

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 Georges Valentine Shipwreck Site

other names/site number Cape Clear, Geroges Valentine State Underwater Archaeological Preserve/8MT21

2. Location

street & number Offshore of the House of Refuge n/a not for publication

city or town Stuart vicinity

state Florida code FL county Martin code 085 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.)

Barbara C. Mattick / DSHPO 6/5/2006
Signature of certifying official/Title Date

Florida Division of Historical Resources, Florida State Historic Preservation Office
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) _____

Edson H. Beall Signature of the Keeper Date of Action 7-19-06

Georges Valentine Shipwreck Site
Name of Property

Martin Co., FL
County and State

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	1	objects
1	1	total

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

Number of contributing resources previously listed in the National Register

n/a

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 screw steamer
19th - 20th Century three-masted barkentine

Materials
(Enter categories from instructions)

foundation Metal: iron (hull)
walls _____
roof _____
other Tile decking

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

Areas of Significance

(Enter categories from instructions)

Archeology: Historic - Non-aboriginal

Period of Significance

1869-1904

Significant Dates

1869-1904

Significant Person

n/a

Cultural Affiliation

British

French

Italian

Architect/Builder

Bowdler Chaffer & Company

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

Primary location of additional data:

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

Name of Repository

#

10. Geographical Data

Acreege of Property Less than 1 acre

UTM References

(Place additional references on a continuation sheet.)

1	1 7	5 8 2 8 1 0	3 0 0 8 7 2 0
	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 Ariana Lawson/ Archaeologist & Barbara E. Mattick, DSHPO

organization Bureau of Archaeological Research, Division of Historical Resources date February 2006

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, c/o Ms. Eva Armstrong, Division of State Lands, DEP

street & number 3900 Commonwealth Boulevard telephone _____

city or town Tallahassee state FL 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 **GEORGES VALENTINE SHIPWRECK SITE**
Martin County, FL

SUMMARY

The *Georges Valentine* Shipwreck Site (8MT21) is the site of a three-masted iron-hulled barkentine built in Liverpool, England in 1869 and sunk in 1904, just offshore of Gilbert's Shoal near Stuart, Florida. The wrecksite is in the Atlantic Ocean, approximately 100 yards south of Gilbert's Bar House of Refuge (NR 1974) and 100 yards directly offshore of Stuart, Martin County, in 22 feet of water on submerged lands belonging to the State of Florida. The site includes the remains of the 190-foot vessel and associated artifacts. Non-contributing resources include a cement monument with inset bronze plaque that designates the shipwreck as an Underwater Archaeological Preserve.

SETTING

Georges Valentine lies partially buried in the sand on Gilbert's Shoal and is broken into five prominent sections. Sand migrates to and from the site depending on seasonal weather and storms. For example, in August 2003 the sand had migrated away, providing a very clear view of the tile deck and the ability to swim under sections of superstructure; by August 2004 the sand had migrated closer to the wreckage and obscured many features including the debris field. Depth of the water around the hull in August 2003 was approximately 32 feet; in August 2004 depth was only 22 feet.

DESCRIPTION

The wreck of the *Georges Valentine* lies scattered in a debris field approximately 270 feet long by 281 feet wide. Also in this area are two broken sections of steel mast, one 10 feet long and the other, on the north side of the hull, 19 feet in length. Extending from the east edge of the hull is a 100-foot section of the keel and frames. Directly south of the hull is a large debris field that extends about 80 feet to the south and 60 feet east and west. Approximately 130 feet due south of the largest hull section are hull plates about 12 feet wide by 20 feet in length at coordinates 27° 11.91' N and 80° 09.83' W. What appears to be a crane for loading cargo is located approximately 40 feet south of the hull plates at coordinates 27° 11.90' N and 80° 09.83' W.

Approximately 495 feet south of the House of Refuge is a 19-foot section of a steel mast partially buried in the sand on shore. Directly due east of this artifact in the surf zone is a segment of iron framework about 60 feet long by 24 feet wide, along with another section of a broken steel mast, at coordinates 27° 11.89' N and 80° 09.87' W.

The wreckage lies in positions consistent with reports written by Captain Rea in 1904. Winds blowing from the northeast pushed the bow west and very close to shore. An existing photograph (circa 1905) in the Historical Society of Martin County archives shows a large section of upper deck with a mast on the rocks, and the House of Refuge in the background. This wreckage includes the mast and framework 495 feet south of the House of Refuge that can be seen today.

Marine life abounds on the wreck of *Georges Valentine*, including snook, sheepshead, margate, angelfish, shiners shark, moray eels, stingrays, lobster, stone crab, hermit crab, puffer, trigger, parrot fish, wrasse, snapper, and various species of soft corals. Because of the shallow water and migrating sand, the sea

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life changes from season to season as dramatically as the wreck itself. If not for wreck, there would be no safe haven for the variety of sea life found there today.

SITE INVESTIGATIONS

The location of the wrecksite of the *Georges Valentine* has been known by local residents of Stuart since that ill-fated night she wrecked in 1904. In June 1977, the wrecksite was surveyed by students from the Florida Institute of Technology in Jensen Beach. The research team produced a preliminary report and drawings of several major features of the wrecksite. Further non-disturbance recording of the exposed ship structure was conducted by volunteer divers with the Martin County Sheriff's Office in the summer of 2004.

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SUMMARY

Georges Valentine Shipwreck Site is significant at the state and local levels under **Criterion D** in the area of **Archaeology: Historic-Non-Aboriginal** as one of the few remaining examples of turn of the century barkentine sailing ships that traversed the treacherous seas to deliver merchant cargo abroad. The shipwreck's place in the maritime history of Florida is based on the transportation of goods and products along the state's coast in vessels which continuously changed form as the economy and competition demanded. Locally, *Georges Valentine* is significant as one of several ill-fated vessels who wrecked on the perilous shoals near the House of Refuge. Remains of the ship have stabilized in the marine environment and it can, through future archaeological investigation, provide additional information about late 19th - early 20th century barkentine design and construction, and the methods of transforming a vessel from its original function as a cargo screw steamer to its later use as a three-masted barkentine.

HISTORICAL & ARCHAEOLOGICAL CONTEXT

For centuries square-rigged sailing ships transported cargo and passengers across oceans and along coastlines. In the eighteenth and nineteenth centuries, schooners were the archetypal small merchant sailing ship, regularly transporting cargo along coastlines and across oceans. Schooners featured at least two masts, a main and mizzen, each comprised of a short topmast fitted to a much larger lower mast. Market competition from steamers led designers to increase schooner hull shape and capacity, and to add additional third and fourth masts to compensate for the increased tonnage. By the 1860's, the schooner was the most common form of rig used by the British mercantile marine. Disadvantages of the traditional sail design soon became apparent, though, as additional masts failed to achieve the speed desired and steering the cumbersome vessels became increasingly difficult.

From about 1840, steamships began to vie with sailing vessels in the industry, although early steam technology was initially unreliable. By the second half of the 19th century, paddlewheel steamships proved to be faster and more dependable in maintaining arrivals and departures than sail-powered vessels since steamship did not rely on the vagaries of the wind. Steamships also were less expensive to operate because a smaller crew was required than for the same size sailing ship. Steam-driven vessels came of age during the American Civil War and some of the fastest Confederate blockade runners were ocean-going paddlewheel steamships. The development of screw propulsion in the 1830s greatly increased steering capabilities, and iron-hulled vessels driven by a screw propeller rather than wooden paddlewheels soon began to make oceanic steamship travel practical and predictable. Advances in screw technology over the next twenty years refined the propulsion technique so that by 1865, screw steamers were able to move beyond coastal and transatlantic voyages.

Although steam technology rapidly advanced and became increasingly sophisticated, problems still existed with the machinery. Blown gaskets, seized pistons, and exploding boilers, among other hazards, were relatively common. At the worst, these dilemmas could cause a vessel to founder and sink; at minimum a ship

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Section number 8 Page 2 **GEORGES VALENTINE SHIPWRECK SITE**
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equipped only for steam travel could be left drifting helplessly with the current, at the mercy of wind and wave. In addition, when first introduced, the hulls of screw steamers were not large enough to carry the amount of coal required for long voyages. As hull sizes were increased, drag effects became more pronounced, decreasing speed and fuel efficiency. A switch from coal-fired boilers to liquid fuel powered engines in the latter half of the 19th century ameliorated this problem. Another solution was rigging steamships with masts and auxiliary sails as a precaution against catastrophic machine failure. Vessels that could utilize sail as well as steam power could save money by sailing when the wind was favorable and only using steam when necessary. In the meantime, some shipping companies explored more economic possibilities. One alternative was the newly evolved barkentine vessel design.

As with the screw steamer, development of the barkentine rig arose from the need for a more expedient and practical oceanic merchant vessel. Rather than replacing wooden-hulled schooners with iron-hulled steamers, some builders began fitting fore-and-aft rigged schooners with full square sails on the foremast to increase sail area before the wind. The resulting barkentine rig differed from barques in that their main and mizzen remained fore-and-aft rigged so that they were lighter and more easily handled. Early barkentines generally featured three masts; later vessels were sometimes constructed with four or five masts. By the 1880's, the barkentine rig had risen in popularity in Europe and worldwide.

VESSEL HISTORY

Georges Valentine was built in Liverpool, England, in 1869 by Bowdler Chaffer & Company for S. Myers & Company. The 767-ton iron-hulled ship originally was registered as *Cape Clear* with Lloyd's of London in 1870. She was a screw steamer with auxiliary sails and was stationed on the Liverpool to Australia run carrying passengers and general cargo. *Cape Clear* remained on the Lloyd's register until 1889 when she was sold to a French firm in Bordeaux. The vessel was stripped of all steam machinery except the boiler and was rigged as a three-masted barkentine. Re-christened *Georges Valentine*, the ship remained in French hands but was sold to new owners in Dunkirk. In 1895 *Georges Valentine* was sold to the Italian firm of Mortolo and Simonetti in Genoa, Italy. Based in Camagoli, Italy, the ship primarily was used to transport lumber, sailing regularly from Pensacola, Florida, to South America.

In October 1904, *Georges Valentine* sailed from Pensacola to Buenos Aires with a load of milled mahogany. She was crewed by twelve men of different nationalities under the command of Captain Prospero Martolo. The ship made good time through the Gulf of Mexico and, on October 13, 1904, the captain sighted the lights of Havana, Cuba. Shortly after, while working her way northward through the Straits of Florida, the ship was struck by gale-force winds. With no break in the storm after a day and a half, Captain Martolo became apprehensive for the safety of his crew and ship and ordered the deck load thrown overboard with the hope of improving the ship's stability. Conditions became worse on the third day. High wind, turbulent seas, and torrents of rain knocked the vessel broadside to the sea, where she wallowed helplessly as waves washed completely over her. Captain Martolo, knowing he was being driven onto a lee shore, attempted to keep

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Georges Valentine in deep water but was unable to control the ship. At about 8:00 pm, the roar of breaking waves sounded nearby. The ship's stern grounded in shoal water, her bow swung off, and she was driven toward shore. The three steel masts fell, killing one crewman. The rest of the crew sought shelter, but could find none as the hull broke apart and the deck house and lifeboats were washed away. Five of the men were never seen again.

Victor Erickson of Sweden, after a difficult struggle, was the first man ashore, bearing helpless shipmate Ernst "Shorty" Bruce. They made it up the dangerous rocky coastline, naked, injured, tired, and cold, to the House of Refuge at Gilbert's Shoal (Bar) where they roused Captain William E. Rea, Keeper of the House of Refuge from January 2, 1903 to May 20, 1907. Captain Rea immediately rendered aid to the men, and then set out to look for other survivors. Erickson sat high on the rocks with a lantern to help guide other crewmen to safety, and to watch over Captain Rea, all the while dodging lumber flying in the wind. Throughout the night they looked for survivors and finally located five more of the twelve, bringing the total saved to seven men. All of them had injuries, lacerations, and injured joints and limbs. None of the five sailors who died was recovered; *Georges Valentine* became their grave. The storm continued for two more days. If not for the ship wrecking near the House of Refuge, and the Keeper's hard work, all of *Georges Valentine's* crew would have perished. The storm continued to break the ship apart until she finally was swallowed by the sea.

On October 17, 1904, during the same storm, the Spanish ship *Cosme Calzado* ran aground three miles north of *Georges Valentine*. Of the sixteen sailors on board, one drowned after becoming tangled in the rigging. The remainder of the men made their way to a hut on shore, then eventually to the House of Refuge, where they stayed with the Keeper and the crew of *Georges Valentine*. Captain Rea and his wife, along with help from local residents, cared for all of the men for several weeks until they could travel homeward. Surviving crew of the *Georges Valentine* included three Italians, two Swedes, one Russian, and one Scotsman. Three Italians, one Norwegian, and one American crewman were lost in the storm. The ship, valued at \$18,000, was a total loss; the \$7,000 cargo of lumber was sold at auction for only \$200. Much of the lumber was used to build several homes in the Stuart area. Captain Rea and his wife stayed at the House of Refuge until May 1907. The surviving crewmembers returned home, except for Edward Sarkenglov who changed his name to Ed "Big Ed" Smith and became a local fisherman. Gilbert's Shoal (Bar) House of Refuge is the only remaining House of Refuge and stands today as testament to the dramatic events on that lonely stretch of beach 100 years ago.

HISTORICAL & ARCHAEOLOGICAL SIGNIFICANCE

Georges Valentine Shipwreck Site is because the ship is an example of the worldwide competition to develop the fastest, most efficient transoceanic merchantman during a period of booming economic growth and market demand. Both her initial combination of sail and screw propulsion, and her later barkentine transformation are testament to the technological innovation of the period. The heroic efforts of Captain William E. Rea and the role of the House of Refuge in the aftermath of the wrecking of *Georges Valentine* are still remembered today by residents and memorialized by local businesses and historical societies.

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The *Georges Valentine* Shipwreck is, therefore significant under Criterion D in the area of **Archaeology: Historic-Non-Aboriginal** because of the high potential for new information the site can yield in the areas of **Maritime History, Commerce, and Transportation**. Though the steam machinery was stripped from the *Georges Valentine*, the hull dimensions and general layout of her original construction remained unchanged. Neither vessel type was uncommon in the late 19th and early 20th centuries, but relatively few examples of either remain afloat or in the archaeological record. In the absence of architectural schematics for the screw steamer design and the barkentine overhaul of the *Georges Valentine*, important architectural information can be learned from the wreck site.

The State of Florida recently added *Georges Valentine* to its family of shipwreck sites that have been determined to be historically and archaeologically significant. *Georges Valentine* was designated a State Underwater Archaeological Preserve based on its integrity and its potential for public education. *Georges Valentine* is also 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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BIBLIOGRAPHY

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Hutchinson, Janet and Emeline K. Paige (compiler and editor)

1998 *History of Martin County*. Historical Society of Martin County, Stuart, Florida.

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University of Florida and Rutgers University

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<http://www.law.ufl.edu/cgr/pdf/Tech-Exec-Summary.PDF>

Research Funding and Oversight: Florida Department of State, Division of Historical Resources, Bureau of Historic Preservation, Tallahassee, Florida.

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Section number 10 Page 1 GEORGES VALENTINE SHIPWRECK SITE
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BOUNDARY DESCRIPTION

The site boundary of the *Georges Valentine* Shipwreck Site is defined as a circle of 500 yards radius around the geographic coordinates Latitude 27° 11.93' N, Longitude 80° 09.83' W, lying offshore and below the mean low water mark of the Gulf of Mexico and encompassing the area of vessel wreckage and plaque.

BOUNDARY JUSTIFICATION

The *Georges Valentine* Shipwreck 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 photo Page 1 GEORGES VALENTINE SHIPWRECK SITE
Martin County, Florida

PHOTOGRAPHS

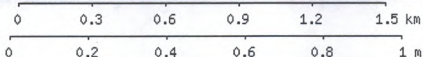
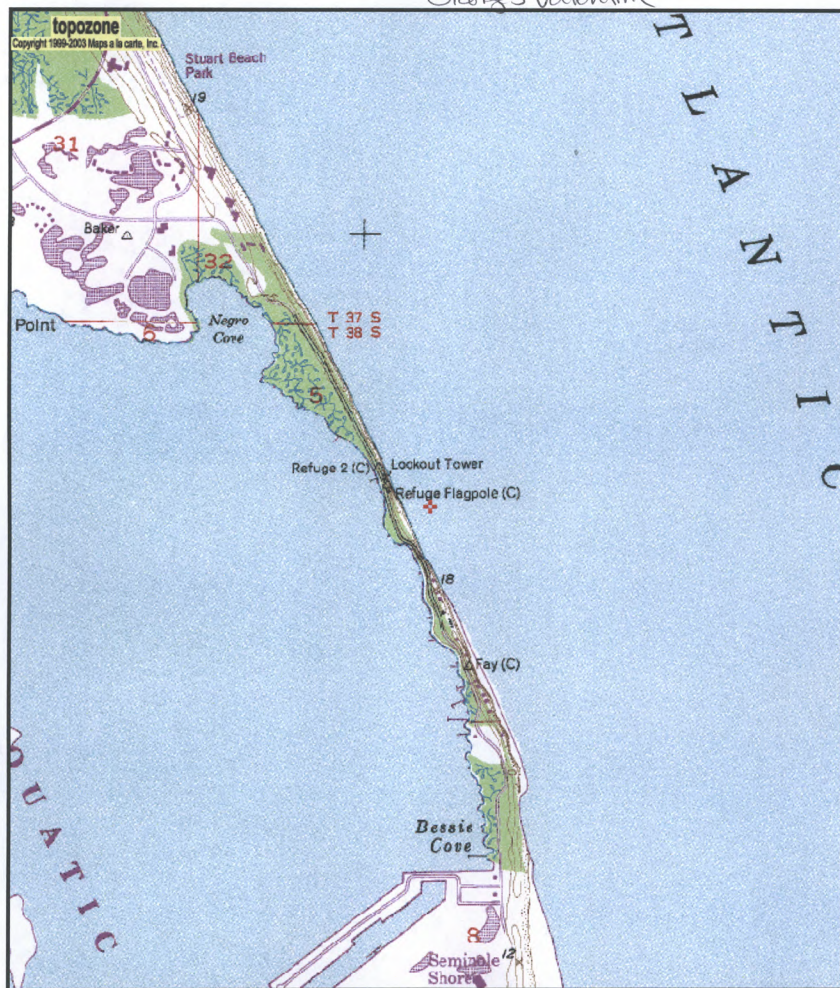
1.
 - 1) *Georges Valentine* Shipwreck Site
 - 2) Martin County, Florida
 - 3) unknown
 - 4) 1904
 - 5) Historical Society of Martin County
 - 6) *Georges Valentine* wrecked on the beach, view to north
 - 7) 1 of 4

2.
 - 1) *Georges Valentine* Shipwreck Site
 - 2) Martin County, Florida
 - 3) unknown
 - 4) 1904
 - 5) Historical Society of Martin County
 - 6) *Georges Valentine* wrecked on beach with onlookers, view to south
 - 7) 2 of 4

3.
 - 1) *Georges Valentine* Shipwreck Site
 - 2) Martin County, Florida
 - 3) unknown
 - 4) 1904
 - 5) Historical Society of Martin County
 - 6) *Georges Valentine's* cargo on beach, view to north
 - 7) 3 of 4

4.
 - 1) *Georges Valentine* Shipwreck Site
 - 2) Martin County, Florida
 - 3) Sal Rastrelli
 - 4) 2004
 - 5) Florida Bureau of Archaeological Research and Sal Rastrelli
 - 6) Aerial of *Georges Valentine* wrecksite
 - 7) 4 of 4

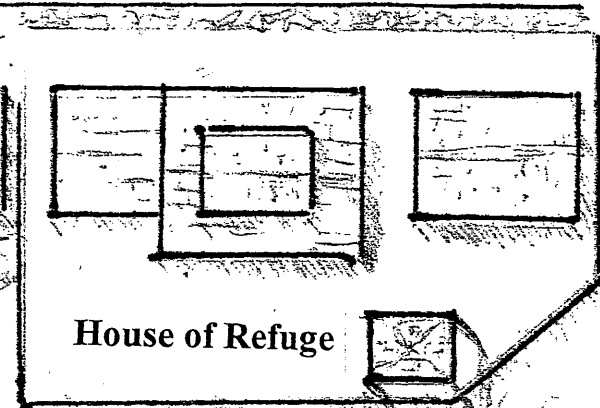
Georges Valentine



Map center is 27° 11.93'N, 80° 9.83'W (WGS84/NAD83)
Saint Lucie Inlet quadrangle
 Projection is UTM Zone 17 NAD83 Datum

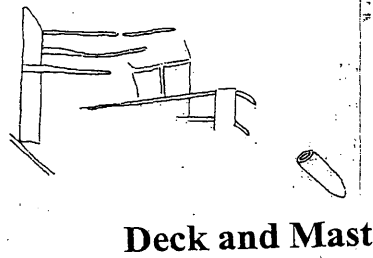
Mk
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McArthur Blvd



Shore

Mast



Georges Valentine

Stuart, Florida

June 2004

Friends of *Georges Valentine*

Florida Bureau of Archaeological Research

Boiler

Deck

Mast

Debris Field

Hull Sections

Hull Section

Crane

Scale of Wreckage: 1 inch = 45 feet

Distances between wreckage are not to scale.

