

ABSTRACT

Objective

To propose the establishment of a state Underwater Archaeological Preserve at the submerged site of *Lofthus*, the remains of a Norwegian lumber barque wrecked off Boynton Beach, Florida, and nominated to become the eighth shipwreck park in Florida. A cooperative effort between state, county, and city officials, as well as interested local organizations and individuals, is proposed to create a new historical attraction for Boynton Beach, southeast Florida, and Palm Beach County.

Florida's program of shipwreck parks began in 1987 with the designation of the first Underwater Archaeological Preserve at the site of *Urca de Lima*, a Spanish vessel that sank near Ft. Pierce in 1715. A second Preserve was established in 1989 on *San Pedro*, a galleon that grounded in the Florida Keys in 1733. *City of Hawkinsville*, a sunken steamboat in the Suwannee River, became a third shipwreck park in 1992. USS *Massachusetts*, the nation's oldest surviving battleship, was designated in Pensacola in 1993 and the wreck of the steamer SS *Copenhagen* near

Pompano Beach became a Preserve in 1994. In 1997 the wreck of SS *Tarpon*, a merchant vessel wrecked in a gale off Panama City, was designated a Preserve. The latest Preserve was established in 2000 at the wreck of *Half Moon*, a German racing yacht sunk off Key



Biscayne near Miami. These sites, as important examples of our maritime heritage, are made more accessible to visitors by underwater maps and mooring systems, and are interpreted through the World Wide Web, widely distributed brochures, and other literature. They have become popular destinations for Florida residents and visitors.

Lofthus is a barque-rigged Norwegian vessel that wrecked off Boynton Beach in 1898 while en route from Pensacola to Buenos Aires with a cargo of lumber. As an easily accessible historic shipwreck, *Lofthus* meets all criteria to become an excellent addition to Florida's Underwater Archaeological Preserve system.

Suggested Steps for the Establishment of a Preserve

This proposal is the result of months of historical research by local historians and divers, as well as a recent campaign of underwater mapping, in response to local nomination of the site as an Underwater Archaeological Preserve. The purpose of this document is to present a case for Preserve designation and to solicit input at all levels for a cooperative venture between government entities and the public to establish a shipwreck park. The project will depend on community support and participation, which have been key elements in the establishment of other shipwreck Preserves in Florida. Suggested steps to develop a Preserve are listed below.

(* indicates the step has been completed in the case of *Lofthus*)

1. A shipwreck is nominated to become a Preserve, generally by a local diver, boat captain, or school children, by submitting a nomination form to the Bureau of Archaeological Research. *

2. The wreck site is visited by State archaeologists to determine if the shipwreck meets criteria for Preserve status: *

in State waters	recognizable features
accessible to public	identity and history verifiable
safe diving conditions	plentiful marine life

3. If the shipwreck meets the criteria it becomes a Preserve candidate. *

4. State personnel visit area businesses, local government, Chamber of Commerce, boating and fishing clubs, dive shops, etc. to garner support and assistance.

5. An informal Friends of the Preserve group is formed by interested individuals and is aided by State personnel. The Friends promote and help to establish the Preserve, and also raise funds and solicit in-kind donations and services which may range from providing refreshments at the public meeting to raising funds for an elaborate site plaque.
6. State archaeologists, with the help of local divers, survey and record the shipwreck and prepare a detailed site plan. Together with the Friends group, State personnel research the ship's history and verify its identity. An assessment and inventory of the site's biological diversity also is conducted. *
7. Once the site plan and history are complete, a public meeting is planned to present an official proposal for the new Preserve to area citizens and businesses and to address any questions or concerns. This meeting is held in conjunction with a local maritime history conference that includes regional experts and guest speakers.
8. The proposal, which includes the site plan and ship's history as well as educational and economic benefits of the Preserve, is distributed to area media. If there is public support, the proposal is considered to be accepted.
9. A grand opening ceremony with State and local dignitaries is held to dedicate the new Preserve and to place an underwater plaque designating the site a State Underwater Archaeological Preserve and Florida Heritage Site.
10. The Preserve is interpreted for the public through a brochure, an underwater guide for divers and snorkelers, a web page, a poster, and a local museum exhibit of artifacts, photos, etc. The Preserve also is nominated to the National Register of Historic Places.
11. The Friends of the Preserve provide continuing support by monitoring the site, distributing brochures and posters, and promoting visitation.

PROPOSAL

Introduction

Florida's Underwater Archaeological Preserves are partnerships between government and the public to manage and protect submerged cultural resources in a cooperative spirit. Underwater sites of recognized historical and recreational value are designated as state Preserves in response to local nominations, and by a public desire for a fuller understanding and appreciation of these unique public-owned resources. Once a submerged site is nominated, it is carefully researched and evaluated for its suitability to become a Preserve, considering such criteria as historical value, archaeological integrity, biological diversity, public accessibility, and recreational potential. If the site meets these criteria, data from its evaluation are presented in a formal public proposal for the creation of a new Preserve through a cooperative effort between the public and private sectors. Public input generated by the proposal will help to determine appropriate methods of site enhancement, interpretation, and protection based on local needs and desires. Interested organizations and individuals then work together with state and local governments to prepare the site and to maintain it as an historical attraction.

Shipwreck parks are a relatively new phenomena as a means of education and preservation through recreation. Following the lead of Michigan and Vermont, where sites in cold, fresh water were established as preserves, Florida's program



began in 1987, with the designation of ***Urca de Lima***, a Spanish merchant ship cast ashore near Ft. Pierce during a hurricane in 1715, as the first state Underwater Archaeological Preserve. Salvaged soon after her wrecking, and again by modern treasure hunters, the remains of the wooden

sailing ship lie in shallow water on an offshore reef, where they became a popular location for sport divers. Members of the St. Lucie County Historical Commission approached the Florida Department of State's Division of Historical Resources to

explore the possibility of giving the shipwreck a special status that would both interpret and protect the site for future visitors. Local waterfront businesses joined with city, county, and state officials to enhance the wreck with replica cement cannons to replace those removed long ago. An official bronze plaque, embedded in a cement monument attached to a large mooring buoy, was positioned near the wreckage to mark the site and to prevent anchor damage. Interpretive brochures, thousands of which subsequently have been circulated, were widely distributed to encourage public visitation and participation in the maintenance of this unique piece of Florida's maritime heritage. *Urca de Lima* thus was adopted by the local community as a new historical attraction; by placing the site in the public's trust, it became important for everyone to preserve.

As early as 1964, Florida officials heard arguments from the Monroe County Advertising Commission and the Florida Keys Underwater Guides Association that at least one of the Spanish shipwreck sites of the 1733 fleet disaster should be set aside as an historic monument rather than remain available for salvage activities. But that hope was not realized, and it was another twenty-five years before the idea came to fruition. During the summer of 1988, eleven of the 1733 Spanish wrecksites were surveyed and assessed by field school students from Indiana University and Florida State University. The students rated each site for its accessibility, archaeological features, natural marine life, and potential for enhancement and interpretations. Several were found to be seriously disrupted by illegal salvage activities; but others, such as ***San Pedro***, lying in 18 feet of water near Islamorada, were relatively undisturbed and were covered with living coral and sea life. Data from the survey were presented in a public proposal, which recommended the establishment of *San Pedro* as the state's second Underwater Archaeological Preserve.



Circulated throughout the Upper Keys by the Islamorada Chamber of Commerce, the proposal generated considerable public interest and enthusiasm.

Local civic leaders and waterfront operators organized the *San Pedro* Trust to serve as a non-profit support organization for the preparation of the Preserve. A local cement plant agreed to fashion concrete cannon replicas, the Coast Guard supplied several mooring buoys, and an old galleon anchor was donated for placement on the site. An underwater glass plaque, set into a carved limestone monument, officially designated the Preserve and acknowledged its sponsors. As with *Urca de Lima*, an interpretive brochure was prepared for international distribution to encourage visitors to tour *San Pedro* on their own, or to take advantage of several boat rental firms, glassbottom boat tours, or snorkeling and diving charters in the Islamorada area. A plastic-laminated underwater guide to the site was prepared to orient snorkelers and divers to the archaeological and natural features of the park. The new Preserve was designated in April 1989 and has since become a popular destination for thousands of visitors to Florida who are curious to see firsthand the remains of an old Spanish treasure galleon. *San Pedro* also represents one of the oldest artificial reefs in the United States.

Meanwhile, other states began to consider the concept of underwater archaeological preserves. State officials from North Carolina visited the *San Pedro* Preserve to gain information that helped them to work with local divers in Cape Hatteras, where USS *Huron* became that state's first preserve in 1991. Puerto Rico has requested assistance in planning a park on a sunken Spanish-American War vessel; cooperative efforts with New York state have led to the establishment of several historic wrecks in Lake George as shipwreck preserves. Maryland, California, South Carolina, and Wisconsin now have underwater archaeological preserves, parks, and trails as well.

Due to the enthusiastic responses received from the communities that participated in the establishment of the first two Florida Preserves, the Division of Historical Resources in 1990 prepared over a thousand mailings state-wide to solicit nominations for potential new Preserve sites from waterfront operators, dive clubs, and amateur groups. Responses to the mailings endorsed a variety of sites, some suitable and others not. By mid-1990, two leading candidates for new state archaeological Preserves had emerged. The first, a steamboat named ***City of***

Hawkinsville, was nominated by the principal of rural Bronson High School in Levy County. Lying at the bottom of the Suwannee River after accidentally sinking in the



1920s, *Hawkinsville* is a surprisingly intact example of late 19th-century steamboat technology. The largest and the last steamboat to ply the Suwannee, she was forgotten until local divers found her near an old landing in the 1960s. The boat is over

145 feet long and looks like a storybook ghost ship, with her paddle wheel spokes and steam machinery still in place.

With the help of high school students and local divers, *Hawkinsville* was evaluated and mapped, eventually resulting in a proposal that was submitted to the civic leaders of three neighboring counties and the waterfront communities along the river. The proposal led to the formation of a community support organization in conjunction with Gulf Marine Foundation, a local non-profit group. A large monument with three bronze plaques was designed for placement in the boiler room of the sunken boat, mooring buoys were anchored downstream of the vessel, and underwater lines were placed around the wreck to guide visitors. Brochures were printed for distribution and a laminated underwater guide for the site was prepared. The *Hawkinsville* Preserve was opened in June 1992 and is the only Florida Underwater Archaeological Preserve in a river environment.

The second candidate for a new state Preserve resulting from the request for nominations was **USS *Massachusetts***, nominated in 1990 by an Escambia County diver and amateur historian. The nation's oldest surviving battleship (BB-2), *Massachusetts* was one of three "Indiana" class, sea-going coastline battleships authorized in 1890 by the United States Congress to be built for the new "Steel Navy." Launched in 1893 and commissioned in 1896, she was just over 350 feet long with a beam of 69 feet and a



draft of 24 feet. *Massachusetts* served in the Spanish-American War and World War I, but quickly became obsolete as a weapon. The ship was loaned to the Army as a target, towed to Pensacola in 1921, scuttled in shallow water, and subjected to artillery tests. After spending 70 of her 100 years under emerald Gulf of Mexico waters, today *Massachusetts* is a giant artificial reef, harboring a myriad of marine life. Although the ship is partially buried under white sand, her gun turrets are awash, and the naval technology that transformed her nation into a major seapower is laid out for all to see.

After extensive historical research and field evaluations, the site of the sunken battleship was determined to be an excellent candidate for Florida's fourth shipwreck Preserve. Detailed site maps, along with the ship's original plans, were incorporated into a formal proposal which was submitted to the Pensacola public in May 1992. A community support organization, Friends of the USS *Massachusetts*, was formed by waterfront concerns, civic groups, and interested individuals to help in the establishment of the new shipwreck park, which was dedicated amid much fanfare on 10 June 1993 - the 100th anniversary of the battleship's launching.

Early in 1993 the Florida Division of Historical Resources sent another mailing to more than 2,000 waterfront organizations throughout the state, soliciting



nominations for additional Preserve candidates. Responses to the mailing included a Broward County nomination from a local charter boat captain who urged consideration of **SS *Copenhagen***, a wrecked steamship in shallow water off Pompano Beach. The nomination was

supported by the Marine Archaeological Council (MAC) of Broward County, which has conducted work on several local shipwreck sites, including *Copenhagen*, as well as by local dive shops and county government. Working with MAC and the Broward County Office of Natural Resource Protection, state archaeologists assessed the proposed Preserve and helped to organize a local support group, which became known as the *Copenhagen* Clan (the ship had been owned by a Scottish firm).

Composed of state and county officials, local divers, fishermen, and charter boat businesses, the Clan became an effective community force that actively pursued the establishment of the fifth state Underwater Archaeological Preserve, which was opened in June 1994. The *Copenhagen* Preserve has since become one of the most popular diving destinations in south Florida, and is visited regularly by tourists from this country and abroad.

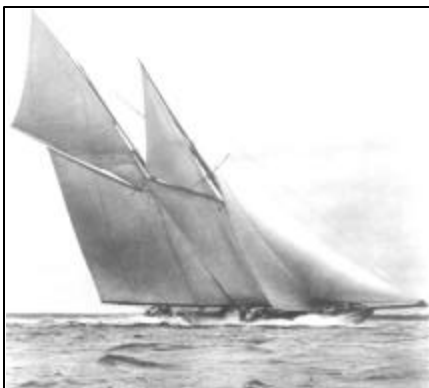
In 1994 five shipwrecks off Panama City in Bay County were nominated as Preserve candidates. A survey of all the sites was conducted, including historical and archaeological research, and each was ranked based on its suitability to become a Preserve using criteria developed during previous projects. The

shipwreck judged to be the best candidate was **SS *Tarpon***. This merchant steamer plied the Gulf of Mexico between Mobile, Alabama and Carabelle, Florida, but in 1937 sank fully loaded off Panama City in a gale with considerable loss of life. A community



support organization, Friends of *Tarpon*, was organized and helped to make the Preserve a reality. *Tarpon* was dedicated as Florida's sixth Underwater Archaeological Preserve in 1997 and, at 100 feet deep, is the only Preserve requiring Advanced-level diving skills.

In 1997 the Florida Division of Historical Resources received a nomination for



a Preserve at the wreck of ***Half Moon*** from a local Miami diver and amateur historian. Research on Miami shipwrecks and maritime history identified the shipwreck as a prime Preserve candidate. Located in shallow water just off Key Biscayne, *Half Moon* was a popular snorkeling and diving site but its history was not known. Through cooperative research by state personnel, maritime

historians in Germany and England, and descendants of the vessel's owner, *Half*

Moon's identity and history were verified. The vessel was a sleek racing yacht named *Germania*, built in Germany in 1908, but it ended its days off Miami as a permanently moored fishing barge before being wrecked in a storm in the 1930s. A community support organization, Friends of *Half Moon*, was formed to guide the establishment of the Preserve and a graduate student at the University of Miami's Rosenstiel School of Marine & Atmospheric Science chose the wreck as the subject of his master's project. *Half Moon* was officially designated a Preserve in 2000.

In 2002, the Florida Division of Historical Resources received a nomination for a Preserve from the Marine Archaeological Research & Conservation Reporting (M.A.R.C.) organization, a group of avocational underwater archaeologists based in south Florida. Their research on east coast shipwrecks and maritime history identified the wreck of ***Lofthus*** as a prime Preserve candidate. Located in 20 feet of water off Boynton Beach, *Lofthus* met the necessary criteria to become a Preserve, including public accessibility, archaeological integrity, and abundant marine life. In the summer of 2002, M.A.R.C. participated in a field recording class conducted by the Maritime Archaeological & Historical Society (MAHS). The wreck was mapped and photographed and an accurate site plan was produced. Historical research conducted by M.A.R.C. and personnel with the Florida Division of Historical Resources completed the vessel's documentation. The following document, a proposal for the establishment of *Lofthus* as Florida's eighth Underwater Archaeological Preserve, is the result of these efforts.



HISTORY OF *LOFTHUS*

Vessel History

The vessel now wrecked off Manalapan was built at the T.R. Oswald shipyard in Sunderland, England, and was launched under the name *Cashmere* on October 5, 1868, in the heyday of metal sailing ships. The vessel's recorded dimensions were 222.8 feet in length, 36.7 feet in beam, a depth of hold of 22.7 feet, and 1,277 gross tons with two decks. The ship's hull was of riveted iron construction and it was rigged as a barque with three masts (the foremast and mainmast were square-rigged while the mizzenmast was fore-and-aft rigged). *Cashmere* was owned by the Liverpool Shipping Company and managed by H. Fernie & Sons; used in the East Indian trade, the vessel had false gunports painted along her sides to deter Sumatran and Javanese pirates. In 1897, *Cashmere* was sold to a Norwegian named Henschien, renamed *Lofthus*, and transferred to the American trade.

On February 4, 1898, while en route from Pensacola to Buenos Aires with a cargo of lumber, *Lofthus* was wrecked on the east coast of Florida. The local sea-going tug *Three Friends* (which usually was engaged in running guns to Cuba) attempted to assist the stranded barque, but she was high on the beach and quickly being pounded to pieces by waves. The crew of sixteen men was saved but the vessel was a total loss. While stranded on the beach, *Lofthus'* Captain Fromberg, traveling with his family, entertained local residents and gave the ship's dog and cat to one family.

After being stripped of all useable items, the wreck was sold along with 800,000 feet of lumber stowed in the hold for \$1,000. In September 1898, the hull, which was not nearly so valuable as the cargo, was dynamited so that the lumber could be salvaged. Interestingly, the barque *Oh Kim Soon* was wrecked in almost the same location one year earlier, causing confusion for many years as to which wreck was which.

The Age of Iron Sailing Ships

By the 1840s, ship builders were turning to metal materials for ships in place of traditional wooden construction. Though most of the new vessels took advantage of the burgeoning technology of steam propulsion, many sailing ships also were built of iron and, later, steel. The advantages of iron construction were touted by engineering firms that specialized in metalwork and that often produced vessels without the aid of shipyards. These advantages included: strength combined with lightness, great capacity for stowage, safety, speed, durability, economy in repair, cost, and the need for fewer crew members. By the early 1850s, the cost of a new iron vessel was less than the cost of a comparable wooden vessel. Nevertheless, the wooden sailing vessel remained predominant until the development of the compound steam engine.

With the expansion of the global economy and improvements in shipping conditions – from the installation of lighthouses and navigational aides, to the widespread use of telegraphs to announce arrivals and to arrange the next shipment of goods – iron vessels began to be more widely used. Advances in ironworking technology and the increasing availability of cheaply manufactured iron heralded the development of iron rigging and deck machinery, including standing and running rigging, masts, yards, pumps, and winches. By the 1870s, with iron cheap and easily produced and repair facilities available worldwide, iron ship construction finally surpassed wooden construction. In Britain, particularly, iron ship construction was a major business. Britain was the major exporter of coal to fuel steamships, so out-bound sailing vessels could count on a profitable cargo, returning with goods from all over the world. The post-Civil War American internal focus on rebuilding the nation eliminated the United States as a major competitor to British foreign shipping, further contributing to Britain's shipbuilding industry. Between 1860 and 1890, the price of new iron sailing vessels in Britain fell by one-third, which in turn encouraged new investment in sailing tonnage and allowed British shipping to compete with the huge Canadian wooden shipbuilding industry. British shipyards churned out hundreds of iron and steel vessels until the collapse of the market in 1897.

In that year, a resurgence of steam-powered shipping took place as a result of the recovery of the freight market accompanying the outbreak of the Spanish-American and Boer Wars. Together with an increase in insurance costs for sailing vessels and improvements in the compound steam engine, the economic viability of sailing shipping fell below that of steam shipping and large iron and steel sail-powered vessels ceased to be built in significant numbers. Those that survived generally were employed in carrying bulk cargoes, such as timber and lumber, grain, cotton, guano, and coal.

The Norwegian Connection

Norwegian shippers were major buyers and operators of old sailing vessels, both wood and metal. Norway lacked the capital, backing, and resources to build large vessels of its own, but the country did have an abundance of skilled maritime manpower to operate ships. Older vessels near the end of their working life could be purchased for a fraction of their building cost and then operated until they completely wore out (or were wrecked), turning a tidy profit for the owner. Norwegian shipping companies focused on tramp shipping and cross trading (rather than passenger operations) and their ships, including *Lofthus*, hauled bulk goods across the oceans of the world.

CURRENT CONDITION OF *LOFTHUS* (8PB10360)

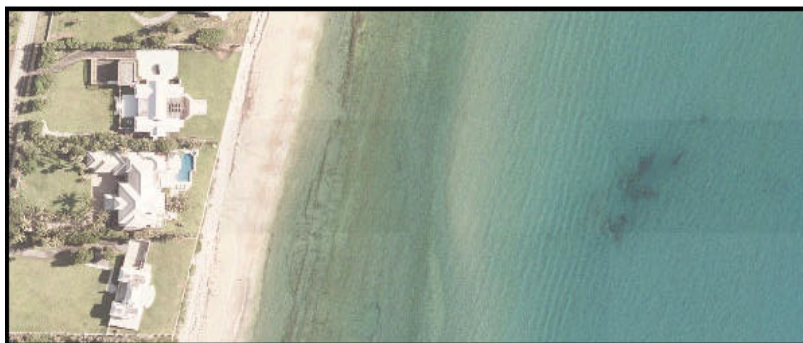
Location

The wreck of *Lofthus* is situated approximately 175 yards off the shore of Manalapan and $\frac{3}{4}$ of a mile north of Boynton Inlet at DGPS coordinates $26^{\circ} 33.776$ N and $80^{\circ} 02.309$ W. The site is marked as unidentified wreck #133 on NOAA Chart 11466 and is in 15-20 feet of water. Wreckage rises as much as 6 feet off the sea floor. The *Lofthus* shipwreck is listed as site number 8PB10360 in the Florida Master Site File at the Division of Historical Resources in Tallahassee. As with all other historical and archaeological sites on public uplands or submerged bottomlands, title to its remains is vested with the State of Florida's Division of Historical Resources, under Chapter 267 of the Florida Statutes. This law forbids unauthorized disturbance, excavation, or removal of artifacts, in order to protect the site for the people of Florida.



Physical Description of Site

The 223-foot long iron sailing vessel grounded on a flat sandy bottom with her bow pointing northeast on a heading of 42° . After wrecking, the ship was dynamited to remove the cargo of lumber which was valued more than the old and damaged hull. This action produced the scattered and disarticulated features seen today.



Features of the barque still are recognizable, however, including deck beams, an iron mast, rivets, and hull plates.

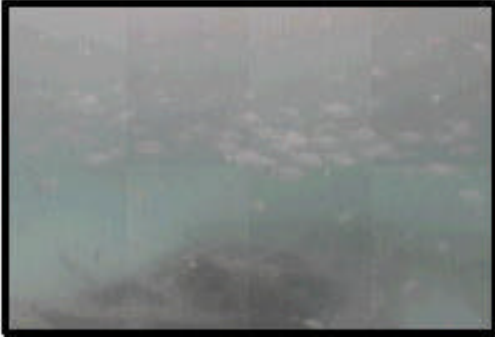


Sand movement due to storms and wave action at this site is considerable, causing large portions of wreckage to periodically cover and uncover.



Biological Description of Site

The wreckage provides an ideal haven for a diverse array of marine life. Soft corals thrive on the iron hull while cavities beneath the deck provide a haven for damsel fish and spiny lobsters. Southern stingrays hide in the sandy flats between hull sections. Colorful tropical fish inspect all visitors to their home and aggressive sergeant-majors defend their niches. Scorpionfish may be seen glaring out from their burrows under deck beams. Despite frequent visitation to the wreck by fishermen and divers, there is little litter or debris.



Today, the sunken *Lofthus* teems with marine life; features of the once-sleek barque are recognizable on the white sand bottom, providing a magical adventure for the underwater visitor. Yet, many who come across the broken wreckage have little knowledge of the ship's history and the circumstances that conspired to leave her a permanent resident of the waters off Boynton Beach.

BENEFITS OF ESTABLISHING AN UNDERWATER PRESERVE

The development of South Florida has always been accompanied by the growth of water sports and aquatic recreation. The proliferation of the dive charter and instruction industry along this part of the state's coastline has been in response to the demands of local residents and seasonal visitors. South Florida has become a mecca for divers from around the world, and the sport's popularity is growing each year. According to an annual report by the Behavioral Science Research Corporation/Tourist Development Council, in 2000-20001 Palm Beach County alone had over 170,000 visitors who participated in water activities such as diving, boating, and fishing. Divers are looking for new and unique locations for underwater visits, with a growing awareness of the need to protect the marine environment.

In a 1985 concept paper entitled "Development of a National Underwater Parks Plan" for the President's Commission on the American Outdoors, the Professional Association of Diving Instructors (PADI) established the need for more underwater parks, since "increasingly, scuba divers are finding it difficult to locate adequate places to participate in their chosen activity." PADI's primary argument for the establishment of underwater parks was based on its observation that "all well-planned underwater parks currently in existence are heavily used by divers," and that "more underwater parks specifically designed for divers are needed." One of the paper's main points was that "it is not enough to merely establish aquatic ecological preserves or sanctuaries without the thought of how the area should be developed for use by recreational divers."

The PADI paper also listed advantages of its proposed plan for more parks:

1. Increased protection of precious, unique, and popular aquatic environments.
2. Increased access by scuba divers to coastal and inland aquatic environments.

3. Increased opportunity for local aquatic-oriented businesses near newly developed underwater parks.
4. Increased opportunity for local support businesses (hotels, restaurants, etc.).
5. Increased income by state recreational departments and/or federal agencies from usage fees, concessions, etc.
6. Creation of new jobs, i.e., biologists, rangers, fish and game officials, support services personnel, lifeguards, etc.

The creation of a new Preserve will represent an added attraction for visitors to Palm Beach County. An underwater destination such as *Lofthus* fits neatly into three categories of tourism:

Recreational Tourism – as a watersports destination.

Heritage Tourism – as an historical shipwreck reflecting local maritime heritage.

Eco-Tourism – as an interpreted marine habitat.

It is clear that creation of a shipwreck park at the site of *Lofthus* will benefit all interested parties, and can provide important returns, both financial and historical, for the community as a whole. The key to the successful establishment of a new Preserve will rest in the hands of those who are willing to promote the idea within the community and to participate in the protection and maintenance of the park, once it is established.

As an area set aside for enjoyment by the public and protection by the state, an Underwater Archaeological Preserve is an experiment in cultural resource management. These Preserves are of past and future historical value and can provide a means of education through recreation for generations to come. Furthermore, they allow the public a chance to participate in local historic preservation. Shipwreck Preserves have worked quite well in other regions of Florida and have given local communities a sense of stewardship and pride in their submerged historic sites. By establishing a similar Preserve in Boynton Beach, residents and visitors will have the opportunity to be better informed and to become

more aware of the long-term value of preserving a historic shipwreck in its natural setting. This local involvement strengthens a community's ties with the past, while enhancing recreation and tourism in the present.



SUGGESTED CONSIDERATIONS FOR THE ESTABLISHMENT OF THE *LOFTHUS* PRESERVE

1. After compiling a collection of historical material on *Lofthus*, and completing a preliminary assessment and site plans of the ship remains, additional research in both areas could be undertaken to more fully understand the site. This could also include conducting a more detailed biological assessment of the marine life that inhabits or frequents the wreck. Active participation of the local historical and waterfront communities is recommended to accomplish these tasks.
2. A **Friends of *Lofthus*** organization should be created and sustained to include civic and business leaders, members of the waterfront community, officials from the city, county, and state, and interested private citizens. The Friends will act as an official non-profit body to oversee planning, implementation, and future maintenance of the Preserve. The Friends will supervise the formation of committees to accomplish various tasks in the Preserve's establishment.
3. As with the other Florida Preserves, a bronze plaque should be placed on the site to designate the shipwreck as an Underwater Archaeological Preserve and Florida Heritage Site.
4. The Florida Department of State, Division of Historical Resources will prepare, print, and distribute a brochure similar to those designed for existing Underwater Preserves. The brochure will briefly review the history of *Lofthus*, give directions to the site, and orient visitors to the historical and natural features of the shipwreck.
5. Using current site plans, an underwater laminated field guide can be devised to guide visitors around the site, to point out prominent features of the wreck, and to interpret marine life commonly found in the area. This underwater guide can be made available at a nominal fee to the public through local waterfront businesses,

and a portion of the proceeds can be set aside by the Friends for a small site maintenance fund.

6. The shipwreck *Lofthus* should be nominated to the National Register of Historic Places.
7. A shore-based exhibit about *Lofthus* should be developed to acquaint those who do not visit the site with its history and present situation. The exhibit should be housed in a publicly accessible and frequently visited place and should include photographs, artifacts (if available), plans, and drawings.

Letters of support for the *Lofthus* Preserve should be sent to:

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Underwater images were produced by the Florida Division of Historical Resources, Bureau of Archaeological Research and by M.A.R.C. Historic photo of *Lofthus* is courtesy of the Boynton Beach Historical Society. *Lofthus* site plan and photomosaic were produced as a result of the MAHS training class attended the by M.A.R.C. team.

For additional information about Florida's Underwater Archaeological Preserves, or to obtain copies of this proposal, please contact:

Underwater Archaeological Preserves
Florida Bureau of Archaeological Research
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