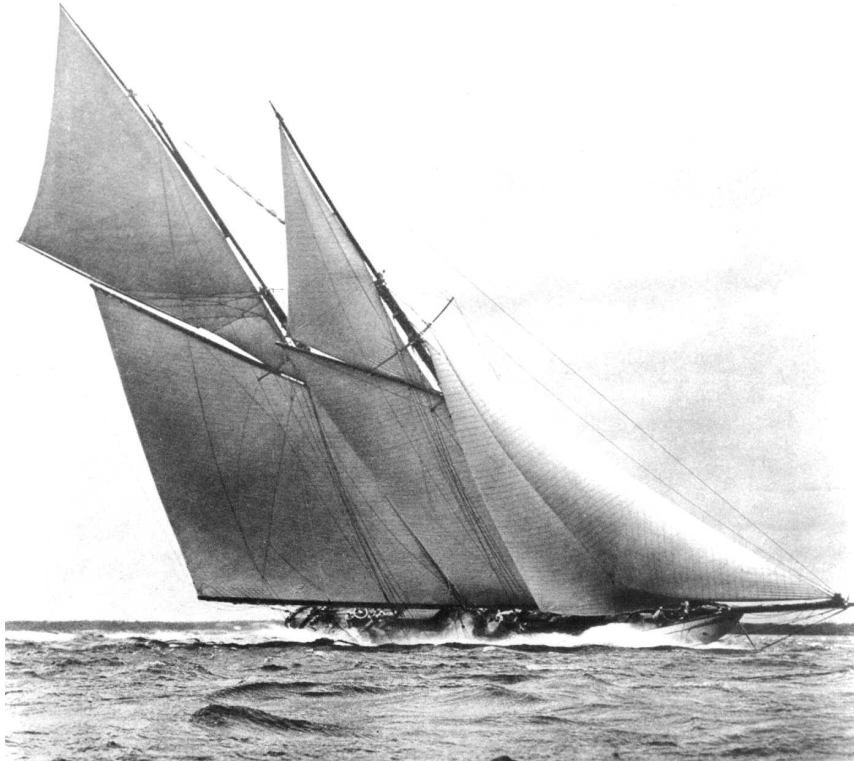


A Proposal to Establish the Shipwreck *Half Moon* as a State Underwater Archaeological Preserve



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Abstract

Objective

To propose the establishment of a state Underwater Archaeological Preserve at the submerged site of *Half Moon*, the remains of a German-built racing yacht wrecked in shallow water off Key Biscayne near Miami, Florida, and nominated to become the seventh 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 Key Biscayne, Miami, and Dade County.

Florida's program of shipwreck parks began in 1987 with the designation as a Preserve 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. The latest Preserve was established in 1997 off Panama City at the wreck of SS *Tarpon*, a merchant vessel. 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 alike.

Half Moon is a 154-feet-long chrome-nickel steel yacht built in Germany in 1908. Christened *Germania*, the racing yacht had several lives before being brought to Miami in the 1920s for use as a floating casino and restaurant. A savage storm in 1930 left the yacht wrecked on a shoal outside Bear Cut where it has become an artificial reef teeming with marine life. As an easily-accessible historic shipwreck, *Half Moon* 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 and international historians and divers, and 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 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 in preparation of the site for a Preserve are: a biological inventory and assessment of marine life on the wreck; preparation and installation of an underwater plaque designating the site as a state Preserve; printing of a brochure detailing the ship's history and its present situation; designing of a laminated underwater guide map that can be used to orient diving and snorkeling visitors to the features of the site; and a shore-based exhibit with photographs and artifacts.

Proposal

Introduction

Florida's Underwater Archaeological Preserves are partnerships between government and the public to manage and to 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 through a series of criteria such 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 endeavor between the public and private sectors. Input generated by the proposal will help to devise methods of site enhancement, interpretation, and protection that are appropriate for the new Preserve 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.

As a means of education and preservation through recreation, shipwreck parks are a relatively new phenomena. 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 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 printed, 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 this option 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 first-hand 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 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 to the site was prepared. The *Hawkinsville* Preserve was opened in June 1992 and remains to date 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). Comprised 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 destination in south Florida, and is visited regularly by tourists from this county 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. The criteria used to make the determination, developed during previous underwater Preserve projects, included historical significance, archaeological integrity, aquatic life, water conditions, and public accessibility and interpretation. At the conclusion of the survey 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.

In 1997 the Florida Division of Historical Resources received a nomination for a new Preserve from Terry Helmers, local Miami diver, amateur historian, and avocational underwater archaeologist. Helmers' research on Miami shipwrecks and maritime history identified the wreck of ***Half Moon*** as a prime Preserve candidate. Located in shallow water just outside Bear Cut off Key Biscayne, *Half Moon* met the necessary criteria to become a Preserve, including public accessibility, archaeological integrity, and profuse marine life. Historical research began in 1999 and in April and May of 2000 a team composed of Dr. Roger C. Smith and Della Scott of the Florida Bureau of Archaeological Research (BAR) and graduate student Michael Beach of the University of Miami's Rosenstiel School of Marine and Atmospheric Science (RSMAS) recorded the shipwreck and completed historical documentation. A community support organization, Friends of *Half Moon*, has been formed to guide the establishment of the Preserve. The group includes Terry Helmers of the University of Miami, Dr. John Gifford of RSMAS,

Christopher Eck and John Ricisak of Miami-Dade Historic Preservation Division, Theodora Long of the Biscayne Nature Center, Joan Gill Blank of Key Biscayne, Jim Adams and Rob Stewart of Biscayne National Park, Sasha Boulanger of South Beach Divers, Inc., Robert Arnove of RJ Diving Ventures, Inc., Susan Cocking of the *Miami Herald*, and other local individuals and businesses. The following document, a proposal for the establishment of *Half Moon* as Florida's seventh Underwater Archaeological Preserve, is the result of these efforts.

History of *Half Moon*

Half Moon has led many different lives from the moment she was conceived on the drawing board until she wrecked on a shoal near Miami, Florida. She played a part in an international incident at the beginning of World War I, and was owned by a German count and an American Navy official. Although her life afloat ended as a near-derelict before being sunk in a storm, her days are far from over. The yacht's final role, given public interpretation and protection, can be established as a unique historical and ecological wonder to be shared by generations to come.

World-Class Racing Yacht

Krupp Germania-Werft built *Half Moon*, christened *Germania*, in Kiel, Germany in 1908. She was designed by the well-known German yacht designer Dr. Max Oertz and was constructed of chrome-nickel steel. The 366-ton, two-masted racing yacht carried 15,000 square feet of canvas and was designated a "schooner yacht." The vessel was a wedding gift from Bertha Krupp, the daughter of the Krupp Germania yard owner, to her husband Count Gustav Krupp von Bohlen und Halbach, and the newlyweds spent their honeymoon on the yacht. As a racing yacht, *Germania* won the German Emperor's Cup and competed in the Cowes Regatta in England, as well as in the premier German yacht races at Kiel.

Germania had a sister ship named *Meteor*, which also was designed by Dr. Oertz and was owned by Kaiser Wilhelm II. When war broke out in 1914, *Meteor* and *Germania* were in England preparing for the Cowes Regatta. Concern for the yachts prompted German Prinz Heinrich aboard a destroyer to attempt to bring them home. He took *Meteor* in tow, since neither yacht had auxiliary power, and ordered the captain of *Germania* to set sail for Germany. Perhaps in haste, the prince neglected to inform *Germania*'s captain of the severity of the situation. As a result, *Germania* stopped in Southampton to take on a supply of fresh water, unaware that war had been declared. On the morning of 4 August 1914, *Germania* was detained in port by British Officers of Customs as a prize of war and her captain and crew became some of the first German prisoners of World War I.

A German Aristocrat becomes American

After being condemned as a prize of war and deteriorating in port, *Germania* was auctioned in 1917 for £10,000 sterling to Mr. H. Hannevig, a Norwegian resident in London. Hannevig then transferred ownership of the vessel to his brother, Christoffer Hannevig, who renamed her *Exen*. The Hannevigs sailed *Exen* across the Atlantic to New York, where she remained for several uneventful years. Upon Hannevig's bankruptcy, his estate was forced to sell *Exen*. On 14 July 1921, former Assistant Secretary of the Navy Gordon Woodbury purchased the yacht from Hannevig's estate for the sum of \$10,000. He renamed her *Half Moon*, after 17th-century explorer Henry Hudson's ship.

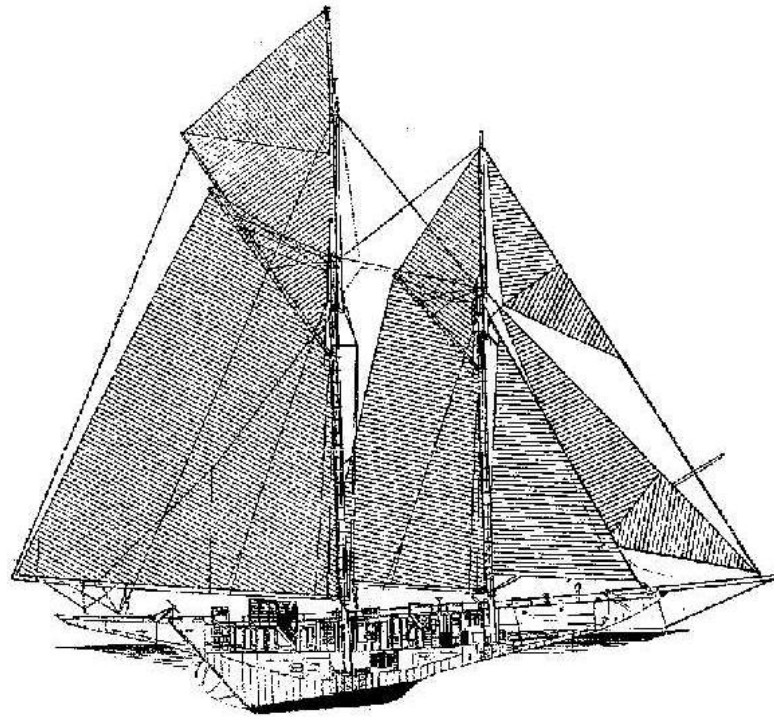


Figure 1. Cross-section and sail plan of the Schooner Yacht *Germania*. Courtesy of Dr. Gerhard Schön.

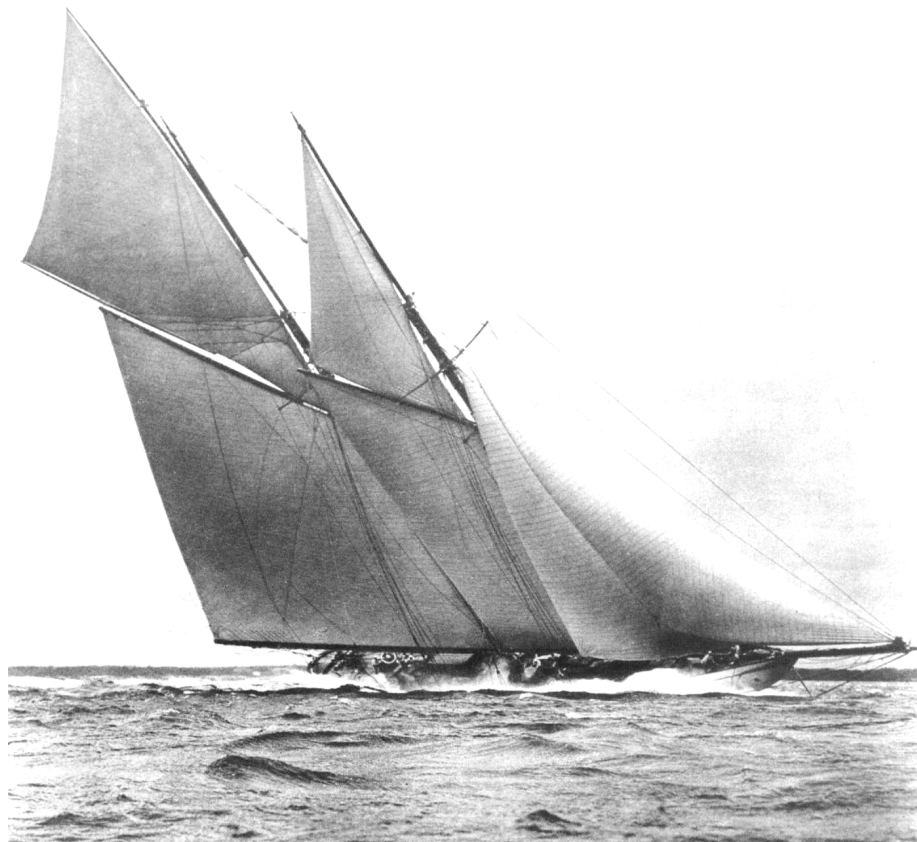


Figure 2. *Germania* racing at Cowes, England in 1908. Courtesy of the Deutsches Schiffahrtsmuseum.

Woodbury spared no expense in refurbishing the ship and outfitted her in 1922 to sail to the South Seas. Meanwhile, several articles appeared in the New York press concerning the yacht, its history, and Woodbury's intended use of the vessel. Subsequent rumors abounded that the yacht had belonged to the Kaiser himself. Woodbury had many photographs of his newly refitted yacht taken and proudly invited friends and relatives to come aboard.

Half Moon's voyage to the South Seas began with an unexpected calamity. In January 1922, an intense storm off Cape Charles, Virginia, badly damaged the yacht and she nearly sank with all hands, including her new owner. Fortunately, the ship and crew were rescued and towed into Hampton Roads by the Standard Oil Tanker *Japan Arrow*. Woodbury later described the episode as the “. . . worst experience of my whole life.” The ship's quartermaster, John Stolvig, lost his life when he was washed overboard by violent waves that smashed the forecastle and lazarette hatches. The captain and the crew were publicly recognized for their seamanship in keeping the vessel afloat. Woodbury returned to New York to recuperate while repairs to his yacht were made at Newport News. *Half Moon* soon was put on the market and Woodbury's plans for a South Seas voyage came to an end.

Half Moon Arrives in Miami

After repairs, *Half Moon* returned to New York where her masts and spars were removed by Mr. B. Madsen, who had been contracted by Woodbury to look after the yacht. Madsen returned Woodbury's ensigns, as well as coins that he found under the masts. The vessel was sold for \$10,000 to Charles D. Vail, who apparently cut off the lead keel and attempted to sell the hull for scrap. However, by 1926, *Half Moon* turned up in Miami, where she endured the hurricane of 1926, but sank in the Miami River. As a hazard to navigation, she was raised soon afterward.. By 1928, the yacht was acquired by Capt. Ernest D. Smiley, who used her as a fishing barge and cabaret. A small tender ferried customers to and from *Half Moon*, which was moored with heavy chains to an offshore reef. Capt. Smiley, his wife, and young son took up residence on the yacht, but in 1930 were caught in a storm and had to abandon the vessel at night after the seas became threatening. They were rescued from their tender and carried ashore; however, *Half Moon* broke free of her moorings and was carried towards her present location—a shallow shoal at the entrance to Bear Cut off Key Biscayne. When the vessel struck bottom, she did so with such force that raising her again proved hopeless.

Capt. Smiley and his wife abandoned *Half Moon*, but continued their maritime enterprises, operating glassbottom boats around Miami and in the Bahamas. Meanwhile, the remains of the once-proud Kaiser Cup racing yacht slowly collapsed and settled into the shoal, entombed over time and home to generations of corals and fish.

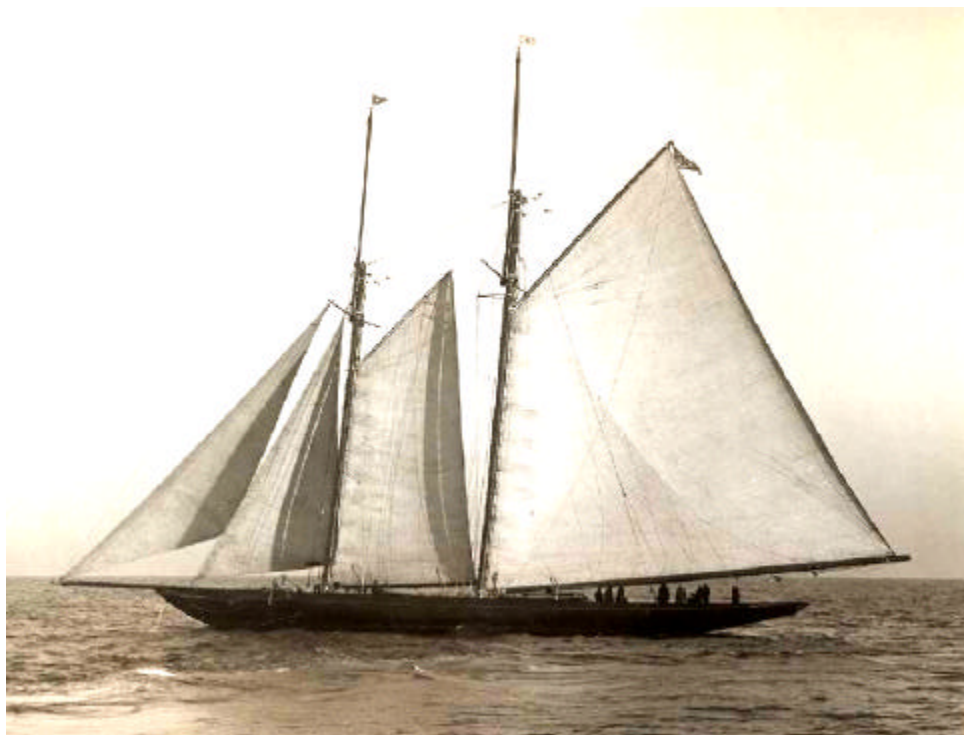


Figure 3. *Germani* renamed *Half Moon* by her new owner, off New York in 1922. Woodbury Collection.



Figure 4. Interior of *Half Moon*'s pilot house with chart table and instruments. Woodbury Collection.

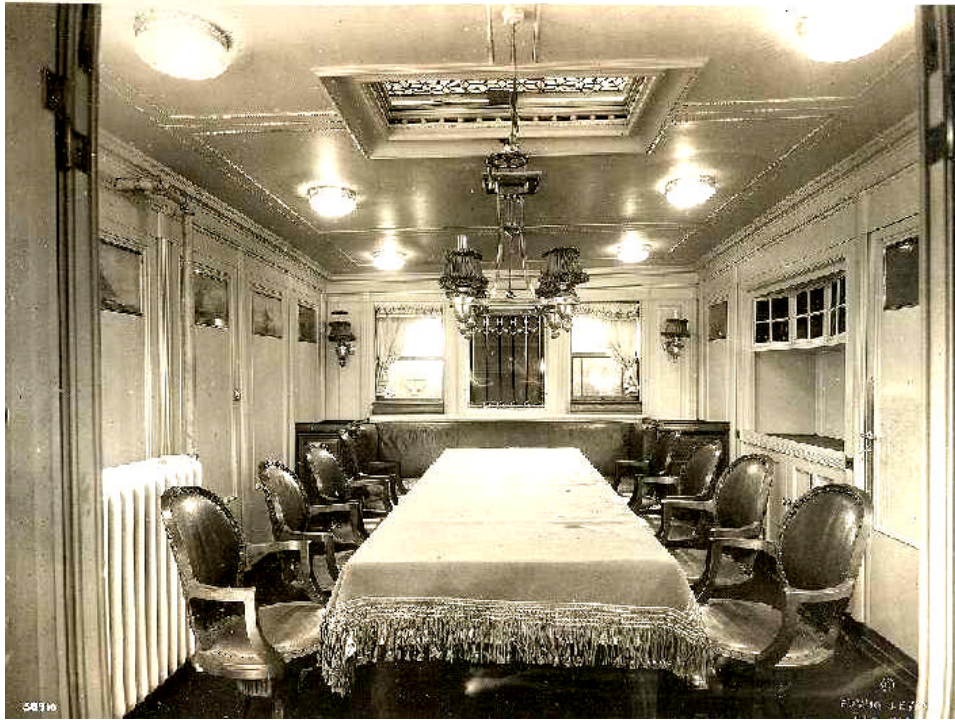


Figure 5. *Half Moon*'s main salon, with dinner seating for ten . Woodbury Collection.



Figure 6. *Half Moon*'s full service galley, with ice box and double oven. Woodbury Collection.

Mystery of *Half Moon*

In 1935, the remains of an uncharted submerged object off Key Biscayne were noted on aerial photographs by the Nautical Charting Division of the National Ocean Service. Field inspection verified that a shipwreck was buried in the sand in shallow water at latitude 25° 43' 37.45" N and longitude 80° 08' 04.66" W. Local inhabitants identified the wreck as *Half Moon*, a steel sailing yacht that had grounded during a northeasterly storm five years previously. The location of the wreck was plotted on nautical charts as a hazard to navigation, and still is shown on present-day charts of the area.

Local diving explorers Terry Helmers, Tom Harshaw, and Bill LeBlanc came across the wreck in the summer of 1987. They subsequently found reference to a ship named “. . . Haroldine, which went ashore off Bear’s Cut on the lump now marked by the bell buoy,” in *The Commodore’s Story* by Ralph Munroe, an early Miami landowner and yachtsman. During the following year, they made sketches and photographs of the site, including a test photomosaic. Helmers contacted Dr. Roger Smith, state underwater archaeologist, inviting him and Professor John Gifford, of the University of Miami’s Rosenstiel School of Marine and Atmospheric Science, to visit the wrecksite in December, 1988. A videotape of the partially-buried steel wreck was made, and the group discussed the possibility that it might be the remains of *Haroldine*. Helmers also contacted the Maritime Archaeological and Historical Society (MAHS) in Washington, D.C., inviting the society to conduct a survey of the site in 1989. Historical research by MAHS revealed that *Haroldine* was a 200-foot-long, 4-masted wooden schooner that sank in 1898. Their subsequent inspection of the site, as well as a field trip by Dr. Gifford and his students, produced additional photography, video, and site plans. This fieldwork cast doubt that the wreck was that of *Haroldine*, which was a larger vessel built of wood.

Helmers discovered that the wrecksite appeared on a 1939 nautical chart, but not on the 1928 chart, suggesting that the wreck had occurred sometime between the two dates. He then located the 1935 survey work undertaken by the National Ocean Services, which first charted the wreck locally known as *Half Moon*. Further research in 1992 turned up newspaper articles published in the *Miami Herald* in 1926 describing the yacht *Half Moon* and indicating that its former name was *Meteor* or *Germania*. Helmers discovered that a series of ocean racing yachts named *Meteor* were owned by Kaiser Wilhelm II of Germany, but that none had ever been to Miami. His research suggested that the wreck probably was that of *Germania*, built in Germany before World War I.

Another exploration of the wrecksite was conducted by the Underwater Archaeology Society of Chicago in April 1992. Additional video was made, as well as a detailed photomosaic and a site plan. The shape of the hull and its overall length suggested that the vessel had been a large, narrow, and fast sailing vessel.

Last Life of *Half Moon*

In 1997, Helmers submitted a formal nomination to the Florida Secretary of State's office for *Half Moon* to be considered as a candidate for the state's seventh Underwater Archaeological Preserve. In response, underwater staff of the Bureau of Archaeological Research began a thorough search of historical sources, confirming the significance of *Germania* and its role in European politics and maritime affairs in the years prior to World War I. They corresponded with Dr. Gerhard Schön, a dentist in Germany who has been researching *Germania* for years in preparation for a book on the sailing yacht. Dr. Schön provided ship's plans of *Germania*, as well as constructional details that could provide a positive identity for the *Half Moon* as *Germania*. In addition, they contacted Dr. Jens Hohensee and Dr. Kristin Lammerting, both of whom are experts on early German ocean racing yachts. Kommodore Otto Schlenzka of the Kiel Yacht Club provided information on turn-of-the-century yacht races in Germany. Historical accounts of the Cowes races in England, in which *Germania* participated, came from the Royal Yachting Association, the Royal Thames Yacht Club, and the Royal Yacht Squadron. David Woodbury, grandson of former Assistant Secretary of the Navy Gordon Woodbury who purchased *Germania* and changed her name to *Half Moon*, provided photographs and news clipping from the 1920s, as well as correspondence relating to his grandfather's ownership of the yacht.

This new information, combined with an additional visit to the site in February 1999, helped to determine that *Half Moon* is an excellent candidate for a new state Underwater Archaeological Preserve. In May 2000, the site was carefully mapped and interpreted in order to prepare this public proposal for consideration of the establishment of the *Half Moon* Preserve.

Current Condition of *Half Moon* (8DA6520)

The wreck of *Half Moon* is situated just outside Bear Cut between Key Biscayne and Virginia Key at DGPS coordinates 25° 43.654 N and 80° 08.069 W. The site is on a shoal near Marker #2; depth varies with the tides, but averages between 3 and 4 feet of water over the wreckage and from 8 to 10 feet to the sand bottom. The *Half Moon* shipwreck is listed as site number 8DA6520 in the Florida Master Site File at the Bureau of Archaeological Research in Tallahassee. As with all other historical or 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.

The 154-foot long yacht came to rest on a flat sandy shoal, with her bow pointing south by southeast on a heading of 165°. After grounding, the yacht became buried above the waterline with the hull listing to port. The starboard side, which was higher in the water column than the port side, appears to have been struck by a larger vessel and is broken outward at the midship point. Features of the yacht still are recognizable, including the bowsprit collar, frames, and wood decking.

Other features include two aft travelers for the main boom, which was 93 feet long; the aft lazarette hatch used for entry to a storage area for dock lines, fenders, and dry stores; the area of the compass binnacle and steering helm; and portholes in the side of the hull. Chocks for docking lines, stanchions for the mainmast, and amidships floors of the lower deck are visible as well. On the bow one can make out the windlass for the port and starboard anchors as well as the hawseholes for anchor lines. The companion-way to the main salon and staterooms is displaced from its original position but is recognizable.

The wreckage provides an ideal haven for a myriad of marine life. Soft corals and sponges thrive on the chrome-nickel steel hull. Cavities beneath the deck provide a haven for damsel fish and juvenile reef fishes. Southern stingrays hide in the sandy flat between the hull and the broken starboard side, and enormous pufferfish glide among the frames. A pair of curious gray angelfish inspect all visitors to their home. Despite frequent visitation to the wreck by fishermen and divers, there is little litter or debris. A number of large drums imbedded in the sand within the hull may have been placed there during an unsuccessful salvage attempt in the past and now are integrated into the wreck.

Today, the sunken *Half Moon* teems with marine life; features of the once-graceful yacht 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 Miami.

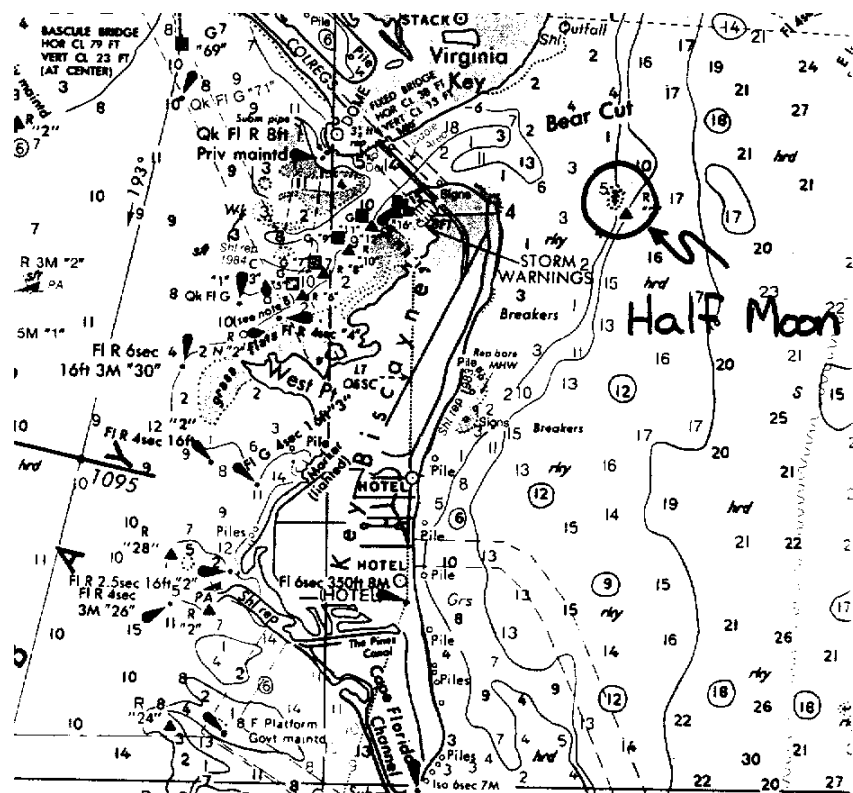


Figure 7. Portion of a nautical chart showing the location of *Half Moon* off Key Biscayne.



Figure 8. View of *Half Moon*'s fantail, partially buried in the sand.



Figure 9. Schools of small snappers and grunts find shelter in the forward compartment of *Half Moon*.

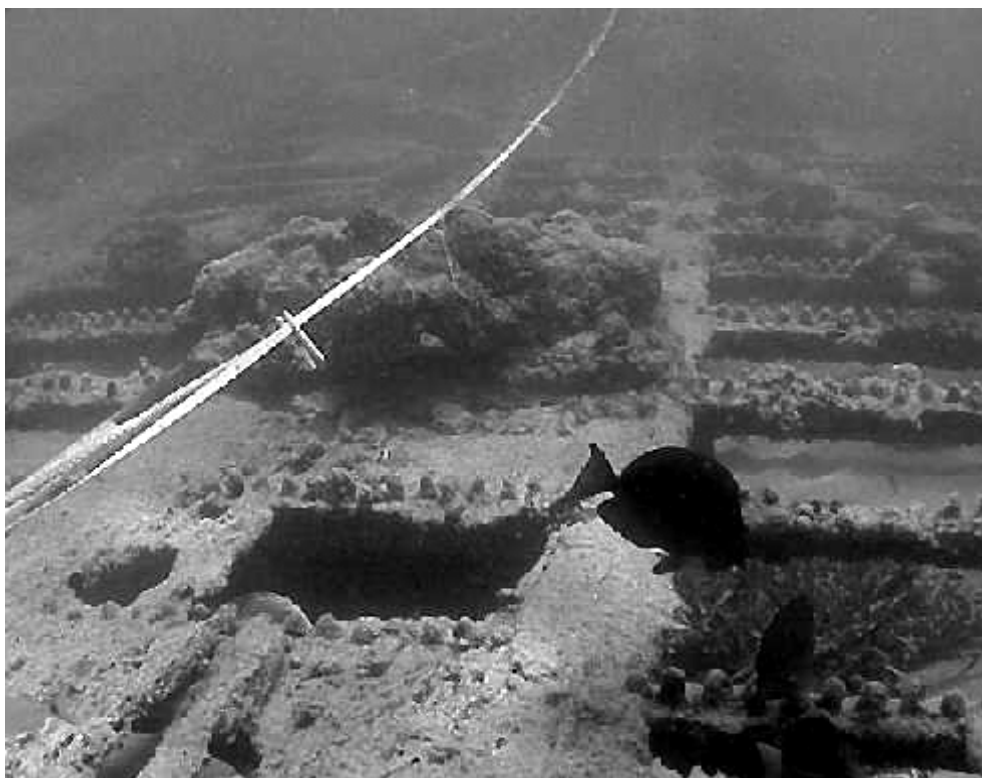


Figure 10. A view looking forward from the after deck of *Half Moon*.



Figure 11. Graduate student intern Mike Beach takes offset measurements of *Half Moon*'s frames.

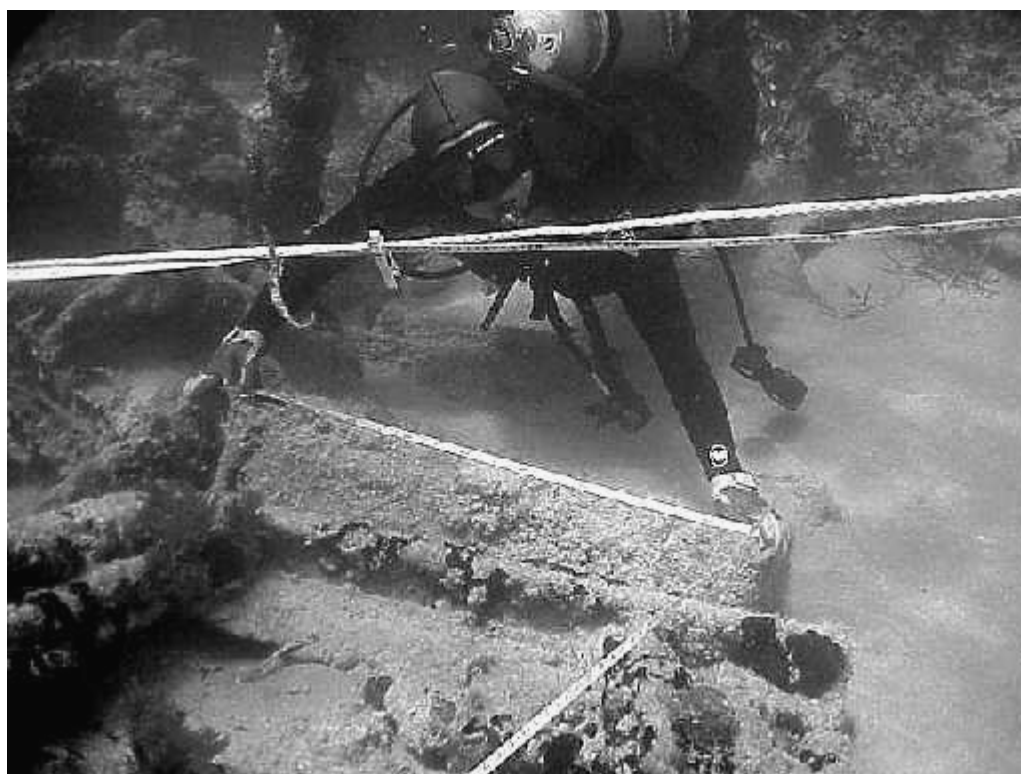
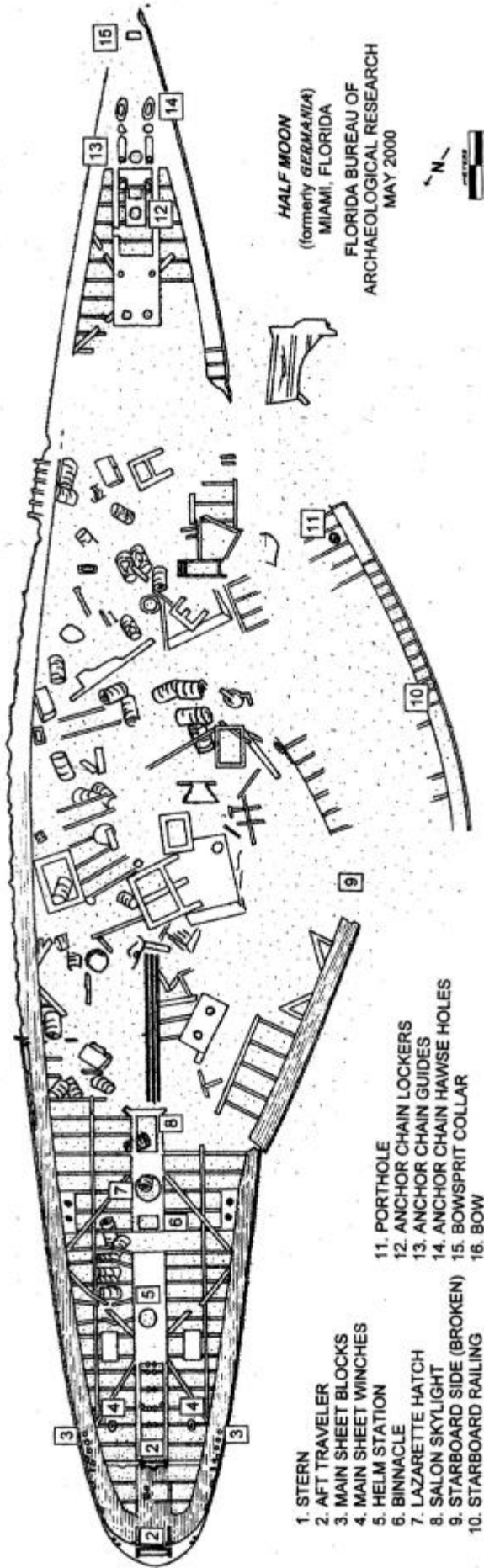


Figure 12. Underwater archaeologist Della Scott measures a feature in *Half Moon*'s forward hold.



HALF MOON
(formerly *GERMANIA*)
MIAMI, FLORIDA
FLORIDA BUREAU OF
ARCHAEOLOGICAL RESEARCH
MAY 2000

1. STERN
2. AFT TRAVELER
3. MAIN SHEET BLOCKS
4. MAIN SHEET WINCHES
5. HELM STATION
6. BINNACLE
7. LAZARETTE HATCH
8. SALON SKYLIGHT
9. STARBOARD SIDE (BROKEN)
10. STARBOARD RAILING
11. PORTHOLE
12. ANCHOR CHAIN LOCKERS
13. ANCHOR CHAIN GUIDES
14. ANCHOR CHAIN HAWSE HOLES
15. BOWSPRIT COLLAR
16. BOW

Benefits of Establishing an Underwater Preserve in Miami-Dade

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. Divers also 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 Miami-Dade. An underwater destination such as *Half Moon* 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 repository of marine life.

It is clear that creation of a shipwreck park at the site of *Half Moon* 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 Miami-Dade, 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 *Half Moon* Preserve

1. After compiling a collection of historical material on *Half Moon*, and completing a preliminary assessment and site plans of her 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 community support organization (CSO) has been created and should be sustained to include additional civic and business leaders, members of the waterfront community, officials from the city, county, and state, and interested private citizens. The CSO will act as an official non-profit body to oversee planning, implementation, and future maintenance of the Preserve. The CSO will supervise the formation of committees to accomplish various tasks in the Preserve's establishment. These tasks should include:
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 to acknowledge organizations and individuals who contributed to the establishment of the Preserve.
4. The Florida 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 *Half Moon*, give directions to the site, and orient visitors to the historical and natural features of the park.
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 CSO for a small site maintenance fund.
6. A shore-based exhibit about *Half Moon* will be developed to acquaint those who do not visit the site with its history and present situation. The display will include photographs, artifacts, plans, and drawings. The exhibit will be housed in the new Biscayne Nature Center for maximum visitor exposure.

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

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