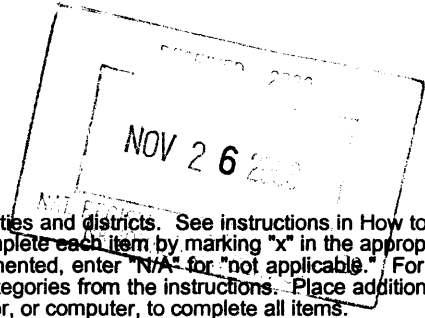


United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Lofthus Shipwreck

other names/site number State Underwater Archaeological Preserve, Cashmere/8PB10360

2. Location

street & number 3/4 mile north of Boynton Inlet, 175 yards offshore n/a not for publication

city or town Boynton Beach vicinity

state Florida code FL county Palm Beach code 099 zip code n/a

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Just Snyder Matthews 11/24/2003
Signature of certifying official/Title Date

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

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register See continuation sheet
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register See continuation sheet.
- removed from the National Register.
- other, (explain) _____

Signature of the Keeper Date of Action 1/06/04

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- buildings
- district
- site
- structure
- object

Number of Resources within Property
(Do not include any previously listed resources in the count)

Contributing	Noncontributing	
0	0	buildings
1	0	sites
0	0	structures
0	0	objects
1	0	total

Name of related multiple property listings
(Enter "N/A" if property is not part of a multiple property listing.)

n/a

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation: Water-related (ship)

Current Functions
(Enter categories from instructions)

Transportation: Water-related (shipwreck)
Landscape: Underwater (underwater site)

7. Description

Architectural Classification
(Enter categories from instructions)

19th-century sailing vessel (barque)

Materials
(Enter categories from instructions)

foundation _____
walls _____
roof _____
other Hull: Metal: Iron

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 36) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record

Areas of Significance

(Enter categories from instructions)

Archeology: Historic--Non-Aboriginal

Period of Significance

1868-1898

Significant Dates

October 5, 1868

February 4, 1898

Significant Person

n/a

Cultural Affiliation

American Period (1821-)

Architect/Builder

T.R. Oswald Shipyard of Sunderland, England

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal agency
- Local government
- University
- Other

Name of Repository

Lofthus Shipwreck
Name of Property

Palm Beach Co., FL
County and State

10. Geographical Data

Acreage of Property Less than 1 acre

UTM References

(Place additional references on a continuation sheet.)

1	1 7	5 9 5 6 4 0	2 9 3 8 2 3 0
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2			

3			
	Zone	Easting	Northing
4			

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Della Scott-Ireton, Archaeologist II & Barbara E. Mattick, Deputy SHPO for Survey & Registration

organization Bureau of Historic Preservation date November 2003

street & number R.A. Gray Building, 500 S. Bronough Street telephone 850-245-6333

city or town Tallahassee state FL zip code 32399-0250

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name State of Florida

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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 amend 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 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 Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 1 **LOFTHUS SHIPWRECK**
Palm Beach County, Florida

SUMMARY

The *Lofthus* Shipwreck/State Underwater Archaeological Preserve (8PB10360) is the site of an iron-hulled barque-rigged sailing ship that was carrying a cargo of lumber from Pensacola, Florida, to Buenos Aires, Argentina, when she ran aground in a storm off Boynton Beach, Florida, in 1898. The wrecksite is in the Atlantic Ocean 175 yards offshore of Boynton Beach, Palm Beach County, in 15-20 feet of water on submerged lands belonging to the State of Florida. The site includes the remains of the 222 foot-long vessel and associated artifacts. Non-contributing resources consist of a cement monument with inset bronze plaque that designates the shipwreck an Underwater Archaeological Preserve and Florida Heritage Site.

SETTING

The wreck of *Lofthus* lies on a sand bottom at a depth of 15 to 20 feet, 175 yards from shore and 3/4 of a mile north of the Boynton Inlet. The sunken ship is situated almost parallel to the shoreline; her bow points northeast on a compass bearing of 42°. The vessel was dynamited shortly after sinking to gain access to the valuable cargo; her disarticulated remains periodically are partially covered by the shifting sand bottom. Water clarity generally is good although variable due to prevailing currents. The wrecksite has attracted much marine life including tropical fish, mollusks, and crustaceans.

DESCRIPTION

The *Lofthus* wrecksite is approximately 290 feet long by 50 feet wide; the bow is to the north. A bronze plaque designating the shipwreck an Underwater Archaeological Preserve is set into a cement monument placed on the sand between the midships and stern sections of wreckage. The non-contributing plaque does not adversely affect the site's historical or archaeological integrity as it is placed away from the shipwreck itself and does not interfere with the wreck in any way. Furthermore, the plaque may easily be removed if necessary.

Shortly after wrecking in 1898, the hull of *Lofthus* was dynamited to facilitate salvage of the cargo of lumber. This action produced a disarticulated and scattered wrecksite. Today, the site is dominated by three main areas of wreckage. The ship's bow is apparent on the north end of the site and includes deck beams and hull elements. In the midships area, deck beams and deck plates together with fasteners, hanging knees, and a worm gear (possibly associated with the vessel's steering mechanism or with a deck-mounted donkey engine) are visible. Toward the stern, a section of iron mast as well as additional pieces of decking and beams protrude from the sand.

SITE INVESTIGATIONS

The wreck of *Lofthus* was nominated in 2002 by the Marine Archaeological Research & Conservation Reporting (MARC) organization (a local avocational archaeology team) to become a State Underwater

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 2 **LOFTHUS SHIPWRECK**
Palm Beach County, Florida

Archaeological Preserve. Upon receipt of the nomination, personnel from the Bureau of Archaeological Research conducted a reconnaissance survey of the wrecksite to determine if it met criteria to become a Preserve, including safe diving conditions, recognizable structure, abundant marine life, and public accessibility. The wreck of *Lofthus* proved to be admirably suited to become an Underwater Archaeological Preserve.

In the summer of 2002, MARC team members participated in a field recording class conducted by personnel from the Maritime Archaeological & Historical Society (MAHS) at the *Lofthus* wrecksite. The wreck was mapped by placing a baseline along the longitudinal axis of the wreck and taking 90° offsets and triangulations to accurately record the position of hull elements and features in order to prepare a site plan. No excavation was performed and no artifacts were encountered. The shipwreck also was recorded through photography and videography which was used to produce a detailed photomosaic site plan. A brochure was prepared that describes *Lofthus*' history and its role as an Underwater Archaeological Preserve and a laminated underwater guide was designed to allow visitors to take a self-guided tour of the shipwreck. In 2003, *Lofthus* was dedicated as Florida's eighth Underwater Archaeological Preserve and the bronze plaque was placed on site. Bureau staff inspects the Preserve at least annually and the MARC team has "adopted" the wreck and takes responsibility for keeping the plaque clean and removing debris.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 1 **LOFTHUS SHIPWRECK**
Palm Beach County, Florida

SUMMARY

The *Lofthus* Shipwreck is significant at the state level under **Criterion D** in the area of **Archaeology: Historic-Non-Aboriginal** because it has stabilized in the marine environment and can, through future archaeological investigation, provide additional information about late 19th-century merchant ships, the combination of metal hulls and sail propulsion in sea-going vessels, and coastal maritime commerce and transportation. Although plans exist for *Lofthus*, as well as for contemporary vessels, builders often made changes that were not reflected in the official blueprints. Additionally, ship captains and sailors often made modifications to their vessels which may only be recognized in the archaeological record. This shipwreck is one of the few remaining examples of iron-hulled sailing vessels that plied the waters of Florida, and the world, in the late 19th century. *Lofthus* represents an element of the tramp sailing commerce that skirted, and occasionally wrecked upon, the shores of Florida.

HISTORICAL/ARCHAEOLOGICAL CONTEXT: 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 wide-spread 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.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 2 **LOFTHUS SHIPWRECK**
Palm Beach County, Florida

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.

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.

VESSEL HISTORY

The iron-hulled barque *Cashmere* was built in Sunderland, England, by T.R. Oswald and launched on October 5, 1868. She was owned by the Liverpool Shipping Company and managed by H. Fernie & Sons. Constructed of riveted iron, the barque measured 222.8 feet in length, 36.7 feet in beam, and had a depth of hold of 22.7 feet. The ship was rated at 1,277 gross tons with two decks and one cemented bulkhead. Like other vessels of her kind, *Cashmere* was intended to travel the waters of the globe in order to make money for her owners; false gunports were 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 as valuable as the cargo, was dynamited so that the lumber could be salvaged.

ARCHAEOLOGICAL SIGNIFICANCE

Lofthus is significant under **Criterion D** because of the high potential for new information the site can yield. Although the wrecked vessel was dynamited to remove the cargo, large portions of wreckage still are

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 3 **LOFTHUS SHIPWRECK**
Palm Beach County, Florida

extant and offer the possibility of examining iron construction techniques for sailing ships. Few, if any, portable artifacts remain on the shipwreck because the hull was thoroughly stripped at the time of its wrecking and salvage. Much architectural information, however, can be learned from the remaining hull structure, including the unique design characteristics of metal-hulled sail-powered ocean-going craft. In particular, changes to the vessel during or after her construction that are not reflected in the official plans would be a valuable addition to the body of knowledge about these vessels. Additionally, *Lofthus* represents a late 19th century part of the collection of wrecked vessels that accumulated on the shallow coasts of the state. These shipwrecks became targets for the wrecking and salvage industry in southern Florida and today are an important and integral element of extant turn-of-the-century maritime cultural resources.

An additional consideration is that *Lofthus* is one of a family of shipwreck sites that have been determined to be historically and archaeologically significant by the State of Florida. *Lofthus* was designated a State Underwater Archaeological Preserve based on its integrity and its potential for public education.

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**NATIONAL REGISTER OF HISTORIC PLACES
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Section number 9 Page 1 **LOFTHUS SHIPWRECK**
Palm Beach County, Florida

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 10 Page 1 **LOFTHUS SHIPWRECK**
Palm Beach County, Florida

BOUNDARY DESCRIPTION

The site boundary of the *Lofthus* Shipwreck/Underwater Archaeological Preserve is defined as a circle of 500 yards radius around the geographic coordinates Latitude 26° 33.776' N, Longitude 80° 02.309' W, lying offshore and below the mean low water mark of the Atlantic Ocean and encompassing the area of vessel wreckage and plaque.

BOUNDARY JUSTIFICATION

The *Lofthus* Shipwreck/Underwater Archaeological Preserve site boundary is based on the observed area of extant wreckage. The purpose of the 500 yard radius around the site is to encompass the scatter of material culture relating to the shipwreck that may have dispersed with wave and current action away from the primary area of wreckage.

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Section number _____ Photos _____ Page 1 **LOFTHUS SHIPWRECK**
Palm Beach County, Florida

PHOTOGRAPHS

- 1.a) *Lofthus* Shipwreck
 - b) Palm Beach County, Florida
 - c) Photographer unknown; courtesy Boynton Beach Historical Society
 - d) Circa early/mid 1890s
 - e) Florida Bureau of Archaeological Research and Boynton Beach Historical Society
 - f) Historic photograph of *Lofthus*
 - g) 1 of 5

- 2.a) *Lofthus* Shipwreck
 - b) Palm Beach County, Florida
 - c) Palm Beach County Dept of Environmental Resources Management
 - d) 2002
 - e) Florida Bureau of Archaeological Research
 - f) Aerial view of shipwreck site, north to top of photo
 - g) 2 of 5

- 3.a) *Lofthus* Shipwreck
 - b) Palm Beach County, Florida
 - c) Marine Archaeological Research & Conservation Reporting
 - d) November 2001
 - e) Florida Bureau of Archaeological Research
 - f) Wreckage, including section of mast with little sand covering, camera facing south
 - g) 3 of 5

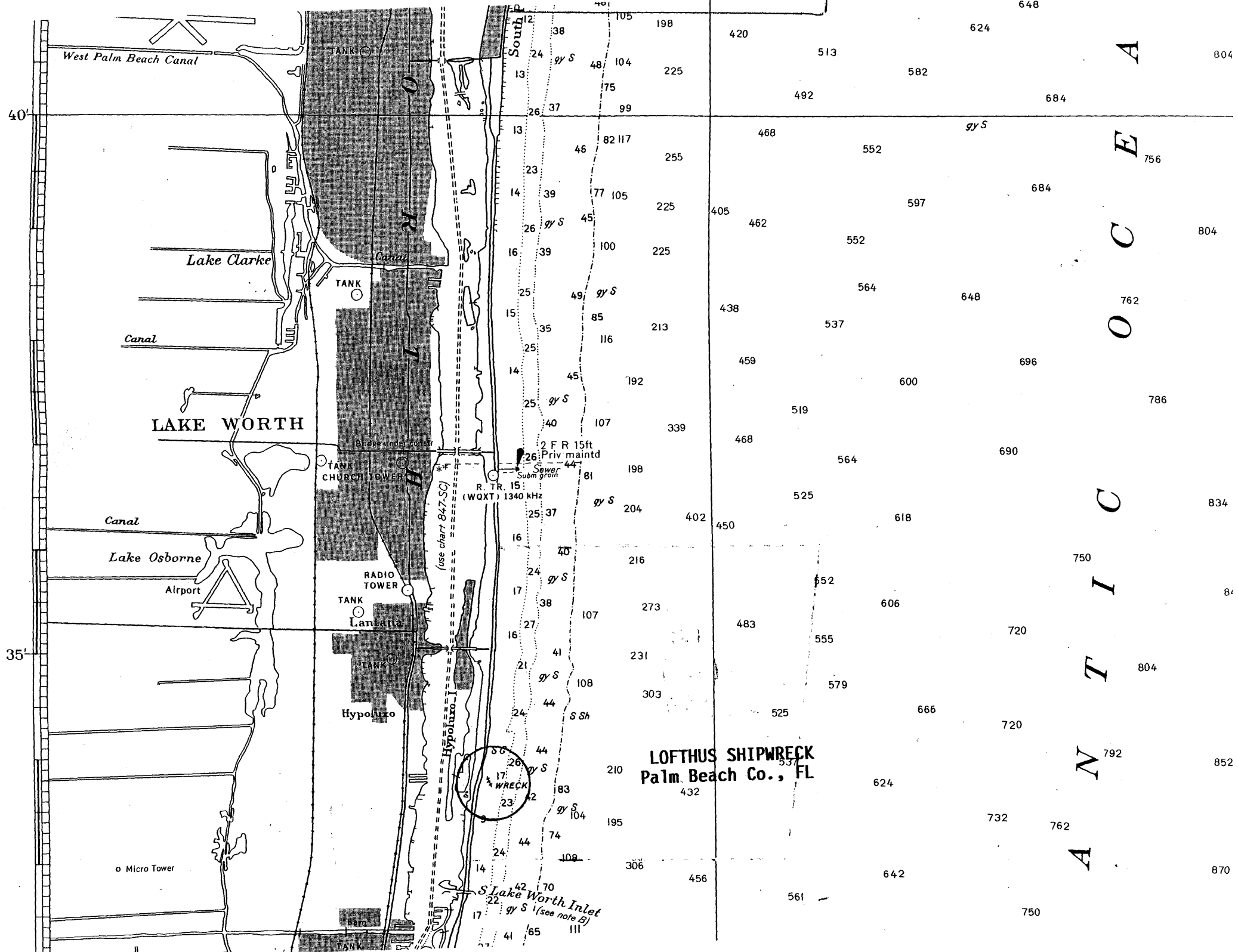
- 4.a) *Lofthus* Shipwreck
 - b) Palm Beach County, Florida
 - c) Marine Archaeological Research & Conservation Reporting
 - d) December 2001
 - e) Florida Bureau of Archaeological Research
 - f) Wreckage, including section of mast (same as above) with much sand covering, camera facing south
 - g) 4 of 5

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Palm Beach County, Florida

- 5.a) *Lofthus* Shipwreck
- b) Palm Beach County, Florida
- c) Marine Archaeological Research & Conservation Reporting
- d) February 2002
- e) Florida Bureau of Archaeological Research
- f) Section of wreckage showing inverted decking, camera facing north
- g) 5 of 5



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LOFTHUS SHIPWRECK
 Palm Beach Co., FL

(use chart 847-SC)
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 S Lake Worth Inlet
 (see note B)

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35'

West Palm Beach Canal

Lake Clarke

LAKE WORTH

Lake Osborne

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RADIO TOWER

CHURCH TOWER

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