the director, Erich Mueller. Those projects include basic studies of coral physiology, disease and ecology, as well as applied research on restoration of the reef at vessel grounding sites. Other ongoing projects include the Sustainable Seas Expeditions (a five-year project led by the National Geographic Society and NOAA) and early detection/assessment of marine events such as harmful algal blooms and fish kills.

April 23 - The Voyage of the *Pegasus* - Captain Finbar's Tales of the South Pacific.

Dressed in the native costume of the Fiji Islanders - long skirt, colorful shirt, and

straw hat - Captain Finbar Gittleman, Rear Admiral of the Conch Republic Navy, related tales of his experiences sailing the 70-foot ketch *Pegasus* from Sydney, Australia to Ecuador. His adventures included crossing the Tasman Sea in forty-foot waves, being made an honorary member of a Maori tribe, visiting with the descendants of the Bounty mutineers at Pitcairn Island, and exploring Rapa Nui (Easter Island).

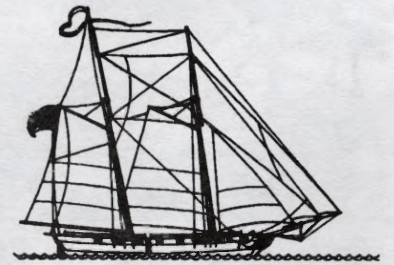
May 17 - Key West, The Florida Keys, and World War II.

Tom Hambright, Monroe County Historian and director of the Florida History Department at the Monroe County Public Library, gave a slide show on the military presence and events in Key West and the Keys before, during, and after World War II. His presentation covered changes to the Keys, the war in and around the Keys and Cuba, and the contributions of the military forces stationed here to the war effort.

## New Members

Barbara and Edward N. Fitzgerald Jr., Big Pine Key; Leigh and Donna Heinlein, Miami; Ray and Shirley Henderson, Alburg, VT; Sam Lilly, Columbus, OH;

Dolores McLoughlin, Key West; Ron Orso, Key West; Zachary and Ross Weinschenker, Weston, FL; Mike and Christina Weinhofer, Key West;



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**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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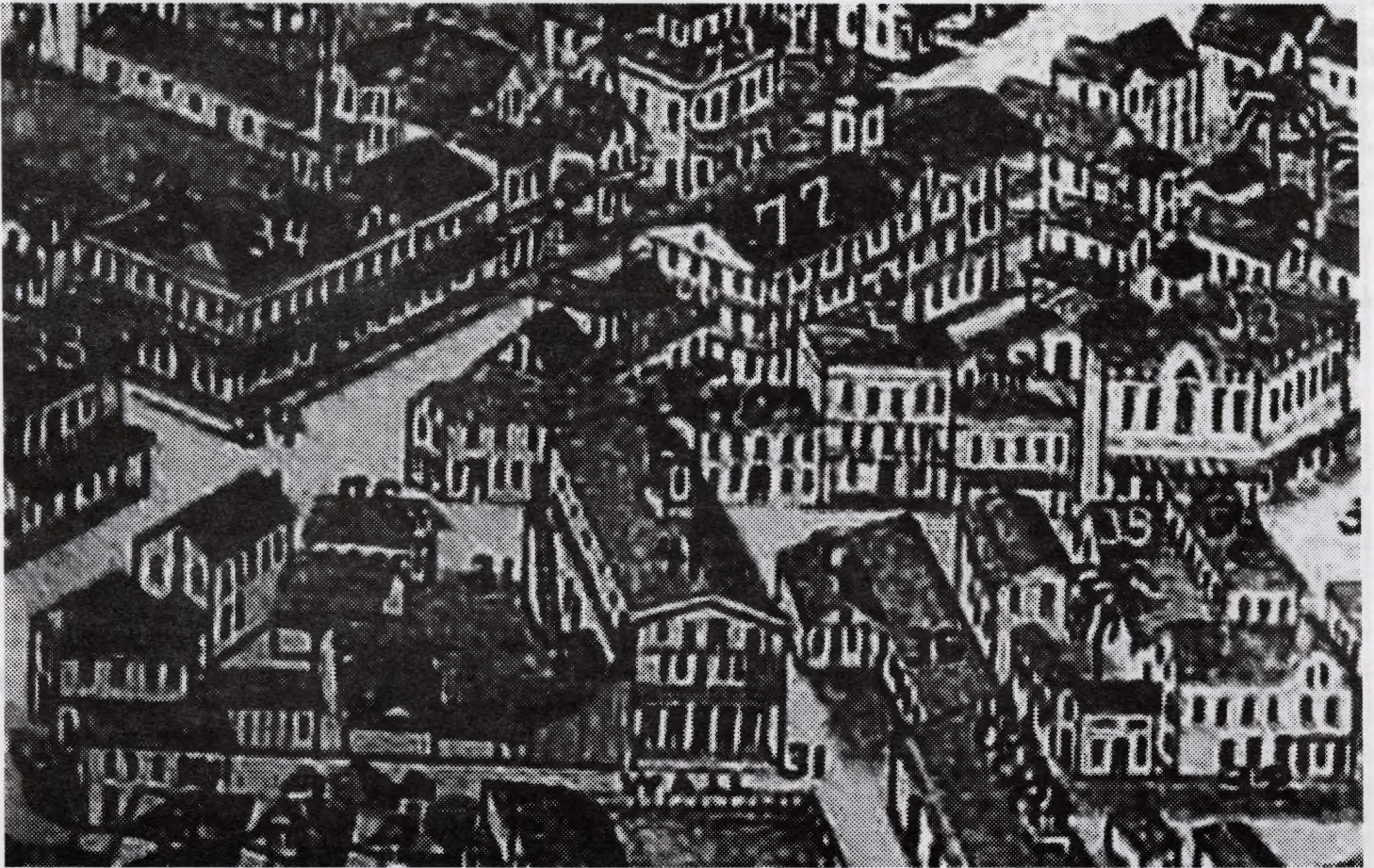
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# Duel on Duval Street



*Russell House on Duval Street with the number 77 on the roof. The number 34 is at the corner of Duval and Front Streets. Photo credit: Monroe County Library.*

## **Translated by Pedro Vallejo**

*In 1870 Gonzalo Castanon, an editor of "La Voz de Cuba" a Spanish newspaper in Havana, became engaged in a controversy with Juan Maria Reyes, editor of "El Republicano" a Key West Cuban revolutionary Spanish language newspaper. It culminated in an editorial attack from Castanon, to which Reyes responded that Castanon used such language because he knew that Reyes could not go to Havana. Castanon then came to Key West to fight a duel with Reyes. Reyes did not fight but a committee of Cubans confronted Castanon at the Russell House on Duval Street. Among the Cuban were Mateo Orosco and two brothers, Francisco and Jose B. Botello. The ho-*

*tel and street were filled with excited people. Pistol shots were fired and Castanon fell mortally wounded. The shots were probably fired by Mateo Orosco helped by the Botello brothers. Orosco escaped to South America and Botello brothers escaped and later were killed fighting with the Cuban Army against Spain. Following is the account of the events as reported in the "El Republicano" of January and February 1870.*

**"El Republicano" Key West  
January 29, 1870**

About 11 a.m. directly in front of this newspaper office, an event happened at the Russell House, an event that will bring unpleasant consequences, and requires us to break our silence and report the facts.

Gonzalo Castanon known as, "El Sicario," requested through his newspaper, "La Voz de Cuba" that was published in Havana the 21st of this month, the name of the editor of "El Republicano," offering to come to Key West to challenge him to a duel.

When this was read by Juan Maria Reyes, who until a few days ago was the editor of this newspaper, and considering himself insulted, sent a telegram immediately, saying that he was responsible for what has been written by him until the 15th manifesting that he has not received the letter Castanon was referring to, and requested Castanon publish the telegram. When Mr. Reyes did not receive an an-

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(Duel from page 3)

swer, he sent a letter by the first steamer, confirming his position and requesting the same information. Mr. Castanon did not publish the letter or telegram. However, Mr. Castanon came to the Key this morning, with six Spaniards in the steamer *Aliance*. The Cuban population received them without a demonstration or ill will, without shouting, like accomplished gentlemen do in their own home, accepting all his insults that for more than one year they have been suffering from this bloodthirsty man.

Castanon, whom without a doubt did not wish to fight; staying at the Russell House, him and his friends, called the citizen Reyes, who at the time was at this newspaper office, to come to the hotel. Without preparedness and sure about himself, alone and disarmed, Mr. Reyes paid a gentlemanly visit. We have not spoken with Reyes, but we have been told that in conference between the one Cuban and several Spaniards, Castanon insulted our defenseless friend, and may have even pushed him; Reyes left him immediately.

Word of the encounter was spread by mouth, and suddenly in front of the Russell House a great crowd gathered and shouted: those are the braves! Do not want to fight, but cause scandals! Bursting in thousands of insults and demonstrations that we cannot dare to publish. The Police intervened.

Castanon could not be satisfied. The duel will not take place, unless the police do nothing and let all these indignation be exploited. Castanon has come as a conquistador to this peaceful city, and has stained the flag of Stars and Strips following his intentions to create confusion through his dirty newspaper.

Cayo Huseo, Saturday,  
February 12 of 1870

The strong words and explosive arguments are not compatible with our personality, nevertheless; we are about to break our silence to argue with reasons the insults that those slaves that serve through their discredited cause. We subdued our indigestion and will only publish in this article the telegram and some other articles where we were insulted, these are copied from "Diario de la Marina" from Habana, and also two articles that we translated from the "Dispatch" of this city that was published on the fifth of this month.



*Don Gonzalo Castanon. Photo credit: Monroe County Library.*

Our readers will find through these declarations and articles, the burden of these serious offenses that our enemies are trying to imply on us, more eloquent than the ones we could make from Spanish documents that transpire so much injustice and hatred, no one has caused on us more indignation and astonishment like the telegram that was turned (as they said) to Havana through the Spanish Consul of this city on the 31st of last month connected to the death of Gonzalo Castanon, and the letter that was written by an

American from here, signed with the initials of C.T. of which we will comment later. At this point, we will only refer to some lines of this telegram. The commercial agent of Spain in this city kept this telegram, the manners of at least as accomplished gentleman, and could not disavow his knowledge of the letter directed to the director of "El Republicano" and Mr. Gonzalo Castanon had published in "La Voz de Cuba." of the 21st of last month and caused the indignation of the Spanish Agent, and manifested before some



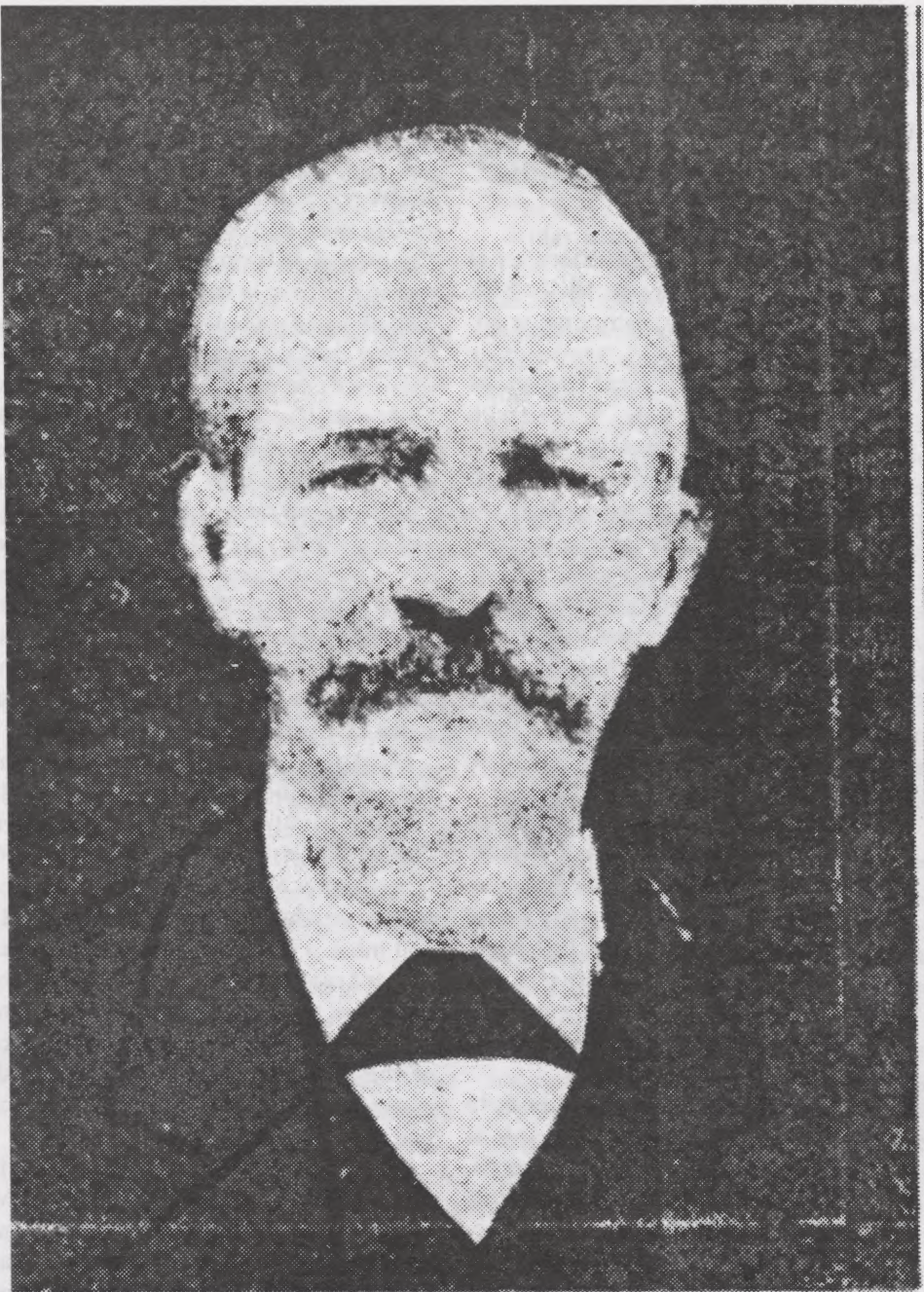
people, that if Castanon kept his purpose of coming, he would seek his arrest. However, Castanon came to Key West, but far from being arrested as he should have been, instead he took walks all over the place and was publicly visited at the Hotel Russell where he was a guest, without being bothered by the Cuban residents of this city to whom he constantly insulted with cruelty.

From this disqualified temerity, of the constant provocation that has solely presence mean to us, the violence and bad faith he displayed, and calling an ancient and defenseless man to come from his house who had done nothing to him, made sport among the Cubans for the purpose of bringing him to a duel to death, outside the limits of the Key, in revenge of so many offenses, and to demonstrate by dying that those men were noble and brave.

A duel was accepted, suddenly our champ was arrested, his godfather offered to take his place and Castanon refused the duel with words of courtesy and politeness.

Cubans did not lack of another champ, but the duel again was refused by Don Gonzalo Castanon, and during Sunday morning he finally accepted the duel from the same gentlemen of whom Castanon was to die from, under conditions that obviously announced the decided spirit of taking all things to an end. The duel was proposed in these terms: with revolver, to death, advancing twenty steps from each other, outside of the Key, with the presence of witnesses previously arranged in a corresponding document. However, Castanon proposed different terms within the city limits, inside a house, with revolver and knife, chest to chest, to death, conditions that seemed frightening to us, but the duel was accepted since there was not another alternative.

That evening the witnesses went by to the hotel where Castanon was a guest in order to establish and to sign the orderly pact, and with the purpose setting rules for the duel to be held during the first hours of the following morning, but they were disappointed, there was the firm resolution of Castanon not to fight, and was only waiting for the arrival of the steamer *New Orleans*, that should take all of them out of the den of thieves and murderers as they like to call this place from faraway. At 9 o'clock p.m. a big demonstration was extended, dictated by the indignation of all those young men that were deceived, and waited to be published by this news-



*Juan Maria Reyes. Photo credit: Monroe County Library.*

paper that it was impossible to infringe.

Don Gonzalo Castanon stated Sunday evening the people were obligating him to fight; but he was not going to fight with anybody from the Key, the ones who a little later took his life, felt himself insulted and about eleven o'clock on Monday he went to the Hotel Russell with one of the witnesses, to demand an immediate explanation; Castanon came downstairs to the lounge, the interview took effect, then Castanon went to the hall facing the street and standing by there, proceeded to slap his adversary, whose name was Orozco

and in response, he proceeded to slap Castanon twice, Castanon pulled out his revolver shooting in Orozco's direction, who was disarmed, threw himself outside, one of the witnesses handed Orozco a gun, and this started the duel, Castanon went upstairs and kept shooting with no luck, Orozco, was fortunate and a better shot and wounded Castanon in the mouth, another shot hit him in the groin, causing his death immediately. Before he fell, Castanon imitating a Spaniard warrior, shouted: *Iviva Espana Con Honra!*

(Continued on page 14)



# Hackley's Diary

*William Hackley practiced law in Key West from 1829 to 1857. He kept a diary for part of the time. Here is the diary for February 1855.*

Monday, February 5. Thermometer at 7 A.M. in the bedroom was 58. At 8:30 A.M. barometer 29.60, thermometer 64, wind southwest very light, weather hazy but sun shining dimly. Read Household Words. P.M. Read the same. Walked with Matilda and the children past the Barracks.

Tuesday, February 6. Rose at 6:30 and walked by Porter's Spring and Fort. At 8 A.M. barometer 29.52, thermometer 70, wind southwest moderate, weather clearer than yesterday. Last night my throat being very sore put on a wet bandage on my throat and chest. Hired a Negro named Celia of Christian Boye agent for Burrows at \$10.00 a month in the place of Elsie who goes by the steamer *Isabel*. Short walk with Matilda and children in P.M.

Wednesday, February 7. Rose at 6:15 and walked round by the Fort. At 8:30 A.M. barometer 29.53, thermometer 73, calm with considerable fog. The steamer *Isabel* did not get in last night. The *Isabel* got in at about half past 11. Received my commission as District Attorney relating back to the time my last expired. Read papers.

Thursday, February 8. Rose at 5:45 walked up towards the Salt Ponds. At 8:30 A.M. barometer 29.41.5, thermometer 75, wind south southwest fresh breeze, weather clear. Wrote to the Attorney General acknowledging the receipt of my commission. Also to Secretary of Interior sending my emolument account to January 1, instead of the October to which time last related. Qualified to my commission before Judge William Marvin. Drew up statement against Abram Phillips and read papers.

Friday, February 9. Rose at 5:25 walked to the Salt Ponds and got caught in a rain on the way back. Rained quite hard after I got home and continued to rain for some time. At 8:40 A.M. barometer 29.40, thermometer 77, wind southwest moderate. Adam Gordon came in the steamer *Isabel*, he looks well, and will stay about 6 weeks. Wrote to Miles and sent \$5.00. Read papers. Walked with Matilda and children.

Saturday, February 10. Rose at 6 and walked round by Simonton's Road and the

Fort. At 8:15 A.M. barometer 29.42, thermometer 70.5, wind north northeast, cloudy and some rain. The steamer *Northern Light* got in this morning early. Wrote to Dr. Dell and William M. Sunno of Charleston informing them that Elsie would go today in steamer *Isabel*. Wrote to Mother and mailed all the letters. Cleared Elsie at the Custom House, John Baldwin would not take pay. The steamer *Northern Light* got off at 10 A.M. having taken 100 tons of coal on board. The steamer *Isabel* got off about 5 P.M. Elsie went in her. Tift advanced me \$15.00 for her passage and I gave her \$2.50 for her own use. George Meade went on in the boat as did Mr. and Mrs. Scott (Ella Jones). They were married privately at Dr. S.F. Jones' house after the boat hove in sight. Ella became acquainted with Mr. Scott while in Alabama last summer.

Sunday, February 11. Rose after 6 and did not walk because a good deal of rain fell last night and a heavy northern is blowing. At 8:10 A.M. barometer 29.36, thermometer 67, wind northwest blowing heavy, weather cloudy. Went home at 10 and made a fire in the furnace by which I sat and read to 3 P.M. went out and walked round by the duck ponds, saw no game and the wind was so cold that I went back of the Barracks and through the woods home. Wind about northwest fresh breeze and cold.

Monday, February 12. Rose about 6:15 and made a fire in the furnace. At 8 A.M. barometer 29.37, thermometer 65, wind north northeast moderate, weather clear. Wrote out copies of the indictments against Abram Phillips and James F. Walker as I did not like some erasures and interlineation. At 11 the Court met and 23 names were drawn by ballot out of the venire who answered to their names, the Judge thinking that to be the proper number. Judge Bronson of the Northern District having adopted that number by rule. The jury found a true bill against Phillips and ignored the bill against Walker and the Judge recommended that they reconsider the matter in the morning and if they could not agree he would discharge them and impound a new Grand Jury for as the committing magistrate he knew that there was sufficient to put Walker on trial. Mrs. Susan Randolph and Mary Ann Porter came in and spent the afternoon and I

walked home with Cousin Susan who is very lame. Major William H. Chase came in about 8 and sat till after 9.

Tuesday, February 13. Rose at 5:45 and walked to the Salt Ponds and got caught in a rain on my return but had my larger umbrella and did not get wet. At 8:40 A.M. barometer 29.47, thermometer 70.5, wind southeast, weather cloudy. Arraigned Abram Phillips and Judge William Marvin appointed Samuel Douglas to defend him. The Grand Jury brought in an indictment against James F. Walker for stealing from a wreck, a True Bill. Got a special venire issued to summon 72 men as I expect that then will be trouble in procuring a jury. Walked up to the Barracks with Matilda, Charlotte and Annie. Met Reverend C.C. Adams who told us that he expected to leave us soon as he finds the climate does not agree with him, he thinks that he will go to Maryland. Spent the evening at Alexander Patterson's. A large buck was killed in the upper part of this Key.

Wednesday, February 14. Rose at 5:30 and walked up to the Salt Ponds. At 8:15 A.M. barometer 29.52, thermometer 74, wind south southeast very light, weather hazy and cloudy. Court met at 10, called over the jury list tried Abram Phillips and the jury found a verdict of guilty. Ossian B. Hart moved to quash the indictment against James F. Walker for 9 or 10 different reasons which were all over ruled and the indictment declared to be good. At the office till 5:30.

Thursday, February 15. Rose at 5:30 and walked to the Salt Ponds and returned by the back of the Barracks and woods as the wind was too fresh to face on the beach. At 8:20 A.M. barometer 29.57.5, thermometer 69, wind north northwest fresh, weather cloudy. Drew up a third count to the indictment against James F. Walker varying the phraseology slightly so as to prevent the jury (if possible) from having trouble in finding a verdict on the proof that the goods were taken from the sloop *Dolphin* and not from the brig though a part of her cargo and belonging to her augured that the stealing from wreck not being a capitol felony the accused was not entitled to preemptory challenge of 20. The Judge overruled me and about 11 commenced calling the jury and got one and opened the case. At 3:30 took recess for dinner, the jury dined in charge of the



Marshal. At 4 recommenced and at 9 P.M. the case was given to the jury who went to supper in charge of the Marshal and returned to their room and at 11 P.M. came into Court with a verdict of not guilty. There never was a case tried in which the evidence was clearer and the result of the trial is that none of jury are to be believed on oath. Got to bed at 11:15 but my mind having been on the stretch so long and for the last two hours while the Judge was off the bench waiting for the verdict the room was so filled with smoke that I was in a perfect bath of nicotine even to my undershirt saturated with the fumes of segars. I could not get to sleep till 12.

Friday, February 16. Rose at 6 and walked round Simonton Road and the Fort. At 8 A.M. barometer 29.58, thermometer 68, wind north northeast moderate, weather clear. Drew up the indictment against Benjamin Albury and William Albury two of the crew of the sloop *Plume*, whom I used as witnesses in the trial of James F. Walker. The Grand Jury requested me to prepare the bills which I think I am bound to do but I shall move for leave to enter a noli prosequi when the bills are brought in as it is not right to use a man as a witness and then prosecute him. Court met at 10 and the names of the jury were called and the jury discharged. The Grand Jury ignored the bills against the two Alburys and were discharged. The U.S. Steamer *Fashion* came in. Colonel Monroe is on board. He has a number of canoes and an Indian named Chief on board and I suppose he will make a scout into the Everglades. William Phister dined with us.

Saturday, February 17. Woke at half past 4 and rose at 5:30. Walked to the Salt Ponds. At 8:20 A.M. barometer 29.63, thermometer 67, wind northeast moderate, weather hazy with the sun shining dimly but not cloudy. Drew up and filed a claim for duties on behalf of the United States. Abram Phillips was brought into court to receive sentence when Samuel Douglas in arrest of judgement on the ground that the indictment concluded against The Acts of Congress instead of Contrary to the statues in such cases made and provided. Judge William Marvin decided that the indictment was sufficient and overruled the motion and sentenced Phillips to pay a fine of \$5.00 and to be imprisoned in the county jail of Monroe County for nine months. After dinner read papers and went with Matilda to the church for choir practice.

Sunday, February 18. Rose at 6 and walked across the Key and went on the Fort. They are getting on famously the arches are turned over several embrasures. At 8:15 A.M. barometer 29.55, thermometer 70, wind east southeast moderate, weather overcast. Read papers. P.M. Sista. At 4:30 P.M. barometer 29.46, thermometer 75, weather very cloudy. Bathed about noon the first time for some days. Walked to South Beach and found my nail knife which I lost this morning and round by the Fort.

Monday, February 19. Rose at 5:30 and walked to the Salt Ponds. At 8:15 A.M. barometer 29.42, thermometer 75, wind south moderate and very cloudy with light spitting rain. At 10 went into court when the case of John Lowe vs. 82 logs of mahogany found derelict was tried and in which case I filed a claim for duties on behalf of the United States. Paid J. Roberts \$1.00 for the turtle I got last week. The U.S. Frigate *San Jacinto* came in last night under canvas having broken the last blade of her propeller in the morning. About half-past six it rained heavily from the southwest. Matilda, Charlotte, Annie got caught at Winer Bethel's and I went for them taken rubber shoes and took Annie home in my arms.

Tuesday, February 20. Rose at 5:40 and walked to the Salt Ponds. At 8:10 A.M. barometer 29.52.5, thermometer 70, wind northwest fresh, weather cloudy. Read papers. P.M. Wind northwest, weather cold. Sat by the fire.

Wednesday, February 21. Rose about 6. Ground some meal. Made a fire and read Harper's before breakfast. At 8:15 A.M. barometer 29.66.5, thermometer 65, wind north northeast fresh, weather clear with slight hazy and cold. Asa Tift gave me a copy of the engraving of the steamer *Star of the West*. Walked with William A. Porter, Matilda and Charlotte by the Fort. Got a copy of "American Almanac".

Thursday, February 22. Rose at 5:30 and walked to the Salt Ponds. At 8 A.M. barometer 29.67.5, thermometer 68, wind north northeast brisk, weather cloudy and raw. The steamer *Isabel* got in late last night and I got my papers and letters from Secretary of Interior saying that my emolument account from the time of my appointment is in arrears. I looked up letters from the department acknowledging receipt of all my accounts and will write him the dates and worked all day in making out duplicate accounts to send him, which I

finished in the afternoon and swear to before the clerk. Dined at Alexander Patterson's where Matilda and the children spent the day. Got from Walburg a plain gold bracelet for Matilda paid \$6.00. The two girls and Messrs. Baker & Tansel of the U.S. Coast Survey stayed until 10.

Friday, February 23. Rose at 5:30 walked to the Salt Ponds. At 8:40 A.M. barometer 29.62, thermometer 69, wind northeast moderate, weather cloudy. Exchanged my office clock with Walburg for one of the kind made for regulators giving \$5.00 to boot. Took up my old clock at dinner time. Wrote to the Secretary of the Interior and enclosed the emolument account copied yesterday. Wrote to Solicitor of the Treasury reporting that I filed a claim for duties on behalf of the United States on the 19 in the case of John Lowe vs. 82 logs of mahogany. Wrote to O.R. Potter in answer to a letter received yesterday and gave him a statement of the standing of W.H. Wall and Company and George D. Allen. Mailed the three letters. Went to tea at Alexander Patterson's and sat till 9 with all the children.

Saturday, February 24. Rose at 5:15 and walked to the Salt Ponds. At A.M. 8:15 barometer 29.59, thermometer 71, wind east southeast very light, weather clear with a little dew and for early. Put up the American Law Register and Livingston's Law magazine ready to be sent to Charleston to be bound and gave them to John Walton to give to J. Mahoney the clerk of the steamer *Isabel* to get done for me. Got a letter file from the Marshall or rather got one from Christian Boye to be paid for by the Marshall and posted a number of letters on official business. Read papers. When I went home in the evening saw a barrel in two and filling the tubs with earth transferred my old Beryl rose to one and four rooted cuttings to the other watered the plants. Attended meeting of choir with Matilda.

Sunday, February 25. Rose at 5:40 and walked around by South Beach and went on the Fort where I met Major William H. Chase who explained to me many parts of the work. He has three guns mounted and will mount more next week. At 8:40 A.M. barometer 29.52, thermometer 74, wind south very light, weather slight hazy. Wrote to J.B. Andrews at Houston, Texas and directed a letter from Hatty to Mother. The steamer *Isabel* got in early and went out about 4 P.M. Susie Patterson went in her to Savannah.



(*Silverbow* from page 1)

The *Florida Silverbow* stranded at 1405 hours on May 14, 1978 while proceeding on a heading of 035 degrees true at a speed of 14 knots (Full) on a voyage from Tampico Mexico to Bermuda with a cargo of 8,600 tons of dry cement. The vessel had on board 600 tons of fuel oil (Bunker C) and 200 tons of fresh water. The master stated all ballast tanks were empty and according to soundings there was no leakage of the vessel. The main engine, auxiliaries and steering apparatus were said to be operative. The master advised that one attempt was made to refloat the vessel last night using the main engine and propeller for about an hour. This effort proved futile and no movement had been imparted to the vessel. The casualty present heading 048 degrees true, is aground from the bow to about 40 feet of the stern on a sand overlay of hard coral bottom. The water at high tide her draft marks at 24-00 feet forward and 26-00 feet aft, whereas her draft prior to stranding was reported to have been 28-00 feet forward and 29-00 feet aft. Soundings taken this day by the Master is annexed to this report. So situated the casualty is fully exposed to winds and seas from every quadrant of the compass. The Master also advised that a company representative was enroute from England to join the vessel and until his arrival he would not be able to accept our assistance. He said that a fuel oil barge was due to arrive tomorrow and remove the fuel oil from the double bottom tanks, about 150 tons. This is being done as a precaution against oil pollution in case the vessel is ruptured. The Master also related that arrangements for tug assistance was being made.

Notes The casualty is a self discharging vessel, using a blower type system. Therefore the vessel does not have any cargo booms or cargo winches, There is a mooring capstan on the fantail and a anchor windlass forward. which can be use for heaving an the ground tackle that can be laid to the stern of the casualty. I gave the Master a very good sales talk but to no avail as he can not make any decisions at this time.

About: 1530 Departed the casualty and proceeding to Stock Island.

About: 1532 Draft forward 23-09 feet and 25-02 feet aft.

About: 1630 Arrived Stock Island and returned to my home.

About: 1640 Called our New York office and reported conditions to my superiors. I was advised that efforts were being made to locate a suitable barge for discharging the cargo on the casualty. I was instructed to prepare two sets of beach gears tomorrow as arrangements will be made with Alexander Marine, local salvage company, for the hire of his derrick barge *Aquarius* for the laying of the ground tackle, if a salvage contract is signed with the owners of the *Florida Silverbow*.

Tuesday, May 16, 1978

The day begins in Key West, breaking out 2 sets of beach gears.

About: 0800 Salvage crew turned to, foreman, three salvage men and myself. Breaking out two sets of beach gear.

About: 0900 In telephone conversation with our New York office, was advised that a Mr. D.G. Ford, U.S. Salvage Surveyor, was in Key West and would contact us today.

About: 0945 Received a telephone call from Mr. Ford and he advised that he was in company with Walter Byrd, our competitor in Miami, and they were going out to the casualty to talk to the Master. I advised him that I would meet him out there. Called our New York office and reported conditions. Was instructed to hire a boat and board the casualty.

About: 1000 Called the Master of the casualty, via Key West marine operator, and asked the Master for permission to board his vessel as I wanted to talk to him.

About: 1030 Departed in a speed boat *Sea Prowler* from Murray's Marina for the casualty.

About 1100 Arrived on scene and boarded the casualty, met with the Master and he advised that the Belcher fuel oil barge that is now alongside, arrived at 0913 hours this morning, in tow of the tug *Samuel A. Belcher*, and commenced discharging fuel oil at 0935 hours from the double bottom tanks as directed by the U.S. Coast Guard. Master also advised that the vessel could discharge about 100 tons of cargo per hour and a cement barge was to arrive on the scene either tomorrow or the next day, from Tampa. He also assured me that no decisions or contract could be made until the arrival of Captain Winter, owner's representative, from England.

About: 1330 Departed the casualty, as Mr. Ford did not arrive.

About: 1415 Called our New York office and reported developments, Was informed that Murphy Pacific was nego-

tiating with Morian and Crowley towing to enter a L.O.F. contract with the owners of the *Florida Silverbow*, as a joint venture, and a Captain L. Goodwin, vice president of Morian, would arrive Key West tonight at 2050 hours and I should meet.

Note: 2 sets of beach gears were made ready, this day.

1630 Salvage Crew ceased work.

About: 2000 Received a telephone call from Captain Goodwin, in Miami advising that he had missed the last flight to Key West and he would arrive, Key West at 0900 tomorrow morning.

Note. Received a telephone call from Mr. Ford tonight and he advised that Captain Winter would arrive in Key West tomorrow night at 1900 hours and a meeting would be held with him at the Holiday Inn.

Wednesday May 17, 1978

The day begins in Key West awaiting decision an a salvage contract.

About: 0800 Salvage crew turned to, preparing salvage gear.

Note: Last night I received instructions from our New York office to contact Alexander Marine and make arrangements to have his derrick barge *Aquarius* at our berth at 0800 hours tomorrow morning, where salvage gear would be loaded on same, in case we are successful in obtaining a salvage contract with the owners of the *Florida Silverbow*.

About: 0830 *Aquarius* arrived at our berth and commenced loading salvage gear aboard same.

About: 0900 Picked up Captain Goodwin and he checked into the Holiday Inn. Met with Mr. Ford and he advised that Captain Winter would arrive Key West tonight and a meeting would be held with him, by all concerned. Also advised that no decisions could be made until he arrived.

Note: Walter Byrd departed Key West yesterday and returned to Miami. Captain Goodwin advised that Florida Towing Company, Maritime Caribe Tugboat Corporation and Murphy Pacific would enter a L.O.F. joint venture salvage contract with the owners of the casualty, if they so agreed to give us the job. He also advised that Growley's tug *Patriarch* would arrive on the scene of the casualty this morning from Jacksonville, also the Moran tug *Ann Moran* would arrive on the scene this afternoon, from Jacksonville.

Note: Called our New York office and reported developments. Barge *Aquarius* was loaded with the 2 sets of beach gear



and returned to its regular berth, awaiting further orders.

About: 1830 Salvage crew ceased work.

About: 1930 Captain G.C. Winter, Associate Director Fleet Manager of Common Brothers (Management Ltd.) arrived at the Holiday Inn. A meeting was held in his room, in attendance Mr. D.G. Ford, Captain Goodwin, R. Steadman agent for the vessel and myself. Captain Winter and Mr. Ford were in agreement that two sets of ground tackle should be laid to hold the vessel while cargo is discharged.

Captain Winter and Mr. Ford agreed to accept a L.O.F. joint venture and Captain Winter called his superiors in England and they also agreed to a L.O.F. salvage contract, however the owner's will be contacted tomorrow morning for their approval, before a L.O.F. contract can be signed.

Captain Goodwin will execute a L.O.F. salvage contract on behalf of Moran and Crowley and I will sign on behalf of Murphy Pacific.

About: 2150 Called my superiors in New York and reported developments. It was decided to send the *Aquarius* to the scene of the casualty tomorrow morning and also send out the salvage crew of Murphy's whereas no delays will be encountered for commencing salvage operations after the salvage contract is signed.

Notes A meeting with the Coast Guard and the Florida Marine Patrol is scheduled at 0900 hours tomorrow morning, as they will have to approve our salvage plan for refloating the casualty. Meeting will be held at the U.S. Coast Guard Base, Key West.

Thursday, May 18, 1978

The day begins awaiting L.O.F. contract to be signed.

About: 0330 Derrick barge *Aquarius* departed for the casualty, it is about a four hour run.

About: 0700 The salvage crew departed in a locally hired speed boat *Sea Prowler* for the casualty. They will off load the salvage gear from the *Aquarius* to the casualty and rig the beach falls on the after deck of the casualty.

About: 0800 The tug *Edna St. Phillip* arrived alongside the casualty with the self discharging cement barge, owned by Ideal Cement Company, from Tampa FL.

About: 0825 Cement barge and tug made fast on the port side of the casualty. Discharging is delayed until contract is signed and beach gear is laid to the stern of the

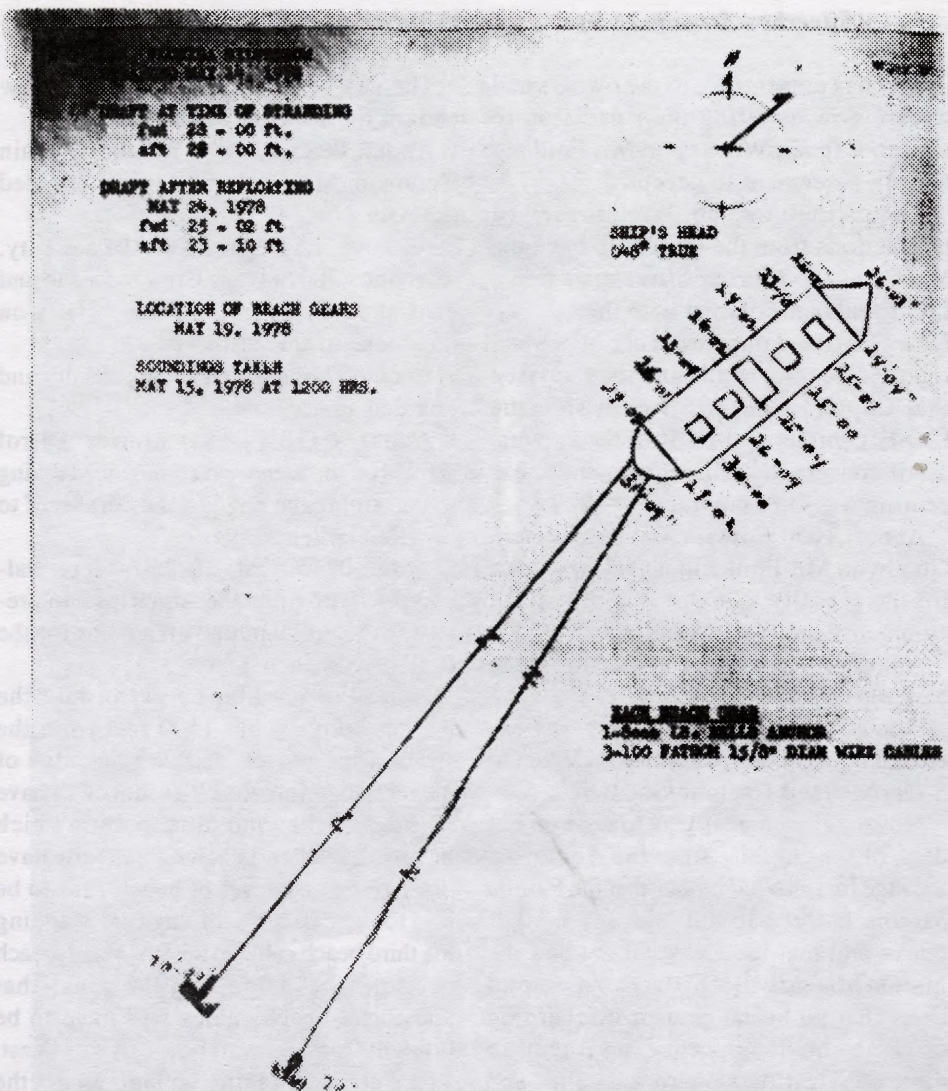


Diagram showing water depth and position of beach gear. Photo credit: Captain Hilary Crusoe.

casualty, to hold same while being discharged.

About: 0900 Meeting commenced at the Coast Guard Base. There was in attendance the following: Lt (jg) Betty Calhoun Port Captain of the Coast Guard, Captain Little of the Florida Marine Patrol, Captain Goodwin, Captain Winters, Mr. Ford and myself.

Annexed to this report is a copy of the requirements by the Coast Guard and the Florida Marine Patrol, by which the salvors must abide by. It was agreed that we would abide by these requirements and that the Florida Marine Patrol would plant marker buoys marking the end of the reef from the stern of the casualty whereas the beach gear anchors would be laid beyond this points so as no damage would be done to the reef. Florida Marine Patrol estimates this distance to be about 300 yards from the stern of the casualty. The Marine Patrol agrees to do this job today so as salvage

operations would not be delayed after the salvage contract is signed.

In addition to the list of requirements, it was also required to off load necessary cargo, so the casualty would float off the reef rather than have to be dragged off the reef, whereas there will be minimum damage.

About: 1020 Departed the Coast Guard Base and returned to the Holiday Inn. Captain Winter attempting to contact the owners for a decision on a salvage contract.

Note: I called our New York office and reported developments.

Note: Captain Winter contacted the owners and they would not agree to a L.O.F. contract. but would rather enter a per diem contract with the salvors. The salvors, Murphy Pacific, Florida Towing Company and Caribe Tugboat Corporation presented a per diem rate to Captain Winter who

(Continued on page 10)



(*Silverbow* from page 9)

in turn has presented it to the owners and we are now awaiting their decision to accept. Captain Winter and Mr. Ford are both in agreement to accept.

About: 1530 Captain Winter received instructions from the owners to have the Master of the *Florida Silverbow*, sign a L.O.F. salvage contract with the salvors. Note Contacted our New York office and reported developments and they advised that Captain Goodwin would sign the L.O.F. contract on behalf of the salvors, as all concerned are in agreement to executing a L.O.F. contract.

About: 1650 Captain Winter, Captain Goodwin, Mr. Ford and myself departed for the casualty to sign the contract and commence salvage operations.

About: 1715 Arrived at the site of the casualty and boarded same.

About: 1720 L.O.F. contract was executed between the Master of the *Florida Silverbow* and Captain Goodwin.

Notes Salvage gear was loaded on the deck of the casualty from the *Aquarius*. Salvage foreman advised us that the Florida Marine Patrol had not laid any marker buoys and that the Coast Guard and the Florida Marine Patrol had sent out instructions that no beach gear or discharging of cargo could commence, until they so directed. The Coast Guard was called and a meeting was scheduled for tonight for the salvors to meet with the Coast Guard and the Florida Marine Patrol. Due to the developments time and money is lost.

About: 1815 Captain Winter, Captain Goodwin, Mr. Ford and myself departed the casualty via the tug *Ann Moran*, proceeding to the Coast Guard Base.

About: 1900 Salvage crew ceased work, port beach fall was rigged on the after deck at the casualty.

About: 2005: Arrived at the Coast Guard Base and met with the Coast Guard and Florida Marine Patrol. In attendance were Port Captain, Captain of the Base, Marine Patrol representative. Excuses and apologies were made by the Marine Patrol for not laying the marker buoys and promised that the buoys would be laid by 0730 hours tomorrow morning. These buoys will determine the amount of beach cables required to be rigged on each set of beach gear. At the present time one set of gear is prepared to be laid with two lengths of beach cable (1200 feet) aboard the *Aquarius*. Note: Called my superiors

in New York and reported conditions.

Friday, May 19, 1978

The day begins with the salvage crew aboard the *Florida Silverbow*.

About: 0525 Captain Winter, Captain Goodwin, Mr. Ford and Myself boarded the *Ann Moran*.

About: 0535 Departed for the casualty.

About: 0700 Salvage Crew turned to and continued to prepare the beach falls on the docks of the casualty.

About: 0720 Arrived at the casualty and boarded same.

About: 0730 Florida Marine Patrol arrived on the scene and commenced diving to determine the edge of the coral reef to lay the marker buoys.

About 0745 Draft aft 25-06 feet. Salvage crew boarded the *Aquarius* and preparing the 8,000 pound ell anchor for the first set of beach gear.

Note: Florida Marine Patrol laid the marker buoys about 1500 feet from the stern of the vessel, marking the edge of the reef, therefore the ell anchors will have to be laid beyond this point, which means that three beach cables will have to be rigged each set of beach gear to be laid to the casualty. Salvage crew adding the third beach cable to the first set of beach gear to be laid. This means that additional beach cables will have to be brought from our warehouse in Key West. Tug *Patriarch* taking soundings off the stern of the casualty, which proves that there is sufficient depth of water for the casualty to be refloated.

About: 0930 Tug *Ann Moran* made fast on the port side of the *Aquarius*, to assist in extending the beach cable and laying of the #1 set of beach gear.

About: 0950 # 1 set of beach gear in readiness to be laid. The end of the 15/8 inch diameter beach cable was passed from the *Aquarius* to the stern of the casualty and made into a 15/8 inch carpenter stopper and around a set of bits, through the starboard after roller chock.

About: 1010 The *Aquarius* was towed by the *Ann Moran* and the 15/8 inch diameter beach cable was extended full scope on predetermined ranges, bearing about 10 degrees off the starboard quarter and planted the 8,000 lbs, ell anchor in about 70 feet of water. This set of gear consisted of the following 1- 8,000 lbs. ell anchor 3 - 100 fathom x 15/8 inch diameter beach cables

2 - cable shackles

2 - connecting plate shackles

3 - 5/8 inch lead blocks

1 - set of heavy beach blocks

1- 1200 feet x 5/8 inch diameter beach fall wire

1- 60 feet x 15/8 inch diameter wire pendant

2 - 15/8 inch carpenter stoppers

1 - barrel buoy

1- 90 feet x 5/8 inch diameter buoy wire

2 - 15/8 inch diameter bitt straps

3 - 2 inch screw pin shackles.

About: 1020 *Aquarius* made fast to the port side of the casualty and preparing the # 2 set of beach gear to be laid to the stern of the casualty.

About: 1025 Tug *Ann Moran* departed for Key West with the salvage foreman and one salvage men to put aboard 2 more 15/8 inch beach cables from our warehouse.

Note: The Florida Marine Patrol had previously informed us that the reef extended about 900 feet from the stern of the casualty and that 1,200 feet of beach cable would be sufficient.

Note: Myself and two salvage men making preparations to receive the 2 1/2 inch diameter wire towline of the *Patriarch* and make same fast to the stern of the casualty.

About: 1100 Commenced discharging cargo from the forward end of the casualty to the cement barge.

About: 1115 Passed a five inch messenger line from the casualty to the *Patriarch* for heaving aboard the end of its towline.

About: 1120 Commenced heaving the towline aboard.

About: 1150 The end of the *Patriarch's* towline was hove aboard and made fast through the starboard, forward roller check around 2 sets of bits, *Patriarch* hove up its anchor and payed out about 1600 feet of towline and anchored in position to assume pulling when directed. Salvage crew and myself set up on the # 1 set of beach gear and made adjustments to the same.

About: 1430 Stopped discharging cargo from forward and commenced discharging cargo from the after end, about 300 tons discharged from forward.

About: 1450 Received message, via the Key West Coast Guards from the Florida Marine Patrol advising the vessel could not be refloated until they arrived on the scene. (Playing Games)

About: 1535 Tug *Ann Moran* returned to the scene and made fast alongside the port side of the *Aquarius*. Salvage gear



was transferred to same and the # 2 set of beach gear was being made ready for laying.

About: 1640 Tug *Edna St. Phillip* (2400 HP) made fast to the port side aft of the casualty to assist in the pulling effort tonight.

About: 1650 Draft aft 24-07 feet.

About: 1655 # 2 set of beach gear in readiness to be laid. The end of the 15/8 inch diameter beach cable was passed from the *Aquarius* to the stern of the casualty and was hove aboard through the port forward, roller chock and made fast into a 15/8 inch carpenter stopper and around a set of bitts. The tug *Ann Moran* commenced towing the *Aquarius* and extending the beach cable.

About: 1715 The # 2 set of beach gear was extended full scopes on predetermined range, bearing about 5 degrees off the starboard quarter and the 8,000 lbs. ell's anchor was planted in about 70 feet of water. This set of beach gear is in all respects as the # 1 set of gear. The *Aquarius* made fast alongside the tug *Edna*. Tug *Ann Moran* preparing to put out its 12 inch nylon towline to the stern of the casualty with a 15/8 inch diameter x 60 feet. wire towing pendant affixed to the end of the nylon. Salvage crew preparing to make its towline fast.

About: 1800 The end of the *Ann Moran's* towing pendant was hove aboard and made fast through the port after roller chock into a 15/8 inch carpenter stopper and around a set of bitts.

About: 1820 Commenced pulling on the 2 sets of beach gear, under my direction we commenced pulling with the three tugs, under Captain Goodwin's direction, also using the vessel's propeller on this pulling effort. High tide is 1945 hours.

About: 1825 The derrick barge *Aquarius* departed the scene and will be off hire upon its arrival in Key West.

About: 1905 Ceased pulling. No movement on this effort. Tugs *Ann Moran* and *Patriarch* will steam slow throughout the night to maintain their positions. *Patriarch* lost its anchor and the *Ann Moran* is not rigged with a anchor.

About: 2000 Salvage crew ceased work after buoys were rigged on the 2 sets of beach cables whereas the beach gear can be recovered, after vessel is refloated.

About: 2030 Stopped discharging aft and commenced discharging from forward. Party ashore in the speedboat (Captain Goodwin, Captain Winter and Mr. Ford)



*American Shoal Lighthouse. Photo credit: U.S. Coast Guard.*

myself and the salvage crew will remain aboard for the duration, until the vessel is refloated.

About: 2300 Completed filling the cement barge to its capacity, stopped discharging. Total tons discharged is 1,160 long tons dry cement.

About: 2345 Discharge hoses were disconnected from the barge and the tug *Edna St. Phillip* departed with the cement barge in tow and proceeding towards Port Everglades for discharging of the barge.

About: 2400 Light northerly breeze and calm sea.

Saturday, May 20, 1978

The day begins with the salvage crew and myself aboard the stranded *Florida Silverbow*.

About: 0400 Light northerly breeze and calm sea.

About: 0500 Salvage crew turned to and

fleeted both sets of beach gear.

About: 0600 Party boarded the casualty. Draft forward 23-09 feet and 25-06 feet aft.

About: 0610 Commenced pulling on the 2 sets of beach gear and the *Patriarch* and the *Ann Moran* pulling full power with towlines. Also using the vessel's propeller on this pulling effort. High water 0728 hours.

About: 0730 Captain Goodwin ordered the *Ann Moran* to let go its towline and to position itself on the port bow to attempt to swing the bow. Commenced shortening its towline.

About: 0800 Light northerly breeze and calm sea.

About: 0802 Let go the *Ann Moran's* towline.

(Continued on page 12)



(*Silverbow* from page 11)

About: 0815 *Ann Moran* positioned on the port bow and commenced pushing.

About: 0835 Stopped pulling. Secured both sets of beach gear. *Ann Moran* made fast on the port side of the casualty. *Patriarch* steaming slow to maintain its position.

About: 0950 Party ashore in the speed boat. Salvage crew fleetling both sets of beach gear.

About: 1200 Salvage crew ceased work. One man on security watch.

About: 1600 Light northerly breeze and calm sea.

About: 1800 Tug *Edna St. Phillip* and cement barge arrived in Port Everglades.

About: 2400 Light northerly breeze and calm sea.

Sunday, May 21, 1978

The day begins with the salvage crew and myself aboard the stranded *Florida Silverbow*.

About: 0300 Salvage crew called, vessel working between 047 degrees and 048 degrees.

About: 0520 Salvage crew and myself set up a heavy strain on the beach gear.

About: 0620 Instructed the tug *Patriarch* to position astern of the casualty, to be prepared to pull.

About: 0630 Party boarded the casualty. High tide is 0809 hours.

About: 0645 Commenced pulling on the 2 sets of beach gear and maintaining a heavy strain on both sets. *Patriarch* pulling full power on its towline and the *Ann Moran* positioned on the port bow and pushing full power. Using the vessel's propeller on this pulling effort.

About: 0840 Stopped pulling. Vessel was moving between 047 degrees and 048 degrees. Secured the 2 sets of beach gear. *Ann Moran* made fast to the port side of the casualty. Tug *Patriarch* steaming slow to maintain its position.

Note: Contacted Port Everglades and they advised that discharging of the cement barge had not commenced due to electrical problems in the discharging system on the barge. Parts are being flown in from Tampa this afternoon and hopefully repairs will be made and discharging of the barge will commence this afternoon.

About: 1030 Party ashore.

About: 1200 Salvage crew ceased work. One salvage man on security watch. Light easterly breeze and calm sea.

Note: Captain Goodwin and Mr. Ford

flew to Port Everglades this morning to expedite the discharging of the barge. Captain Goodwin also had two of his company's port engineers come to Port Everglades to also expedite the repairs to the discharging machinery and the discharging.

Note: Captain Goodwin and Mr. Ford returned to Key West this night. It was previously agreed that no efforts would be made on the evening tides, as there is about 6 inch less water on those tides than the morning tides.

About: 2100 Commenced discharging the cement barge in Fort Everglades.

About: 2400 Light easterly breeze and calm sea.

Monday, May 22, 1978

The day begins with the salvage crew and myself aboard the *Florida Silverbow*.

About: 0400 Light easterly breeze and calm sea.

About: 0600 Salvage Crew turned to. Set up a heavy strain on the 2 sets of beach gear, as vessel is working between 043 degrees and 048 degrees.

About: 0620 Party boarded the casualty.

About: 0700 Commenced pulling with the 2 sets of beach gear, maintaining a heavy strain on both sets. *Patriarch* pulling full power on its towline and the *Ann Moran* positioned on the port bow and pushing full power. High tide is 0930 hours. Also using the vessel's propeller on this effort.

About: 0800 Draft forward 24-00 feet.

About: 0840 Draft forward 24-04 feet.

About: 0925 Draft forward 24-00 feet.

About: 0930 Stopped pulling. Ship's heading 046 3/4 degrees. Secured the 2 sets of beach gear. *Ann Moran* made fast to the port side of the casualty. *Patriarch* steaming slow to maintain its position.

About: 1000 Captain Goodwin called Port Everglades and was informed that the barge was still being discharged and would probably complete discharging about 1600 hours this afternoon and would then depart and proceed to the site of the casualty, arriving tomorrow afternoon.

About: 1100 Party departed for shore.

About: 1200 Light easterly breeze and calm sea.

About: 1600 Light easterly breeze and calm sea.

About: 2300 Tug *Edna St. Phillip* departed with the cement barge in tow from Port Everglades and proceeding to the site of the stranded *Florida Silverbow*.

About: 2400 Light easterly breeze and

calm sea.

Tuesday, May 23, 1978

The day begins with the salvage crew and myself aboard the stranded *Florida Silverbow*.

About: 0400 Light east southeast breeze and calm sea.

About: 0645 Party arrived aboard the casualty.

About: 0700 Salvage crew turned to. Preparing to pull.

About: 0745 Commenced pulling on the 2 sets of beach gear and maintaining a maximum strain on both sets. *Patriarch* pulling full power with its towline. *Ann Moran* positioned on the port bow and pushing full power. High water 0932 hours. Also using the vessel's propeller on this effort.

About: 0800 Light east southeast breeze and calm sea.

About: 0945 Stopped pulling. No movement on this pulling effort. Secured the 2 sets of beach gear. *Ann Moran* made fast to the port side of the casualty. *Patriarch* steaming slow to maintain its position.

About: 1000 Party ashore.

About: 1200 Light east southeast breeze and calm sea.

About: 1500 Tug *Edna St. Phillip* and cement barge in sight (beautiful sight) about 7 miles off.

About: 1600 Tug *Edna* arrived alongside with the barge.

About: 1610 Cement barge made fast to the port side, forward end in position for connecting up the casualty's discharge hose. Salvage crew assisting in this operation.

About: 1700 Called Captain Goodwin at the Holiday Inn, via the Key West Marine Operator, and advised him of developments.

About: 1715 Commenced discharging of cargo from the casualty to the barge from the after end.

About: 2000 Party boarded the casualty. Light southeast breeze and calm sea. Salvage crew turned to preparing to pull on this tide. Full moon was on Monday night May 22, 1978.

About: 2030 Commenced pulling with the 2 sets of beach gear. *Patriarch* pulling full power with its towline. *Ann Moran* positioned on the starboard bow and pushing full power. Also using the vessel's propeller. High tide 2258 hours.

About: 2200 Tug *Edna St. Phillip* made fast to the port quarter and towing full



power.

About: 2310 *Ann Moran* shifted from the bow and made fast on the port quarter and towing full power. Draft aft 24-09 feet.

About: 2300 Stopped discharging from aft and commenced discharging from forward. Discharged about 650 tons from aft.

About: 2400 Light southeast breeze and calm sea.

Wednesday, May 24, 1978

The day begins with a pulling effort being made to refloat the stranded *Florida Silverbow*.

About: 0005 Stopped discharging and resumed at 0700 hours in the morning.

Note: Captain Goodwin made arrangements with Belcher Oil to send out the tug *Samuel A. Belcher* and the Belcher oil barge # 18 from Key West to off-load more fuel oil from the casualty.

About: 0020 Stopped pulling. Secured the 2 sets of beach gear. *Patriarch* steaming slow to maintain its position. *Ann Moran* made fast on the port of the casualty. Vessel swung to 051 degrees. Salvage crew flected both sets of beach gear.

About: 0100 Salvage crew ceased work.

About: 0200 Party departed for shore, via the *Ann Moran*. Mr. Ford departing the area due to a death in his family.

About: 0300 Tug *Samuel A. Belcher* arrived with the oil barge and made fast on the port side, aft of the cement barge in position to off-load fuel oil from the casualty.

About: 0345 Commenced discharging fuel oil.

About: 0645 Party boarded the casualty. Mr. R. Calhoun, representing U.S. Salvage, also boarded. He is relieving Mr. Ford.

About: 0700 Stopped discharging fuel oil. About 130 tons discharged. Salvage crew turned to.

About: 0730 Commenced discharging cargo from forward on the casualty, into the cement barge. Commenced pulling with the 2 sets of beach gear and the tugs.

About: 0755 Tug *Samuel A. Belcher* departed with the barge in tow for Key West.

About: 0820 Draft aft 24-03 feet, vessel commenced moving astern.

About: 0825 The S.S. *Florida Silverbow* was hauled afloat. Tugs were slowed. Stopped discharging of cargo.

About: 0827 Let go both sets of beach gear, *Patriarch* pulling the vessel clear

Florida Towing Company  
CERTIFICATE OF DELIVERY

Key West, Florida

May 25 1978

This is to Certify that the Personnel

Personnel " Florida Silverbow "

has been floated from her stranded position at Maryland Shoals

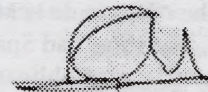
2.4 miles true bearing from the American Shoal Lighthouse

and delivered to the undersigned on May 25 1978

at Pier Bravo Truman Annex, Key West, Florida

by Florida Towing Company

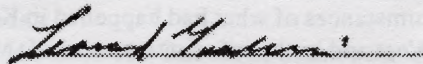
receipt of said vessel being hereby acknowledged on behalf of the Owners and/or Underwriters.



By John Amodeo Hartline

Title Master of Florida Silverbow

Witness:



Certificate of Delivery signed by the Master of the *Florida Silverbow*. Photo credit: Captain Hilary Crusoe.

of the reef.

About: 0840 *Florida Silverbow* anchored to enable the salvage crew to let go the *Patriarch's* towline. Vessel has a 3 degree starboard list. Floating draft forward 25-02 feet and 23-10 feet aft. Soundings being taken of all double bottom tanks and cargo holds.

About: 0850 Let go the *Patriarch's* towline. *Patriarch* recovered its towline and departed the area.

Note: Captain Goodwin called Captain J.F. Madeo of Murphy Pacific, via the Key West Marine Operator, and he was instructed to allow the cement barge to proceed to Tampa, FL and have the *Florida Silverbow* proceed to Key West to make a diving examination of the bottom and to await security bond to be posted by the owners.

Notes There was about 800 tons of cargo discharged in the second cement barge, making a total of 1,960 long tons discharged.

About: 1030 Tug *Edna St. Phillip* departed with the cement barge and proceeding towards Tampa.

About: 1035 *Florida Silverbow* hove up its anchor and proceeding to Key West. While enroute to Key West, Mr. Calhoun

tested the steering gear and main engine full ahead and full astern, all in apparent good order. Master reports there is no apparent leakage.

About: 1155 Arrived off the Key West sea buoy, awaiting the pilot to board.

About: 1300 Captain Goodwin departed for shore via the *Ann Moran*.

About: 1330 Pilot E. Crusoe boarded the *Florida Silverbow*. Proceeding up the Key West main channel.

About: 1333 Key West sea buoy abeam.

About: 1425 Tug *Ann Moran* made fast on the port bow and the tug *Jeanete Belcher* made fast to the port quarter, to assist in docking the *Silverbow*.

About: 1455 First line ashore at Pier Bravo at Truman Annex, Key West starboard side to.

About: 1520 Tug *Jeanete* let go and departed the area.

About: 1525 *Ann Moran* let go and departed the area.

About: 1530 *Florida Silverbow* made fast. Taking on fresh water.

About: 1600 Tug *Samuel A. Belcher* brought the oil barge alongside and made fast to the port side to transfer the fuel oil back to the *Silverbow*.

(Continued on page 15)



(Duel from page 5)

Is it possible to state with enough reason, that this fight of two against three, in which one of the two, precisely the killer, and was disarmed, could this be premeditated and wilful murderer? To assume that, is an infamy that only unworthy men could have done. Luckily, two hundred individuals are witnesses of this rare fight, verified at twelve noon, at the most central place in this town, at the first hotel of the city, the honor and the truth cannot be changed.

This was not an assassination.

Because Castanon, was the provoking party of the fight that cost his life, hence that name qualifies this person, because it was published in the "Diario de la Marina" that we copied, that some bad Spaniards provoked this conflict and obligated Castanon to come to Key West.

Because they humiliated the peaceful Cubans living here sponsored by the Stars and Stripes and because they violated the state laws and even the international law. Since Castanon was leading an army with weapons, ammunition, equipment, camping gear and with specific orders from the coalition of volunteers forged and agreed upon at the Casino Espanola and that is why we met him with force.

Because it cannot be an assassination where is impossible to find assassins; and there are none, it cannot be among the Cuban emigrants that are a model of honesty and laboriousness, even though victims of the brutal despotism and licentious soldiery of those volunteers. They have not inferred any threat to those few Spaniards living in this city, nor causing anger and displeasure to the Spanish Commercial Agent.

It has been said also in a telegram from the Spanish Consul that the people were angry, what people? Against whom? Without a doubt he refers to the Americans, but is not indicated if the anger was directed against the Cubans, peaceful inhabitants of this hospitable country, or against those who came to disturb our peace in this voluntary exile that we imposed to ourselves.

We know about three Americans, one of these is the author of a letter signed C.T. that we mention later, an attorney and a merchant, all sympathizing publicly with slavery, and with the real assassins that treacherously kill peaceful Americans and defenseless Cubans, those three individuals were angry for sure against the

Cuban refugees, out of them only acclamations came out to whom answers with bullets in exchange of a slap in the face, and dauntless received the fire from his enemies

Most of what the "Diarios de la Marino" in Habana said about the tragic end of Don Gonzalo Castanon is an atrocious lie.

We copy the following from the newspapers of Habana. "The Spanish Consul in Key West has posted the following telegram:

"Mr. Castanon has been murdered at the hotel lounge at twelve, the people are angry about it."

If the American people in Key West are so angry about this coward and villainous act, how the Spanish population on the island of Cuba, and in the Peninsula of Florida must feel? Castanon was a man yesterday, today is a martyr, and his children, are the children of the mother country. We cannot, we do not know how to continue, we cannot find the words to curse the assassin. We publish the related circumstances of what had happened in Key West and in the infamous murder of Mr. Gonzalo Castanon, written by a witness that was present at that unfortunate event, says like this: Arios and Pinill were accidentally out of the hotel, the clerk of this establishment, informed Castanon that two individuals awaited outside for him. He went to the porch immediately, and at the sound of two detonations, Alonso came downstairs, and when he reached the last step, saw Castanon backing-up and staggering, falling down at the right side of the porch, next to the room where behind the door and hiding, a man called Orozco who was shooting at him, and appears to be the assassin.

Seeing all this, Alonso tried to fire twice, but his gun did not fire, he then went inside the room in front to fix the gun, and through the slatted shutter somebody shot at him. He goes outside again and saw three men aiming at Castanon, who was already lying down and lifeless. He disarmed one of them who was coming after him. He went upstairs to get another revolver, and while going up, someone fired at him, and he then goes in his bedroom and then downstairs where he is arrested by the police.

Hardly after the crime was consummated, Pinilla y Arids arrived, and found Castanon lying down on his bed, moribund and unconscious. Once the wounds were recognized by Dr. Pinilla as mortals; he requested a Catholic priest, who administered the

rites.

Castanon was assaulted by five Cubans, assisted by others that were posted around the hotel, which has on one side the club de la junta Cubans and in the other one the office of "El Republicano," from these places Castanon has been watched permanently since he arrived in Key West.

During the brief time of the crime, twenty shots were heard.

Once the last rites were administered and the last task was accomplished the body was placed in a coffin, and just before dark was placed in a funeral carriage.

Behind he carriage, marched the Catholic priests, all the American citizens of Key West, in lines of two, the Consul of Spain, Dr. Pinilla, who was carrying a funeral flower crown donated by the Consul's wife, it was to be placed on top of the coffin. Behind them was the Consul of France conducting by the arm the Spanish Consul's Wife and the rest of the Consulate Agents, closing the entourage was a section of infantry.

Dr. Pinillo thanked the American people, whom demonstrated massively, the grief that caused Castanon's death, cowardly done by miserable people that deserve reprove. The steamer *Lavala*, that brought the body, had the flag at half mast, and arriving in port with the flag flying at half mast, and as it passed national war ships came the tunes of a funeral march as the steamer was passing them.

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(*Silverbow* from page 13)

About: 1605 Derrick barge *Aquarius* came alongside the *Silverbow* and all the salvage gear was transferred to the *Aquarius*.

About: 1630 Commenced transferring the fuel oil from the barge to the *Silverbow*.

Note: Arrangements were previously made with Alexander Marine to conduct the diving examination of the *Florida Silverbow*. Preparations presently being made to make the diving survey.

About: 1645 Three divers commenced the diving examination using scuba gear and guide lines.

About: 1650 *Aquarius* departed and proceeding to Murphy Pacific's pier to off-load the salvage gear. All salvage gear removed from the *Silverbow*.

Note: Called my superiors in New York and reported conditions.

About: 1700 *Aquarius* made fast at Murphy's pier and with the assistance of the salvage crew commenced off loading the gear.

Note: ABS Representative, Mr. J. Moore, boarded the *Florida Silverbow* and conducting a survey of the vessel, also a representative from the Miami Coast Guard boarded.

About: 1800 All salvage gear was off loaded onto the pier, *Aquarius* departed. Arrangements made with the *Aquarius* to depart Key West at 0400 hours in the morning for the site of the beach gear, salvage crew will also be aboard, to commence recovery of the 2 sets of beach gear.

About: 1855 Diver's completed the diving examination and reported no damage. See diver's report annexed to this report.

About: 1855 Belcher's barge completed transferring fuel oil back to the *Silverbow* and departed the scene.

Note: Advised the Master of the *Florida Silverbow* that the vessel could not sail until the owners posted a security bond.

Note: This evening the ABS representative granted a sea worthiness certificate to the Master of the *Silverbow*. Coast Guard representative made requirements such as repairs to be made to the vessel's radar and to be upgraded, prior to the vessel sailing.

About: 2000 Departed the vessel.

Thursday, May 25, 1978

The day begins with the S.S. *Florida Silverbow* made fast at Pier Bravo, Truman Annex, Key West, Florida.

About: 0400 Salvage crew (4 men) departed with the *Aquarius* for the site of

the beach gear to recover same.

About: 0800 Commenced recovery of the beach gear. Buoy on the #2 set of beach gear was sunk and it was necessary for a diver to go down and connect a line to it, whereas it could be recovered.

About: 0830 Boarded the *Florida Silverbow* and gave the Master a copy of the diver's report. Also gave a copy to the U.S. Salvage Representative and a copy to Captain Winter. Master reports no leakage in the vessel.

About: 1035 Received a long distance telephone call from Captain J.F. Madeo, in our New York Office, and he instructed me to execute a Certificate of Delivery and release the vessel, as the security bond has been posted. I reported conditions to Captain Madeo.

About: 1130 Boarded the *Silverbow* and the Master signed the Certificate of Delivery. Master advised that as soon as radar repairs were completed, the vessel would sail for Bermuda, hopefully this afternoon. Notified our New York office of conditions.

About: 1830 One set of beach gear was recovered and the salvage crew returned to Key West, via a speed boat, as there are not adequate accommodations aboard the *Aquarius*. *Aquarius* remained on the scene.

Friday, May 26, 1978

The day begins with the *Aquarius* on the site of the beach gear and awaiting daylight to recover same. *Florida Silverbow* tied up at Key West, Pier Bravo.

About: 0600 Salvage crew departed in the speed boat for the site of the beach gear.

About: 0645 Salvage crew arrived at the *Aquarius* and commenced recovery of the set of gear.

About: 1400 S.S. *Florida Silverbow* departed Key West and proceeding towards Bermuda.

Salvage crew completed recovery of the beach gears and proceeding with the *Aquarius* to Murphy's pier in Key West, to off-load the salvage gear.

About: 1720 *Aquarius* made fast at our pier and the salvage gear was off loaded from the same to the dock.

About: 1800 *Aquarius* departed for its regular berth in Key West.

About: 1900 *Aquarius* off hire.

Hilary A. Crusoe

Salvage Master, Murphy Pacific Marine Salvage Company

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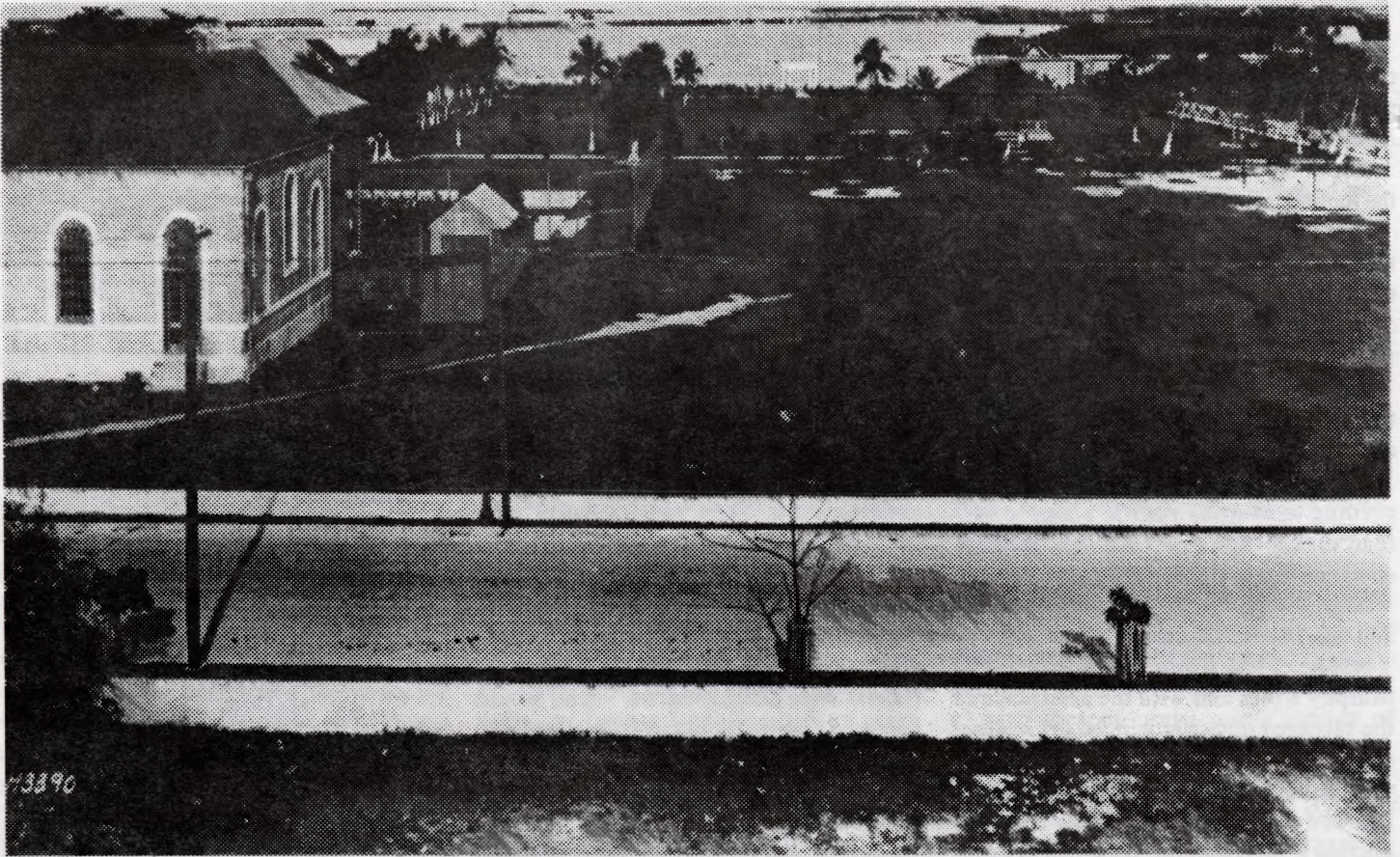
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Bayview Park in the mid 1920's. On the left is the former church building recently restored and now used by Wesley House. Photo credit: Monroe County Library.

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