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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES MULTIPLE PROPERTY DOCUMENTATION FORM

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

X New Submission ____ Amended

A. Name of Multiple Property Listing

1733 Spanish Plate Fleet Shipwrecks

B. Associated Historic Contexts

(Name each associated historic context identifying theme, geographical area, and chronological period for each.)

Firtst Spanish Period: 1513-1763

C. Form Prepared by

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organization Division of Historical Resources **date** March 2006

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city or town Tallahassee **state** Florida **zip code** 32399-0250

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in **36 CFR Part 60** and the **Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.** (☐ See continuation sheet for additional comments.

Barbara E. Mattick, DSHPO — 5-2-06
Signature and title of certifying official — Date

State Historic Preservation Officer, Division of Historical Resources
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

for Erika K. Martin Seibert — 6/15/06
Signature of the Keeper — Date of Action

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Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

E. Statement of Historic Contexts

First Spanish Period (1513-1565)

Upon the discovery of Florida in 1513 by Ponce de León, Spanish explorers began actively exploring and eventually settling in the area. Florida primarily functioned as a military outpost of the New World colonies protecting the precious shipping lanes of Spain's empire.

Spanish Plate Fleets

The 16th-century Spanish conquests of Mexico and Peru resulted in large quantities of precious metals and gemstones, as well as exotic New World goods, being shipped across the Atlantic to enrich the treasury of the Spanish Crown and to support its far-flung empire. Freebooters and privateers of rival countries such as England, France, and the Netherlands soon began to menace Spanish shipping to steal the riches for themselves. To combat this threat Spain, at that time one of the most powerful countries on earth, devised a *flota* or convoy system consisting of armed warships to accompany and protect the merchant vessels on their voyages to and from the New World. Called the *Carrera de Indias*, this convoy system was in use for over 200 years, beginning in the 1530s. At least two large armed galleons sailed with each convoy: the *capitana* led the way and served as flagship of the fleet, while the *almiranta* brought up the rear. Additional warships often joined large fleets to offer more protection. Other ships that made up the Plate Fleets included small vessels called *pataches* used to communicate between ships and *refuerzos*, or supply ships, that carried victuals and extra gear as well as regular cargo. Merchant *naos* of various sizes and types carried cargo and treasure, as well as passengers and their personal possessions.

Large armadas sailed each year from Spain loaded with finished goods (clothing, books, equestrian tack, etc.), foodstuffs, and European luxuries intended for the colonial market; this armada split into two fleets upon reaching the islands of the Caribbean. One group, the New Spain Fleet or *flota*, sailed to Veracruz in New Spain (Mexico) to load cargoes of New World products as well as Chinese porcelain shipped across the Pacific in the Manila galleons and brought across the isthmus of Panama via mule train. The Tierra Firme fleet, or *galeones*, sailed for Cartagena de Indias to load South American products. The primary cargo of both fleets was immense amounts of precious metals, generally in the form of bullion and coin, from Mexican, Central, and South American mines and mints. The bulk of the treasure, particularly that intended for the king's coffers, was loaded onto the *capitana* and the *almiranta* since they were the two most heavily armed ships. The two fleets reconvened in Havana for mutual protection and assistance during the long journey back to Spain.

Theoretically, the convoy sailed from Spain each spring (before the Atlantic hurricane season) and completed the round-trip voyage each year. In practice, delays caused by weather, shipwreck, and especially bureaucratic inefficiency often caused the fleets to sail less regularly or, worse, to sail during hurricane season. While the *Carrera de Indias* convoy system proved effective for defense against pirates, and remained in use until the mid-18th century, it could not protect the fleets from storms, treacherous shoals, and reefs.

The 1733 Plate Fleet

Twenty-one vessels comprised the *flota* of 1733 commanded by Don Rodrigo de Torres that left Havana on Friday, July 13 bound for Spain. Thirteen merchant vessels were loaded with New World goods such as tanned hides, rare spices, Chinese porcelain, exotic dyes, precious jewels, and the personal wealth of their passengers. They were:

San Joseph y los Animas (***San José***) – *nao (NR)*
Nuestra Señora del Carmen, San Antonio de Padua (***Chavez***) – *nao*
Nuestra Señora de Belén y San Antonio de Padua (***Herrera***) – *nao*
Nuestra Señora de los Dolores y Santa Isabel (***Tres Puentes***) – *nao*
San Pedro – merchant galleon (NR)
Nuestra Señora del Rosario y Santo Domingo (*Murguia*) – *nao*
El Gran Poder de Dios y Santa Ana (*Poder de Dios*) – *nao*
San Felipe (*El Terri*) – merchant galleon (NR)
Nuestra Señora del Rosario, San Francisco Javier y San Antonio de Padua (***San Francisco***) – *nao*
Nuestra Señora de las Angustias y San Raphael (***Angustias***) – *nao*
Nuestra Señora del Rosario, San Antonio y San Vincente Ferrer
(***Sueco de Arizón***) – *nao*
Nuestra Señora de los Reyes y San Fernando y San Francisco de Paula (*San Fernando*) – merchant galleon
San Ignacio – nao

Four small vessels accompanied the fleet. The *pinque* and the *patache* were attached to the fleet as dispatch and messenger vessels and carried no royal treasure or much in the way of cargo. The *balandra* and the *fragata* were destined for the colony at St. Augustine in Florida and only accompanied the fleet to take advantage of the added protection of the galleons. They were:

Nuestra Señora del Populo (***Populo***) – *pinque*
Nuestra Señora de los Dolores – aviso patache
La Baladrita – balandra
Fragata Situada – fragata

The fleet was protected by four armed galleons belonging to the King of Spain. These vessels carried the majority of treasure in coins, bars, and bullion, as well as other royal cargo including copper. They were:

El Rubí – *capitana*
El Gallo Indiano (Cock of the Indies) – *almiranta*
Nuestra Señora de Balvaneda (***El Infante***)

Señor San Joseph (*El Africa*)

Two days out of Havana, within sight of the Florida Keys, the fleet was caught in a hurricane that scattered and wrecked the vessels along eighty miles of the Keys; only one ship, La Baladrita, managed to return to Havana to report the disaster. Much of the fleet's cargo was lost and hundreds of people were drowned or died of their injuries in the sweltering, mosquito-plagued survivors' camps. Upon hearing of the disaster, officials in Havana sent nine ships loaded with supplies and salvage equipment to rescue survivors and to recover the lost treasure and goods. The locations of the wrecked ships were charted on maps and a thorough salvage effort was begun which continued for years, eventually recovering more gold and silver than had been registered on official manifests (a result of inevitable contraband smuggling). Those ships that could not be refloated were burned to the waterline to enable divers to enter the holds and to conceal the wrecks from freebooters and pirates.

Of the merchant ships, *Angustias*, *Chavez*, *Herrera*, *Populo*, *San Francisco*, *Sueco de Arizón*, *San Pedro*, *El Terri*, *San Jose*, *Tres Puentes*, *San Ignacio*, *San Fernando*, and the *fragata situada* were too damaged to be refloated. The galleons *El Rubí*, *El Gallo Indiano*, and *El Infante* also were irreparably sunk. The little *balandra* survived the storm, only losing its mast. It quickly was repaired and sent to Havana to report the disaster. *Murguia* and *Poder de Dios* were not badly damaged and both eventually sailed back to Havana. The *aviso* survived the storm but was dismasted and lost its rudder. Its people were picked up by *El Africa*, the only galleon to survive the storm, which sailed on to Spain, arriving on September 25.

Modern Discovery

After the Spanish concluded their salvage of the 1733 fleet, the graves of the ships lay forgotten for centuries. In 1937 professional diver Art McKee was shown by a local Keys fisherman to a ballast mound and cannons in 27 feet of water off Plantation Key. McKee, after finding a coin stamped 1721, wrote to the Archives of the Indies in Seville requesting information on the loss of the 1733 fleet. Among the documents sent to him from the archives was a map of the wrecksites of the lost ships, including the one familiar to McKee which he identified as the fleet's *capitana El Rubí*. Realizing the historical importance of his find, McKee built and opened the first museum in the world devoted to shipwrecks and sunken treasure. Through the years he worked on the site of the *Capitana*, McKee took many visitors to the shipwreck, even allowing some to explore the wreck using his diving helmet.

Over the years, most of the sites of the 1733 fleet wrecks were discovered by treasure hunters and weekend explorers using the Spanish map for reference. The hallmark "egg-rock" ballast made the ships easy to recognize in the clear water of the Keys. The wrecks were intermittently salvaged in an unsystematic way by diverse groups who often argued over "rights" to the wrecks. Much information was lost as easily reached artifacts, including cannons and anchors, were removed from the shipwrecks; the current locations of many of these items are not known. Little "treasure" was recovered due to the thorough salvage activities of the Spanish after the disaster, and modern treasure hunters flitted from wreck to wreck as they became bored and discouraged.

Two of the 1733 ships have not yet been discovered. *San Ignacio* was the only ship to disintegrate during wrecking, drowning nearly everyone onboard and disbursing cargo over miles. Its remains are scattered over the area known as Coffin's Patch and, unlike the other known 1733 wrecks, no intact ballast mound marks its grave. The wreck of *San Fernando* is perhaps the greatest 1733 fleet mystery. Shown on Spanish salvage charts as being sunk near *Angustias* and *Sueco de Arizón*, the wrecksite nevertheless has not been identified. Although not listed as refloated, the ship may have been repaired and taken back to Havana. Alternatively, the wreck may lie hidden under sand and seagrass, a pristine site for future archaeological investigation.

F. Associated Property Types

Description

The coast of southeast Florida has been the scene of extensive maritime activity from the period of early Spanish exploration to the present. Inevitably, it has also been the scene of many shipwrecks. During the early portion of the historical period, wrecks were common due to unseaworthy vessels, the lack of adequate navigational aids, crude techniques of navigation, and an absence of reliable information on the Straits of Florida. As time passed, these problems lessened.

At the same time, however, the number of ships sailing through the Straits increased considerably. Commerce in the New World expanded, and by the end of the sixteenth century it had become evident that the Straits of Florida were superior as a route for exiting the Gulf of Mexico and catching the prevailing westerlies for the return to Europe. The Straits became the favorite return route. Greater use of the Straits offset the technological and cartographic advances which had made the trip safer, and resulted in little change in the annual volume of shipwrecks from the beginnings of navigation on the Florida coast to the present.

The Spanish Plate Fleets followed the route of the Florida Straits from Havana, around the peninsula, and up the east coast before heading east toward Spain. Although this was generally the safest of routes, the hurricane of 1733 pushed the ships northward until they crashed into the Keys along the northern boundary of the Straits.

Associated property types are shipwrecks that were part of the 1733 Spanish Plate Fleet destroyed in a hurricane on 15 July 1733. To date, thirteen have been identified. Each site consists of a wooden-hulled sailing ship covered by a ballast mound which serves as the foundation for some of Florida's oldest artificial reefs. The depth of water ranges from 8 to 30 feet and the clarity of water varies with weather and tidal conditions. Each site is unique in that its environment varies with its location. Some of the shipwrecks are located on sand bottoms, others are nearly completely covered with sea grass, and some are nestled within sections of coral reef. The shipwreck sites range in size from just a few feet being exposed to a hundred feet of ballast pile. The average size of a site, however, is approximately 30 feet wide by 90 feet long.

Threats to Sites

Natural forces, such as erosion by storm action and the ravages of *Teredo navalis*, the shipworm, are a constant threat to shipwrecks. The greatest threat, however, is the damage wrought by treasure hunters and unauthorized salvors, a continuing problem which is difficult to control. Because the Florida Keys have long been popular with sport divers and are accessible to treasure hunters, the locations and much of the information on existing wreck sites, including the 1733 fleet wrecks, are well known to the public. Increased visitor use is,

therefore, a serious threat to the existence of these sites.

Types of Ships

Numerous types of ships were used in the Spanish fleets of the *Carrera de Indias*. The following is a list of brief descriptions of the ships that made up the 1733 Spanish Plate Fleet and that wrecked along the Florida Keys.

Pinque -- A small square-rigged ship with a narrow overhanging stern used from the fifteenth to the eighteenth centuries.

Patache -- A small armed vessel used for reconnaissance, carrying dispatches, and as tenders for larger ships.

Fragata --.Small undecked galley propelled by oars and one sail.

Balandra -- Small, single-masted, shallow-draft vessel used to transport goods along coasts.

Galleon -- Large full-rigged ship that could be used for cargo transport or heavily armed for warfare and guard duties.

Nao --Large full-rigged merchant ship with high fore and stern castles used for cargo and passenger transport.

Significance

The wrecks of the vessels in the 1733 Plate Fleet are archaeologically significant at the **national** level under **Criterion D** because of the high potential for new information the sites can yield. Although parts of all of the shipwrecks have been subjected to non-scientific treasure hunting activities in the past, much of the vessels' hull structure remains *in situ* under tons of ballast and sand. Because the treasure hunters were not interested in non-intrinsically valuable artifacts, it is likely that some artifacts remain in context within and immediately surrounding the ships' hulls. Remaining artifacts associated with the shipwrecks may include ceramics, hull fasteners, cargo goods, and other items. All of the material culture related to the shipwrecks can help to answer questions pertaining to 18th-century trans-Atlantic voyaging and commerce, international exchange, maritime culture, and shipboard lifeways such as victualing, status, gender, and recreation.

Since many of the 1733 ships remained relatively intact through the wrecking event, they likely can reveal much archaeological information pertaining to construction and refitting. Because shipwrecks are archaeological features in and of themselves, the probability that the wrecks of the 1733 Plate Fleet contain deposits of early 18th-century maritime material culture is high. Even though several of the wrecked ships were burned to the waterline, the bottoms of the hulls survive because they filled with sand and sediment that, along with the ballast, protected the bottom-most timbers, as well as artifacts within the hull, from deterioration due to waves, storms, and shipworm. These lowest hull elements, including the keel, floor timbers, keelson, main maststep, and lower futtocks, are the "backbone" of a ship and generally provide the most information

pertaining to construction details and architectural design. Often, the missing portions of a shipwreck can be deduced based on the lines and curvature of the preserved lower hull.

The specialized ships used by Spain to transport precious metals and other New World products were a hybrid of naval technologies developed through centuries of European maritime experiences. Ships of the *Carrera de Indias* had to be large enough to carry profitable payloads as well as the supplies and victuals necessary to sustain sailors and passengers on long voyages. They also had to be shallow-drafted enough to be maneuverable through the shoals and reefs of New World waters. Additionally, the ships needed to be strong and seaworthy to survive repeated Atlantic crossings. Several ship types evolved to suite the needs of commerce and warfare, including *naos*, *urcas*, caravels, and the famous galleon.

The galleon proved to be one of the most useful ship types and could be modified for various tasks; powerful armed galleons protected fleets, while capacious merchant galleons carried commodities. Other nations observed the utility and seaworthy qualities of the galleon and quickly copied the type, adding their own ideas and preferences; the Dutch and the English especially became famous for galleon construction. As the Spanish shipbuilding industry declined due to financial stresses and lack of raw materials, Dutch, English, Italian, French, and New World-built vessels became more numerous on the oceans. Spain often bought foreign-built vessels for the *Carrera de Indias*, or contracted for their services.

Architectural techniques peculiar to the galleon and *nao* ship types, including any modifications to foreign-built ships by the Spanish who sailed them, can be learned and documented through archaeological investigation. As is the *status quo* for vessels of this era, no ship plans or blueprints exist for galleons or *naos*; shipwrights often were illiterate and simply passed their craft from father to son. Through future archaeological excavation, the wrecks of the 1733 Spanish Plate Fleet represent a unique opportunity to provide data about the vessel types that played a major role in the *Carrera de Indias*.

The wrecks of the 1733 Plate Fleet are among the few known and positively identified examples of the classic galleon and *nao* ship types used in the *Carrera de Indias*. Galleons and *naos* were utilized extensively as cargo carriers in the Spanish *flota* system of the 18th century, but very few are known from the archaeological record. Because many of the 1733 vessels were not broken apart during the wrecking event, they can provide important comparative information about naval architecture and construction techniques. Portions of the hulls that are buried and protected under sand and ballast (located during surveys of the wrecksites) are likely to yield information regarding 18th-century naval design, wood usage, framing pattern, fastening methods, and possible reinforcement and/or modification for service in the *Carrera de Indias*.

Most significantly, the 1733 shipwrecks are representative of the decline of once-great Spanish shipbuilding traditions. Although in the service of Spain, all but four of the ships were foreign-built and represent shipbuilding traditions from Holland, Italy, England, and New World colonies. In direct contradiction

of a 1563 decree from King Philip II, by the 18th century most plate fleets were made up of non-Spanish ships. Hull architecture of the 1733 Fleet can provide clues to national differences in naval design and construction, as well as to Spanish preferences in foreign ships and possible alterations to suit their needs. These details, which at first glance may seem arcane, are vital to understanding the ships that carried the wealth of the New World to the Old and that returned with the colonists who planted European roots in American soil.

Nationally, the 1733 shipwrecks are significant because they are associated with the *Carrera de Indias*, the Spanish system of fleet convoys that helped to shape the world's economy from the 16th century until the 18th century and that transported enormous quantities of New World commodities to the Old World. The spread of this new-found wealth in turn fueled the European settlement of the Americas. At the state level, these shipwrecks are some of the vessels that came to grief on the shores of today's state and their tales are part of Florida's history, illustrating the dangers that early mariners faced when sailing near the treacherous reefs and shoals of the Florida Keys. Additionally, Florida was colonized by the Spanish to protect the route of the treasure fleets, resulting in the settlement of St. Augustine in 1565 and continuous European occupation. The impacts were the direct result of the *Carrera de Indias*, of which the 1733 Plate Fleet wrecks were a part and are among the best surviving examples.

Registration Requirements

In order for a shipwreck to be eligible for listing as part of a district, there must be evidence that a wreck is actually present, even if only ballast or a magnetic anomaly have thus far been recognized. To be considered eligible for individual listing, there must be enough integrity to the site to be able to determine at least one of the following types of information: the actual name of the vessel, the type of vessel, its function, its age, or its country of origin.

Sites may be eligible even if disturbed by natural forces, such as storms, or by treasure hunters if they retain enough integrity to have the potential to yield useful information.

Artifacts, such as cannons, anchors, or ballast piles will not be considered individually eligible or as contributing to the significance of a district unless they can be associated with a specific shipwreck. If such artifacts have the potential to yield information because of their own characteristics apart from any associated with a wreck, they may be considered as significant objects, as opposed to sites.

G. Geographical Data

The 1733 Spanish Plate Fleet wrecks are located over 80 miles, from Biscayne National Park just south of the City of Miami to Long Key in the Florida Keys National Marine Sanctuary. Biscayne National Park and the Florida Keys National Marine Sanctuary are marine parks. The parks encompass a system of complex communities of marine and terrestrial habitats which are in relatively pristine condition.

Coral Reefs and Hawk Channel

The coral reef ecosystem encompasses the entire marine area east of the keys, terminating at Key West. To the east, the coral reef system is bounded by the deep waters of the Florida Straits. The seaward "foot" of the fore reef, located near the 60 foot isopleth (depth contour), the Park boundary, could be considered a natural eastern boundary for the system. The bottom drops sharply to the depths of the Florida Straits, east of the deeper terrace.

From the barrier island shoreline, the bottom gently slopes toward Hawk Channel to an average depth of 20-25 feet. Hawk Channel is a rather featureless, wide, natural, deep water channel that traverses the entire length of the Park. It follows the shoreline of the keys from Miami to Key West. The channel is heavily used by both commercial and recreational boaters. Its bottom has a sparse to moderate cover of turtle grass (Thallassia testudinum).

East of Hawk Channel, the bottom continues to very gently slope eastward toward deep water. Extensive meadows of seagrass become broken with numerous patches of coral reef which rise 6-20 feet from the essentially flat bottom. This area can be thought of as a "patch reef" zone. The zone is about one and a half miles wide, running almost the entire length of the Park. Marselak (1978) has estimated that within the area south of Boca Chita, there are over 4,000 patch reefs, ranging in size from tenths of an acre to several acres. The size, shape, and biological cover of these patch reefs vary widely.

Near the southern boundary, the reefs within the patch reef zone tend to be large, and somewhat elongated, with a major axis running more or less parallel to the main axis of the keys. In cross section, these reefs generally have a wedge shape with the steepest part facing seaward, grading slowly to the depth of the surrounding water on the western side. Hermatipic, or reef forming corals predominate, the most common being elkhorn coral (Acropora palmate) and the small head coral (Porites porities). Further north, in the central area of the Park (the area around Caesar Creek), the patch reefs are smaller and more circular. They are still wedge-shaped in cross-section but the steeper side now faces west, and the reef grades to the deeper water on the east. On the western face of the reef, and more commonly on the northwestern corner, there is generally a well-developed assemblage of coral heads.

The hard and soft corals are almost equal. Further north, around Sands Cut, the patch reefs are almost circular and biscuit-like in cross section. They have a low profile, generally reaching no more than four or five feet above the surrounding substrate. The soft corals dominate on these reefs. Large isolated coral heads are not common.

At the northern end of the patch reef zone the reefs have largely lost all definition. They are very low in relief, rarely reaching one or two feet above the surrounding substrate. Although diversity remains high, the densities of both hard and soft coral populations are much lower than on the patch reefs further south. The corals generally are found as small isolated heads.

East of the patch reef platform, the topography deepens to a wide sandy channel, referred to by some as the "Sand Channel," which is slightly deeper than the areas around the patch reefs. Like Hawk Channel, this area is mostly featureless. The bottom of the channel is a coarse coral rubble with a sparse cover of turtle grass (Thalssia testudinium). The water in the Sand Channel is crystal-clear with visibility often in excess of 75-100 feet.

From the east side of the Sand Channel the bottom grades up, or shoals, to 3-6 feet, to an area known as the fore reef. The fore reef system in Florida is fairly contiguous and shallow, and many of the larger reefs are named, such as Pacific Reef, Ajax Reef, Long Reef, Triumph Reef, etc. The top of the fore reef is largely a poorly cemented coarse coral rubble (1-6" in diameter) which, in many places, gives the appearance of beach rock.

There is a high amount of energy being released as large waves, coming out of the east, break over the reef. Seaward of the fore reef the bottom slopes smoothly to a small shelf at a depth of 60 to 65 feet. At about 30 feet and on down to 85-90 feet, there are numerous small elongated patches of coral reefs in the area that have a long axis parallel to the axis of the fore reef. As would be expected, reef relief is low at shallower depths and increases with increasing depth, reaching a maximum of 8-12 feet above the surrounding ocean bottom. Between Long Reef and Ajax Reef there is some development of spur and groove formations.

1733 PLATE FLEET

Note – The names in bold are the same as those used in the National Register nominations nominated under this cover. Shortened versions of a vessel's name are in parentheses. All shipwrecks are located in Zone 17. FKNMS = Florida Keys National Marine Sanctuary and BNP = Biscayne National Park.

Name of Vessel	Location	Disposition	NR
(Angustias) Nuestra Señora de las Angustias y San Raphael	E513880 N2741550	FKNMS	
(Chavez) Nuestra Señora del Carmen, San Antonio de Padua	E542120 N2757810	FKNMS	
(El Africa) Señor San Joseph		Returned to Spain	
El Gallo Indiano		FKNMS	
(El Infante) Nuestra Señora de Balvaneda	Lat. 24°56.556'N Long. 80°28.531'W Fowey Rocks to Alligator Reef Chart	FKNMS	
El Rubí	E548960 N2756560	FKNMS	
Fragata Situada		Sailed to Cuba	
(Herrera) Nuestra Señora de Belén y San Antonio de Padua	E541170 N2754430	FKNMS	
La Baladrita		Sailed to Cuba	

Name of Vessel	Location	Disposition	NR
(Murguia) Nuestra Señora del Rosario y Santo Domingo		Sailed to Cuba	
Nuestra Señora de Los Dolores		Unknown	
(Poder de Dios) El Gran Poder de Dios y Santa Ana		Sailed to Cuba	
(Populo) Nuestra Señora del Populo	E584380 2805350	BNP	
San Felipe (El Terri)		FKNMS	1994
(San Fernando) Nuestra Señora de los Reyes y San Fernando y San Antonio de Padua		Still not found	
(San Francisco) Nuestra Señora del Rosario, San Francisco Javier y San Antonio de Padua	E524540 N2744840	FKNMS	
San Ignacio		Still not Found	

Name of Vessel	Location	Disposition	NR
(San José) San Joseph y los Animas		FKNMS	1975
San Pedro		FKNMS	2001
(Sueco de Arizón) Nuestra Señora del Rosario, San Antonio y San Vincente Ferrer	E511270 N2740210	FKNMS	
(Tres Puentes) Nuestra Señora de los Dolores y Santa Isabel	E542040 N2753090	FKNMS	

H. Summary of Identification and Evaluation Methods

The multiple property listing has been developed based upon documentary research concerning the history of Spanish plate fleets and the 1733 plate fleet in particular, and upon data gathered through archaeological investigations of the 1733 shipwrecks conducted by the Florida Bureau of Archaeological Research in 1977, 1988, and 2004.

The wrecks were discovered in modern times by treasure hunters and divers using a Spanish salvage map obtained from the Archive of the Indies in Seville, Spain. Based on locations provided by the map, they identified the 1733 sites by the hallmark egg-shaped river rock ballast. Digging into the ballast mounds produced artifacts, including coins, dating to the early 18th-century.

In the 1970s the State of Florida instituted a formal program to monitor salvage occurring on the 1733 fleet wrecks. State field agents made notes and records of material recovered, providing the first scientifically sound archaeological information from the 1733 plate fleet. The first archaeological survey of all the 1733 wrecks was conducted in 1977 by two field agents, Roger Smith and Jim Dunbar, who made site plans of the ballast mounds, noted areas disturbed by salvage, and recorded existing artifacts.

In 1988 the wrecks again were surveyed by a joint Florida State University/Indiana University underwater archaeological field school directed by the Florida Bureau of Archaeological Research. The field school inspected the wreck sites to determine the best candidate to become a Florida Underwater Archaeological Preserve. *San Pedro* was chosen, becoming the state's second Preserve in 1988 and a Florida State Park.

In 2004 the 1733 plate fleet again was surveyed by personnel with the Florida Bureau of Archaeological Research in partnership with the Florida Keys National Marine Sanctuary through a National Oceanic and Atmospheric Administration (NOAA) Coastal Management grant. The purpose of the grant was to research the archaeology and history of the ships to create the *1733 Spanish Galleon Trail* as an opportunity to educate visitors about the cultural and ecological importance of the wrecks and to encourage educational, heritage, and recreational tourism to the sites. An interpretive booklet and web site present information about plate fleets, the 1733 fleet, and the individual ships, as well as tips for safe diving and visitation.

I. Major Bibliographic References

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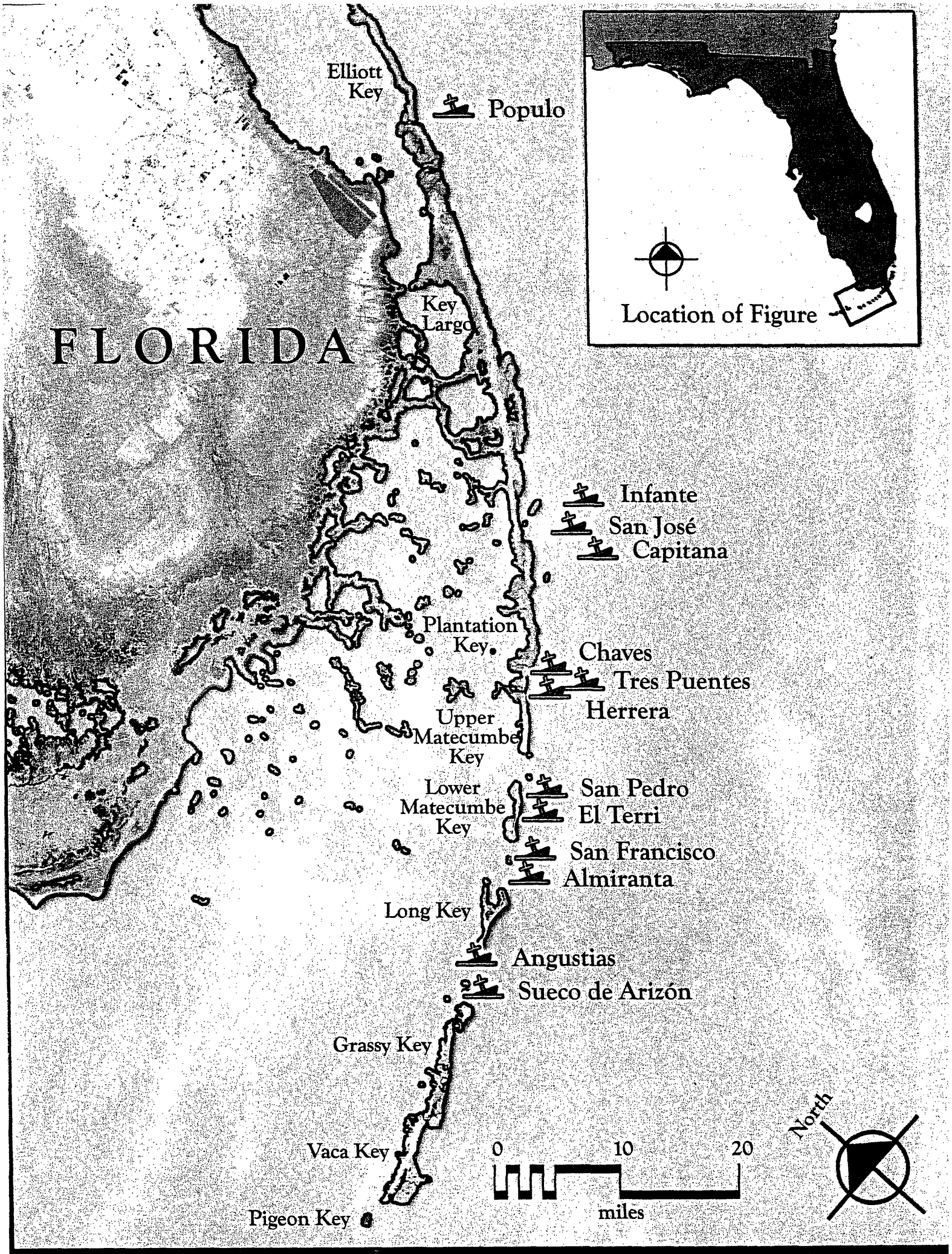
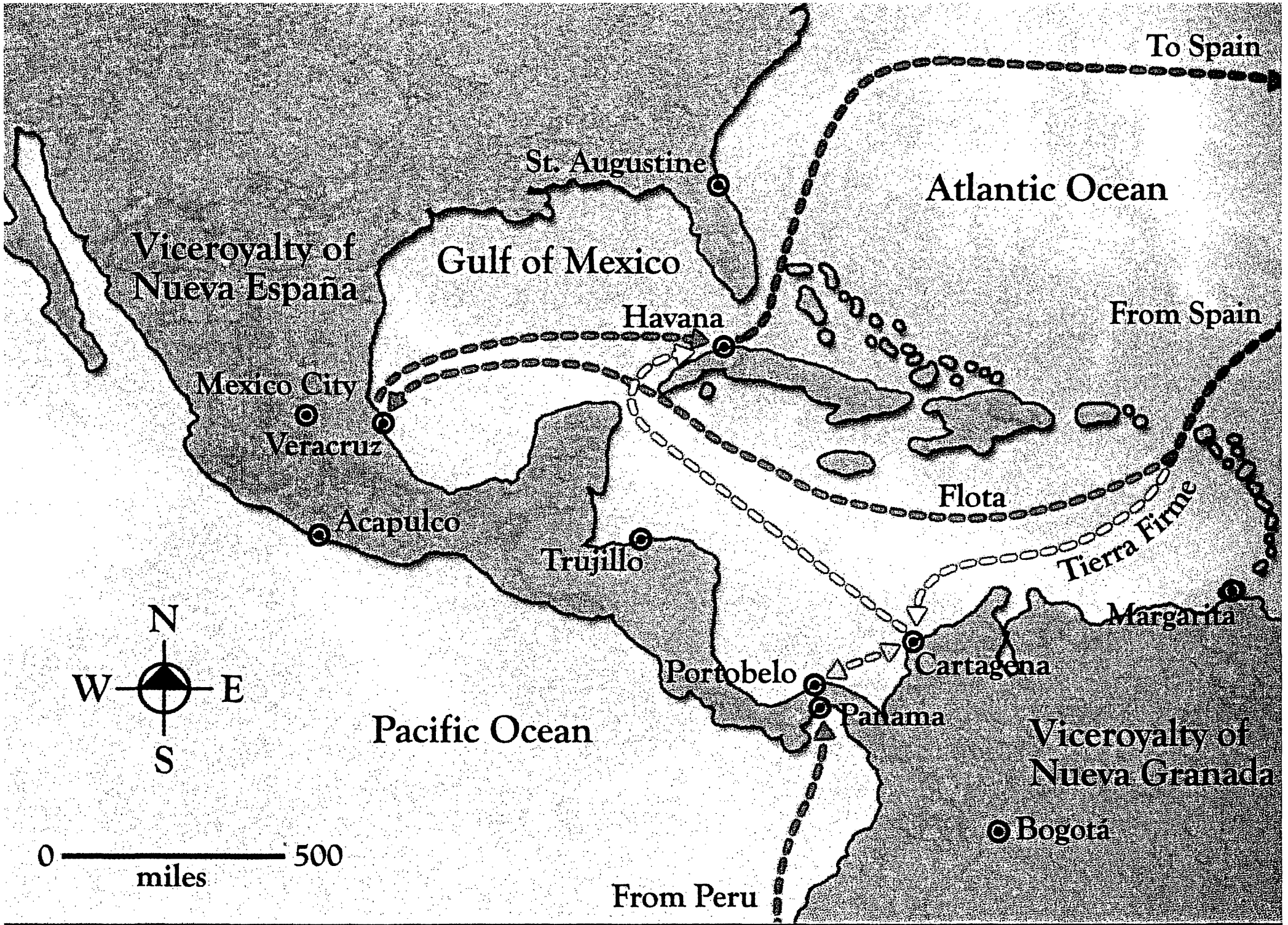


Location of the 1733 Spanish Plate Fleet Shipwrecks


To Spain
St. Augustine
Atlantic Ocean
Viceroyalty of
Nueva España
Gulf of Mexico
Havana
From Spain
Mexico City
Veracruz
Flota
Acapulco
Trujillo
Tierra Firme
Margarita
N
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Portobelo
Cartagena
Panama
Pacific Ocean
Viceroyalty of
Nueva Granada
Bogotá
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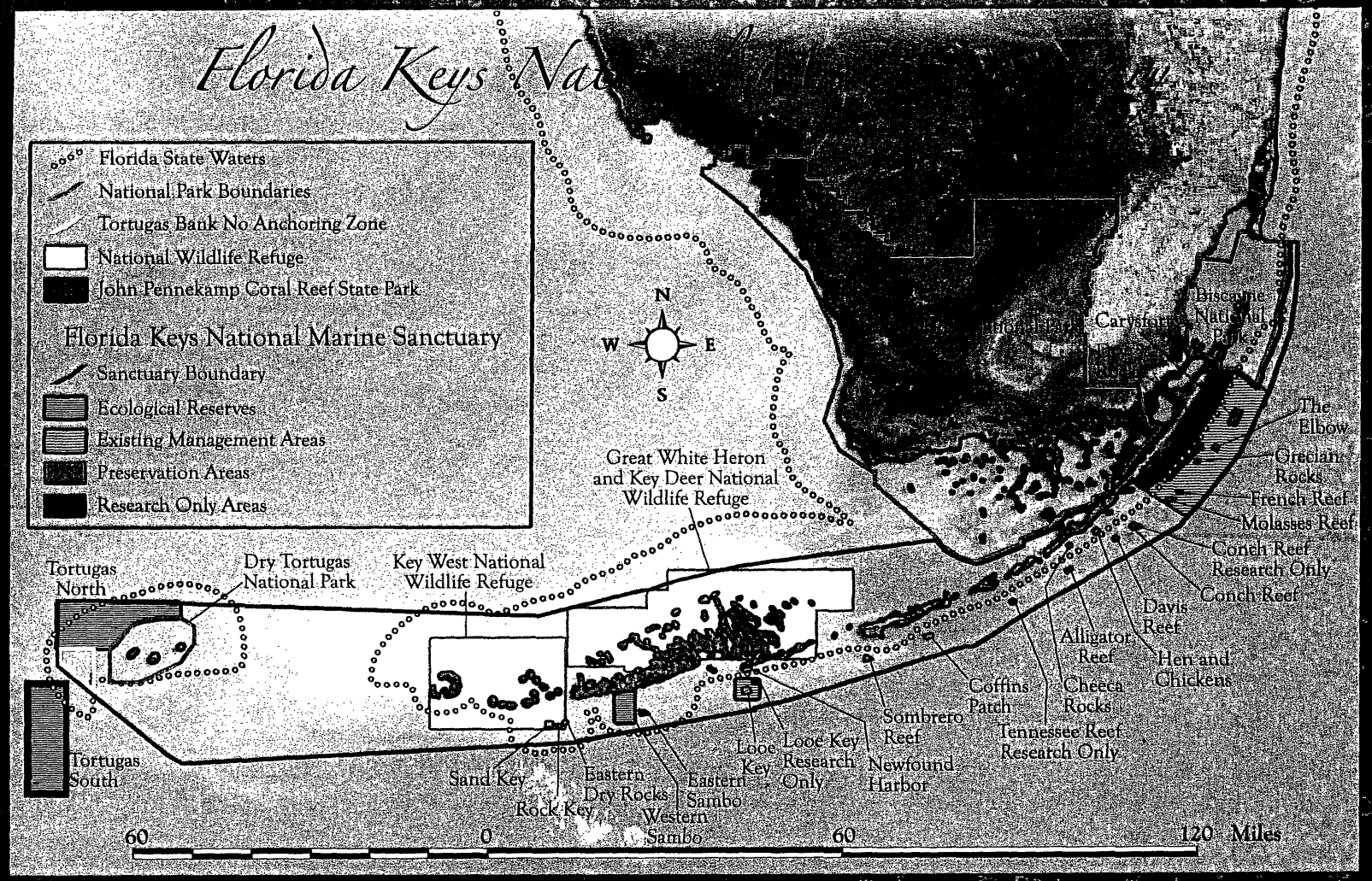
From Peru


Florida Keys Nat
Florida State Waters
National Park Boundaries
Tortugas Bank No Anchoring Zone
National Wildlife Refuge
John Pennekamp Coral Reef State Park
Florida Keys National Marine Sanctuary
Sanctuary Boundary
Ecological Reserves
Existing Management Areas
Preservation Areas
Research Only Areas
N
W
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S
Great White Heron and Key Deer National Wildlife Refuge
Tortugas North
Dry Tortugas National Park
Key West National Wildlife Refuge
Tortugas South
Sand Key
Rock Key
Eastern Dry Rocks
Western Sambo
Eastern Sambo
Looe Key
Looe Key Research Only
Newfound Harbor
Sombrero Reef
Coffins Patch
Tennessee Reef Research Only
Cheeca Rocks
Alligator Reef
Hen and Chickens
Davis Reef
Conch Reef
Conch Reef Research Only
Molasses Reef
French Reef
Grecian Rocks
The Elbow
Biscayne National Park
Carysfort
60
0
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120 Miles