

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 01000531

Date Listed: 05/31/01

Half Moon (shipwreck)
Property Name

Dade
County

FL
State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for Grika Martin Serbert
Signature of the Keeper

5/31/01
Date of Action

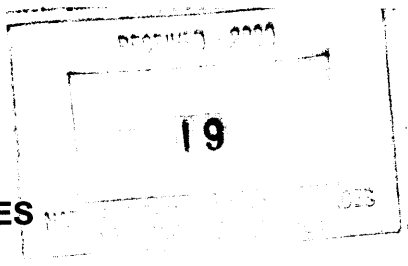
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Amended Items in Nomination:

- *The nomination is amended to remove Criterion A.
- *This amendment was discussed with the Deputy State Historic Preservation Officer, Ms. Barbara Mattick on 5/31/01.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)



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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 Half Moon

other names/site number Germania, Exen, Half Moon Staate Underwater Archaeological Preserve, Bear Cut Wreck/DA6520

2. Location

street & number Outside Bear Cut off Key Biscayne n/a not for publication

city or town Miami vicinity

state FLORIDA code FL countv Miami-Dade code 025 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.)

Paul Snyder Matthews 4/10/2001
 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 5/31/01

Verika Martin Seibert

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	5	objects
1	5	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)

20th-century schooner-rigged racing Yacht

Materials
(Enter categories from instructions)

foundation Metal: Chrome-nickel steel (hull)

walls

roof

other Metal: Chrome-nickel steel

Wood

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)

- Recreation _____
- Social History _____
- Archaeology: Historic-Non-Aboriginal _____
- _____
- _____
- _____

Period of Significance

1908-1930

Significant Dates

1908
1930

Significant Person

n/a

Cultural Affiliation

American Period (1821-)

Architect/Builder

Oertz, Dr. (Ing) Max/Krupp Germania-Werft of Kiel, Germany

Primary location of additional data:

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

Name of Repository

Half Moon
Name of Property

Miami-Dade Co., FL
County and State

10. Geographical Data

Acreege of Property Less than 1 acre

UTM References

(Place additional references on a continuation sheet.)

1	1 7	5 8 6 8 2 1	2 8 4 5 6 3 7
	Zone	Easting	Northing
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

street & number R.A. Gray Building, 500 S. Bronough Street telephone (850) 487-2333

city or town Tallahassee state Florida 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 (850) 487-2333

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.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 1 HALF MOON
Miami-Dade County, Florida

SUMMARY

The *Half Moon* (8DA06520) is a steel-hulled schooner-rigged racing yacht built in 1908 in Germany and sunk circa 1930 off Key Biscayne near Miami, Florida. The wrecksite is in the Atlantic Ocean just outside Bear Cut offshore of Key Biscayne, Miami-Dade County, in 8 to 10 feet of water on submerged lands belonging to the State of Florida. The site includes the remains of the 154 foot-long vessel and associated artifacts. Non-contributing resources include four mooring buoys and a cement monument with inset bronze plaque that designates the shipwreck an Underwater Archaeological Preserve.

SETTING

The wreck of *Half Moon* lies imbedded in a sandy shoal just outside Bear Cut between Key Biscayne and Virginia Key. The bow of the sunken ship is pointing south by southeast on a compass bearing of 165°. Water 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. Water clarity varies with tide and wave action but generally is good. 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. Numerous species of marine life inhabit the wrecksite, including lobster, tropical fish, and hard and soft corals.

DESCRIPTION

The wreck of *Half Moon* is approximately 155 feet long by 40 feet wide at the midships point where the hull is broken outward. Four mooring buoys are anchored into the sand bottom near the wreck, one each outboard at the bow, stern, port midship, and starboard midship. A bronze plaque designating the shipwreck an Underwater Archaeological Preserve is set into a cement monument placed on the sand flat between the main area of wreckage and the disarticulated starboard side. The non-contributing buoys and the plaque do not adversely affect the site's historical or archaeological integrity as they are placed away from any hull elements and do not interfere with the wreck in any way. Furthermore, the plaque may easily be removed if necessary.

Two travelers for the main boom, which was 93 feet long, are located on the vessel's stern; the travelers were used to aid in the handling of running rigging that operated the enormous main sail boom. The aft hatch for the lazarette, used as a storage area for dock lines, fenders, and dry stores, is visible, as is the location of the compass binnacle and steering helm. The companion-way and skylight to the main salon and staterooms is displaced from its original position but is recognizable. Portholes in the port and starboard sides of the hull are apparent, although lacking their glass. Fastenings for backstay tackles, chocks for docking lines, stanchions for the mainmast, and amidships floors of the lower deck are preserved as well. On the yacht's bow is the windlass for the port and starboard anchors, as well as the hawseholes for anchor lines. The forwardmost feature is the bowsprit collar, used to hold the bowsprit tightly in place.

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SITE INVESTIGATIONS

In the summer of 1987, local Miami divers Terry Helmers, Tom Harshaw, and Bill LeBlanc came across a shipwreck on a shallow shoal just outside Bear Cut. 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, and invited 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., and invited 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 photographs, video, and site plans. This fieldwork cast doubt that the wreck in Bear Cut was that of *Haroldine*, which was a larger vessel built of wood.

Further research by Helmers determined 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 1935 survey work undertaken by the National Ocean Services, which first charted the wreck which was locally known as *Half Moon*. Additional 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* was owned by Kaiser Wilhelm II of Germany, but that none of these yachts ever was in 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.

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

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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* was an excellent candidate for a new state Underwater Archaeological Preserve.

In preparation for establishing the new Preserve, 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. A brochure was prepared that describes *Half Moon's* history and its role as an Underwater Archaeological Preserve, and an underwater guide was created to orient divers on a self-guided tour of the shipwreck. In 2001, *Half Moon* was dedicated as Florida's seventh Underwater Archaeological Preserve and the bronze plaque was placed on-site. Bureau staff visits the site at least annually and the Preserve has been "adopted" by a local dive shop which periodically cleans the site of fishing line and debris and scrubs the plaque.

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Miami-Dade County, Florida

SUMMARY

Half Moon, formerly *Germania*, is significant at the state and local levels under **Criterion A** in the areas of **Recreation** and **Social History**, and under **Criterion D** in the area of **Archaeology: Historic-Non-Aboriginal**. Under **Criterion A** this shipwreck is significant as the embodiment of the pre-World War I symbolic "arms race" between the nations that later would be the primary participants in the War. In the decade preceding WWI, German and English nobility competed in building the largest, fastest, and most lavish yachts in a preview of later weapons races. American yachtsmen also became involved, and enormous sums of money and other resources were spent to compete for recreation and for an international show of wealth and power. Additionally, *Half Moon* later was used a floating restaurant and saloon in the early days of Miami's growth as an entertainment mecca.

Half Moon is significant under **Criterion D** as it has stabilized in the marine environment and can, through future archaeological investigation, provide additional information about 20th century ocean-going racing yacht design and construction, the use of nickel-steel in racing vessels, and the methods of transforming a vessel from its original use as a fast racing yacht to a stationary secondary use as a floating saloon and restaurant. *Half Moon* is one of the few remaining examples of early 20th century ocean racing yachts. These yachts, on which no expense was spared in the construction and outfitting, often became financial drains on their owners, particularly if they fell on hard times, and many were scrapped. In fact, *Half Moon* was sold for scrap at one time but was rescued to serve as a floating restaurant. Additionally, *Half Moon* was designed and built by the famous German yacht designer Dr. Max Oertz, whose racing vessels were renowned for their speed and beauty; *Half Moon* is one of his few remaining designs.

HISTORICAL/ARCHAEOLOGICAL CONTEXT: The Saltwater Palaces

The owning and racing of yachts has always been the prerogative of wealthy and influential members of society. Royalty, nobility, and aristocrats have long competed to have the largest, the fastest, the most lavish yacht as a symbol of their wealth and prestige. Yacht racing as an activity often is equated with thoroughbred horse racing and performance automobile racing, all of which require large amounts of personal wealth and are visible displays of affluence. These yachts generally were floating palaces, equipped for recreation and entertaining and were designed to impress and awe the visitor with their owners' prosperity and their ability to spend vast amounts on superfluous activities. Staterooms equipped with luxurious furnishings, elegant dining rooms with seating for 10 or more, full-service kitchens complete with ice box, and a grand salon with a piano were not uncommon.

During the early 20th century, national pride and competitiveness took the symbolic form of yacht racing. Annual international regattas such as those at Cowes, England, and Kiel, Germany, drew the rich and powerful from all over the world to display their wealth through yachting. Relative peace in Europe shifted national antagonism from an arms race to a sailing yacht race. The participation of the Crown Prince of England and the Kaiser of Germany, both of whom were avid and aggressive yachtsmen and had immense disposable wealth, ensured that yachts grew ever larger and faster in a constant game of one-upmanship.

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HISTORICAL SIGNIFICANCE

Half Moon, originally christened *Germania*, was built at the Krupp Germania-Werft 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, daughter of the Krupp Germania yard owner and namesake of the "Big Bertha" guns of World War I, 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's sister ship, named *Meteor*, 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 annual Cowes Regatta. Concern for the yachts prompted German Prinz Heinrich, aboard an accompanying naval vessel, to attempt to bring them home. *Meteor* was taken in tow, since neither yacht had auxiliary power, and the captain of *Germania* was ordered 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.

After being condemned as a prize of war and subsequently deteriorating in port, in 1917 *Germania* was auctioned, despite the protests of Count von Bohlen und Halbach, for £10,000 sterling to Mr. H. Hannevig, a Norwegian resident in London. Hannevig then transferred ownership of the vessel to his brother, Christoffer, 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 the famed ship of 17th-century explorer Henry Hudson.

Woodbury spared no expense in refurbishing the vessel 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 and caused the yacht to lose her topmasts and bowsprit. The captain and the crew were publicly recognized for their seamanship in keeping the vessel afloat. Woodbury

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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.

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 German coins that he found under the masts. The vessel was sold for \$10,000 to Charles D. Vail, who had the lead keel cut off and attempted to sell the hull for scrap. H. Fink and A. Topfritz bought the hulk, returned the original name of *Germania*, and towed it to Miami to be used as a floating restaurant and dancing pavilion. Moored in the Miami River, she endured the hurricane of 1926, but was damaged and sank in the river shortly after. As a hazard to navigation, she was raised soon afterward. By 1928, the yacht was acquired by Captain 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. Captain 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 by the Coast Guard and were carried ashore. *Half Moon* broke free of her moorings and ran hard aground on a shallow sandy shoal at the entrance to Bear Cut off Key Biscayne. *Half Moon* wrecked with such force that raising her proved futile; the vessel deteriorated and disappeared under the blue waters of the Atlantic. 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.

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.

Locally and state-wide, *Half Moon* is significant under **Criterion A** in the areas of **Recreation and Social History** because she represents the culmination of early 20th century yacht racing technology that was developed as a result of nationalistic pride. As an element of the symbolic "arms race" of large, fast racing yachts with which the wealthy and powerful competed, *Half Moon* is an icon of pre-World War I arrogance. Additionally, the part *Half Moon* played in the early days of Miami tourism as a floating restaurant, saloon, and fishing barge is significant at the local level in helping to create the reputation of Miami as an entertainment center. From the mid-1920s until 1930, *Half Moon* was a place of recreation for Miami residents and visitors who wished to go offshore to fish and relax, helping to build Miami's reputation as a vacationer's paradise.

ARCHAEOLOGICAL SIGNIFICANCE

Half Moon is significant under **Criterion D** because of the high potential for new information the site can yield. Although parts of the original ship have been removed and the wreckage has collapsed, much remains of this important example of early 20th-century racing sailboat technology. Few, if any, portable artifacts remain because the hull was virtually stripped in preparation for its use as a fishing platform, and other

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elements undoubtedly were removed shortly after sinking due to its easily-accessible location in shallow water. Much information, however, can be learned about hull structure and the use of nickel-steel in racing yacht construction, as well as the effects of repeated alterations for the boat's various uses. Additionally, while plans of the vessel are extant, they are not the original designer's and builder's plans, as those were destroyed in the bombing of the Krupp steel factory during World Wars I and II.

An additional consideration is that *Half Moon* is one of a family of shipwreck sites that have been determined to be historically and archaeologically significant by the State of Florida. *Half Moon* was designated a State Underwater Archaeological Preserve based on its integrity and its potential for public education. *Half Moon* also is featured as part of Florida's Maritime Heritage Trail, a series of coastal and maritime sites including Historic Shipwrecks, Coastal Environments, Lighthouses, Coastal Communities, Coastal Forts, and Historic Ports, that are interpreted for public education, recreation, and tourism.

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Florida Bureau of Archaeological Research

n.d. Woodbury Collection: Papers and photographs pertaining to the sailing yacht *Half Moon*, formerly *Germania*, collected by Gordon Woodbury. Originals courtesy of David Woodbury (grandson). On file at Florida Bureau of Archaeological Research, Tallahassee, Fl.

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BOUNDARY DESCRIPTION

The site boundary of the *Half Moon* is defined as a circle of 500 yards radius around the geographic coordinates Latitude 25°43.654' N, Longitude 80°08.069' W, lying offshore and below the mean low water mark of the Atlantic Ocean and encompassing the area of vessel wreckage.

BOUNDARY JUSTIFICATION

The *Half Moon* site boundary is based on the Management Agreement for Sovereignty Submerged Lands between the Board of Trustees of the Internal Improvement Trust Fund of the State of Florida and the Division of Historical Resources. This Management Agreement was entered into upon the designation of *Half Moon* as a State Underwater Archaeological Preserve in 2000. 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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PHOTOGRAPHS

- 1.1) *Half Moon*
 - 2) Miami-Dade County, Florida
 - 3) Beken of Cowes
 - 4) 1908
 - 5) Florida Bureau of Archaeological Research
 - 6) *Half Moon*, then called *Germania*, racing off Cowes, England
 - 7) 1 of 6

- 2.1) *Half Moon*
 - 2) Miami-Dade County, Florida
 - 3) Beken of Cowes
 - 4) 1911
 - 5) Florida Bureau of Archaeological Research
 - 6) *Half Moon*, then called *Germania*, racing off Cowes, England with sister-ship *Meteor* (*Half Moon* on left)
 - 7) 2 of 6

- 3.1) *Half Moon*
 - 2) Miami-Dade County, Florida
 - 3) Unknown
 - 4) 1921
 - 5) Florida Bureau of Archaeological Research
 - 6) *Half Moon* after purchase by Gordon Woodbury
 - 7) 3 of 6

- 4.1) *Half Moon*
 - 2) Miami-Dade County, Florida
 - 3) Terry Helmers
 - 4) 1993
 - 5) Florida Bureau of Archaeological Research
 - 6) Underwater photo showing bow and bowsprit collar
 - 7) 4 of 6

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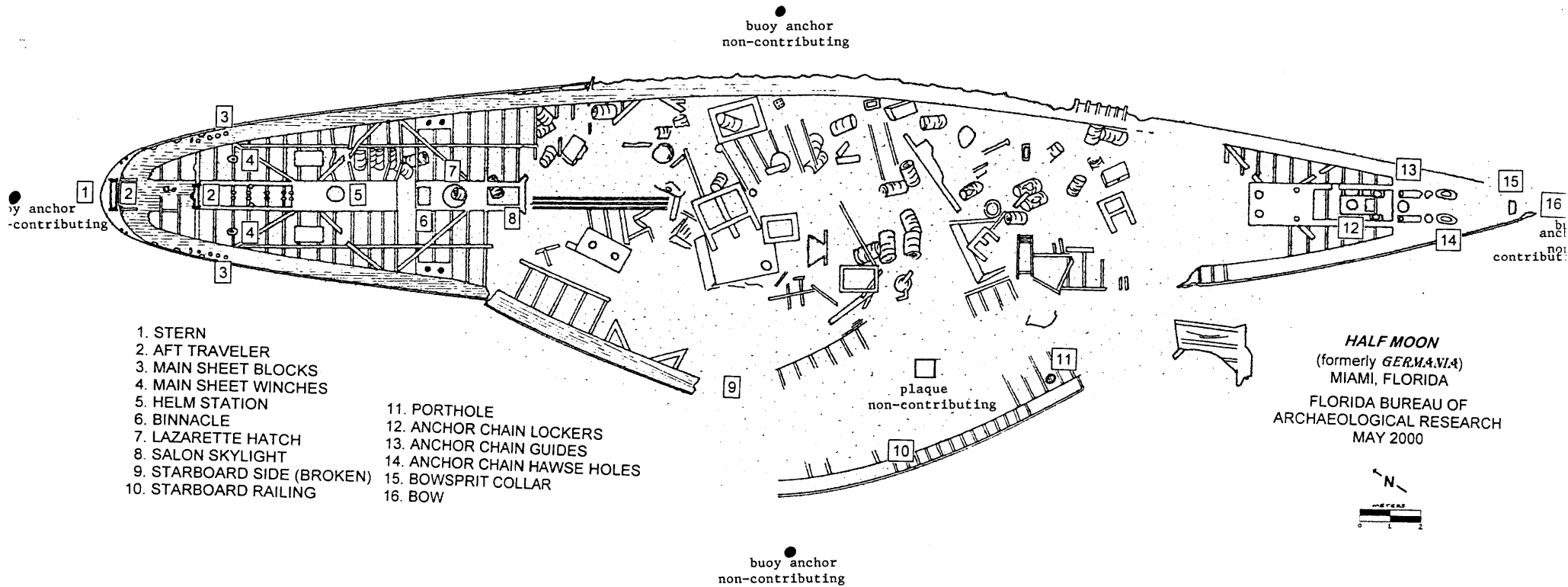
Section number photo Page 2 HALF MOON
Miami-Dade County, Florida

5.1) *Half Moon*

- 2) Miami-Dade County, Florida
- 3) Florida Bureau of Archaeological Research
- 4) 2000
- 5) Florida Bureau of Archaeological Research
- 6) Underwater photo showing wreckage in stern
- 7) 5 of 6

6.1) *Half Moon*

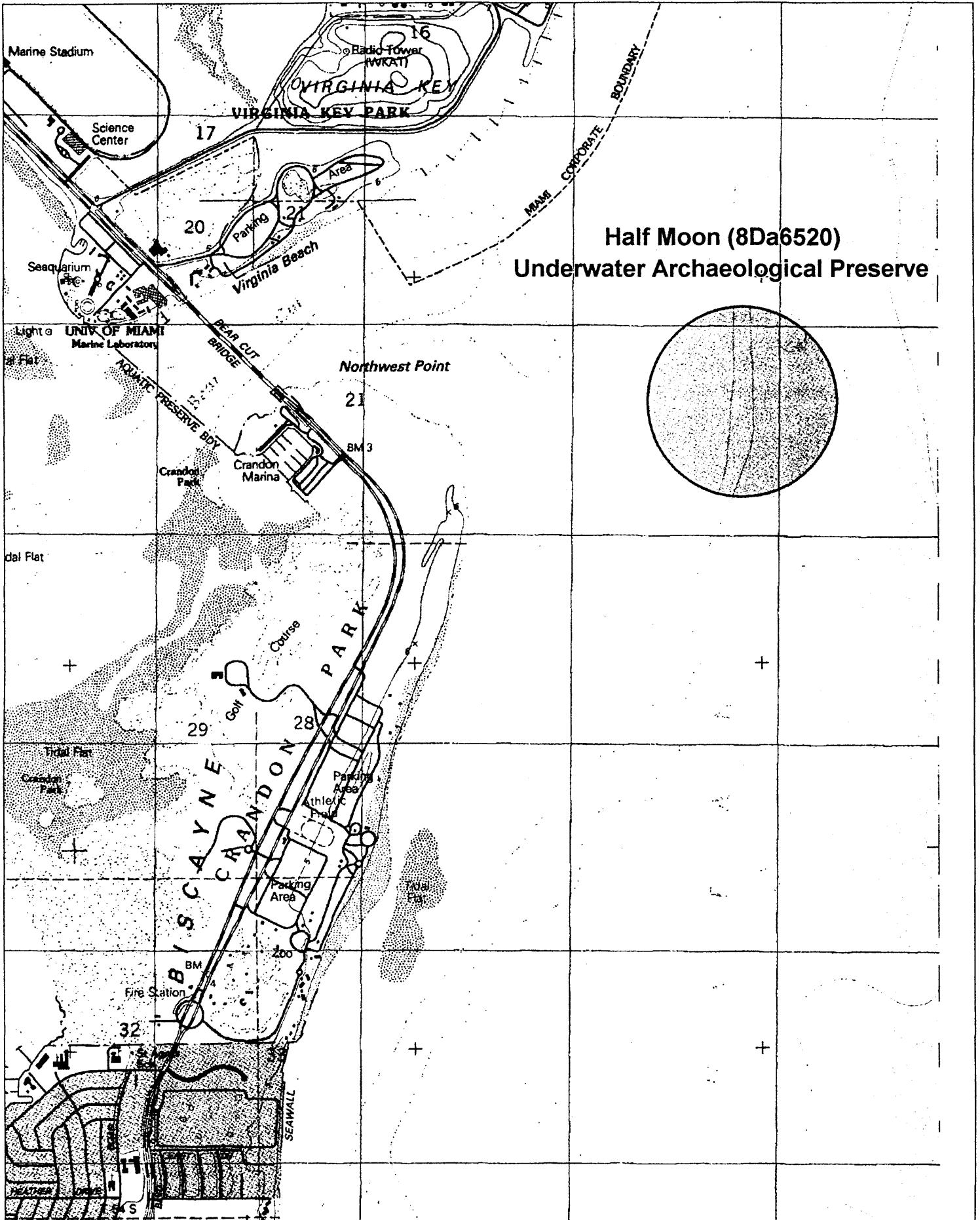
- 2) Miami-Dade County, Florida
- 3) Florida Bureau of Archaeological Research
- 4) 2000
- 5) Florida Bureau of Archaeological Research
- 6) Underwater photo showing stern
- 7) 6 of 6



- 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

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





**Half Moon (8Da6520)
Underwater Archaeological Preserve**