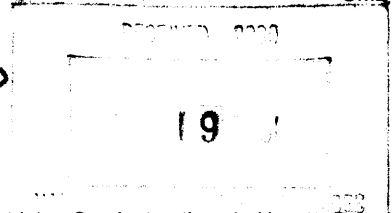


United States Department of the Interior
National Park Service

533



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 City of Hawkinsville

other names/site number City of Hawkinsville State Underwater Archaeological Preserve; Hawkinsville/DI106

2. Location

street & number Suwannee River, 100 yards south of the Old Town Railroad trestle n/a not for publication

city or town Old Town vicinity

state FLORIDA code FL county Dixie code 029 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.)

Janet 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

Janika Martin Seibert 5/31/01

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	6	objects
1	6	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 Paddlewheel Steamboat

Materials
(Enter categories from instructions)

foundation Wood (hull)
walls _____
roof _____
other 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)

- Commerce
- Maritime History
- Transportation
- Architecture
- Archaeology: Historic-Non-Aboriginal

Period of Significance

1896-1922

Significant Dates

1896
1922

Significant Person

n/a

Cultural Affiliation

American Period (1821-)

Architect/Builder

Unknown

Primary location of additional data:

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

Name of Repository

City of Hawkinsville
Name of Property

Dixie 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	3 0 9 1 5 0	3 2 7 6 7 2 3
	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 Mattick/Deputy SHPO for Survey & Registration

organization Bureau of Historic Preservation date March 2001

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.

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 1 CITY OF HAWKINSVILLE
Dixie County, Florida

SUMMARY

The *City of Hawkinsville* (8DI00106) is a wooden-hulled paddlewheel steamboat that plied the Suwannee River in the early years of the 20th century. Built in 1896, the sternwheeler was the largest and the last steamboat on the Suwannee until it was abandoned in 1922 and later sank. The wrecksite is in the Suwannee River alongside the west bank (Dixie County side), approximately 100 yards south of the Old Town railroad trestle, in 3 to 20 feet of water on submerged lands belonging to the State of Florida. The site includes the remains of the 141 ft. long vessel supported on a series of limestone boulders above the river bed. Non-contributing resources include three marker buoys, two mooring buoys, and a bronze plaque designating the wreck as an Underwater Archaeological Preserve.

SETTING

The site of the *City of Hawkinsville* is in a dynamic riverine environment. The Suwannee River is one of the largest rivers in the state and can change in depth, current velocity, and visibility depending on rainfall and runoff. Occasionally, during times of drought, the water becomes relatively clear but generally dark, murky water precludes photography. *Hawkinsville's* bow is pointing upstream and the vessel is listing to starboard. Water depth at the wreck site varies with rainfall but typically measures approximately 3 feet on the port side, which is alongside the river bank, to 20 feet or more on the starboard side. Off the starboard (offshore) side, the bottom sediment consists of pebbly channel lag deposits and sand surrounding large limestone boulders and outcroppings; deadhead logs and snags typically are present and often change in number and position. Sediment adjacent to the port and stern portions of the vessel consists of soft silt and sand. The wreck is home to several species of freshwater fish, including catfish, bowfin, and the protected sturgeon. The Old Town railroad trestle which crosses the Suwannee near the wreck site recently has become part of the Nature Coast State Trail, a Rails-to-Trails project that has resulted in a popular trail for strolling, jogging, biking, and horseback riding. The Trail has improved visitation to the Preserve site (from above water) and has resulted in increased popular curiosity. Trail personnel now are planning to install signage and an information kiosk on the trestle to educate the public about the *City of Hawkinsville* Underwater Archaeological Preserve.

DESCRIPTION

The wreck of *City of Hawkinsville* is 141 feet long and 30 feet wide; the bow is pointing upstream (northerly). The port side rests on the west bank of the Suwannee River; the starboard side of the vessel lists sharply, 20 degrees, into deeper water and is supported by limestone boulders that protrude from the river bottom. Three marker buoys, one each at the bow, midship, and stern, are anchored into the limestone bottom outboard of the starboard side. Two mooring buoys, also anchored into the bottom, are placed downstream of the stern. A bronze plaque designating the shipwreck an Underwater Archaeological Preserve is set into a cement monument placed in the boiler room of the vessel. The buoys, as non-contributing resources, do not adversely affect the site's historical or archaeological integrity as they are placed away from the shipwreck and do not interfere with the wreck in any way. While the monument with bronze plaque is within the boiler room cavity, it does not adversely affect the site's historical integrity and may easily be removed if necessary.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Page 2 CITY OF HAWKINSVILLE
Dixie County, Florida

The ship's hull is remarkably well-preserved in the cool, fresh water of the river; extant features include the stempost, deck planking, exterior planking, boiler room, side railing, and internal framing. The main propulsion system, except for the boiler, is still in place and includes steam piping, three steam operated pumps, two horizontal piston engines, Pitman arms, rods, gears, and the paddlewheel's iron sprockets and wooden spokes. An upper deck and the smokestack were removed after sinking, and the vessel's hogging cable is draped along the starboard side. Some of the bow planking, damaged when the windlass was pulled out in the 1970s, is missing, but overall the wooden and iron elements have been preserved in the fresh water and are in excellent condition. Ship-related artifacts were recovered during archaeological recording activities; other artifacts may be present in the sediment surrounding the shipwreck. The recovered artifacts, primarily tools from the boiler room, have been conserved and are in storage at the State of Florida's Conservation Laboratory in Tallahassee (see attached list). It is hoped these items will be put on display in Dixie County.

Although several steamboat wrecks are known in the Suwannee and in other Florida rivers, *City of Hawkinsville* is one of the best preserved. Unlike wooden shipwrecks in a saltwater environment, *Hawkinsville* has not been ravaged by shipworms and other marine organisms. Additionally, *Hawkinsville*'s resting-place alongside the bank of the river has protected the wreck from boat traffic and obstruction-clearing efforts that affected many steamboat wrecks located in the main navigable channel. A nearly-intact relic of late 19th-century coastal steamboat technology, the vessel, although fragile and susceptible to damage, has reached a state of equilibrium with its environment and has stabilized.

SITE INVESTIGATIONS

In 1990 the Florida Bureau of Archaeological Research distributed solicitations for candidates to become Underwater Archaeological Preserves. This strategy resulted in the nomination of two Suwannee River steamboat wrecks: *City of Hawkinsville* near Old Town and *Madison* in Troy Spring. In response to these nominations, Bureau staff conducted a survey of steamboat wrecks in the Suwannee, including the nominated wrecks. With the help of local divers, ten historic wreck sites between the I-10 bridge near Ellaville and the mouth of the Suwannee were located, investigated, and recorded (Dunbar 1990). Of the two nominated wrecks and the eight others inspected, *City of Hawkinsville* proved to be the best candidate for a Preserve because it is relatively intact, is easily accessible, and has safe diving conditions during low-water river stages (Florida Bureau of Archaeological Research 1992).

In preparation for establishing the new Preserve, the history of *City of Hawkinsville* was researched and verified. The steamboat 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 timbers and machinery. Limited excavation using a water induction dredge was performed in the vessel's boiler room to remove sufficient sediment to allow placement of the plaque; a suite of boiler room artifacts was encountered, recorded *in situ*, and removed for conservation and display.

A brochure was prepared that described *Hawkinsville*'s history and its role as an Underwater Archaeological Preserve, and an underwater site guide was created to orient divers on a self-guided tour of the shipwreck (see attached). In 1992, *City of Hawkinsville* was dedicated as Florida's third Underwater

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 3 CITY OF HAWKINSVILLE
Dixie County, Florida

Archaeological Preserve and the bronze plaque was placed on-site. Bureau staff inspects the Preserve at least annually when mooring and marker buoys are repaired or replaced and the plaque is cleaned. In 1999 and 2000, students in Florida State University's class in Underwater Research Methods have participated in the annual inspection and site clean-up and also have produced updated site plans which will help to record long-term changes to the shipwreck.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 1 CITY OF HAWKINSVILLE
Dixie County, Florida

SUMMARY

The *City of Hawkinsville* is significant at the statewide and local levels under **Criterion A** in the areas of **Commerce, Maritime History, and Transportation**; under **Criterion C** in the area of **Architecture**; and under **Criterion D** in the area of **Archaeology: Historic-Non-Aboriginal**. Under **Criterion A** this shipwreck is significant as one of the few surviving, relatively intact examples remaining of the paddlewheel steamboats that plied the nation's rivers. In particular, *City of Hawkinsville* is an excellent example of the stoutly-built, flat-bottomed sternwheelers specifically constructed for use in riverine as well as in coastal environments. As a part of Florida's history, *Hawkinsville* represents an element of 19th-century steamboat technology that was used extensively until the advent of railroads rendered steamboats obsolete and they disappeared from the state's rivers. Locally, *Hawkinsville* was important to the early economies of the rural counties and towns along the Suwannee River where she traveled. Small communities along the river today, such as Old Town and Branford, once were booming towns supported by steamboat commerce and tourism.

City of Hawkinsville is significant under **Criterion C** as one of the only known intact examples of the steamboats that operated on Florida's rivers. Flat-bottomed to navigate in shallow water, yet sturdy enough to venture into coastal areas of the Gulf of Mexico, *City of Hawkinsville* provides an opportunity to learn more about the late 19th-century steamboat technology that helped to open the state's interior to settlement and expansion.

The wreck site also is significant under **Criterion D** as it has stabilized in the fresh-water river environment and can, through future archaeological investigation, provide additional information about 19th-century steamboat construction, riverine commerce and transportation, and early steam technology.

HISTORICAL/ARCHAEOLOGICAL CONTEXT: The Suwannee River Steamboating Era

Since the 17th century the Suwannee River has played an important role in the development of central Florida. Waterborne transport up the river helped to supply the needs of Spanish, British, and American explorers and colonists. By the early 1830s, an unnamed steamboat was said to be stationed at St. Mark's "for Suwaney" trade. From 1834 until the early 1840s, steamboating on the Suwannee River was mainly in the lower, more navigable reaches of the river below present day Branford, Florida. By 1845, however, steamboats were navigating farther upriver to reach a developing center for cotton production around the town of Columbus, Florida (now a ghost town located within the bounds of Suwannee River State Park). The typical route for Suwannee steamers included stops at the Gulf of Mexico port of Cedar Key where shallow-draft riverboats could dock alongside oceangoing vessels to exchange cargo. At the upriver end of the route, steamers over 100 feet long navigated through rocky shoals during higher river stages in order to reach Columbus. In 1845 the St. Augustine News reported that the steamboat *Orpheus* had arrived to carry mail and passengers from Cedar Keys to Columbus. The 136 ft.-long steamer was lost two years later at an unspecified location in the Suwannee River, possibly due to navigation error on one of the treacherous rocky shoals. In the 1850s, Captain Tucker, owner of the steamboat *Madison*, navigated his vessel above Columbus to White Springs. His effort led to the Federal government's declaring the Suwannee River navigable to White Springs.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 2 CITY OF HAWKINSVILLE
Dixie County, Florida

During the Civil War, the cotton trade, which had developed over the previous two decades, became important to the war effort. The port at Cedar Key fell into Union hands, forcing blockade runners to come into the shallow water approaches of many coastal rivers, including the Suwannee. Putting to sea aboard *Madison*, Captain Tucker's crew captured a Union ship in the Gulf of Mexico; *Madison* later was scuttled in Troy Spring Run to keep her from falling into Union hands. At least two Confederate oceangoing steamers were lost near the mouth of the Suwannee. After the Civil War, there were no known steamboats on the river until the spring of 1872 when the steamer *Wawenock* began running from New Troy (near Troy Spring) to Cedar Key.

For the next two decades, steamboating flourished on the Suwannee River. In the mid-1880s a landing was established at present-day Branford, and by 1888 a boatyard was in service to repair and build a variety of watercraft, including steamboats. Commercial trade continued to flourish with the growing export of local lumber for general construction, and especially cedar for pencil making. The hurricane of 1896 damaged shipping at Cedar Keys, causing the Suwannee steamboat tourist trade to decline. Gradually, railroads began to replace waterborne transport and by 1900 the golden age of steamboating had ended; the once-popular tourist and honeymoon trips "way down upon the Suwannee River" were no more. But, for almost a hundred years, from 1834 until the 1920s, more than fifty steamboats ran on the Suwannee River. *City of Hawkinsville's* tour of duty on the Suwannee River began during the last decades of the steamboating era. She was ideally suited for navigating both the rivers and the near coastal shallow waters of the Gulf of Mexico.

HISTORICAL SIGNIFICANCE

Built at Abbeville, Georgia, in 1896 for the Hawkinsville (Georgia) Deepwater Boat Lines, *City of Hawkinsville* began her days transporting passengers, naval stores, cotton, and other goods on the Ocmulgee River between Hawkinsville and Savannah, Georgia. *City of Hawkinsville* was 141 feet long, with two decks, a single smoke stack, a square stern, and a molded bow. *Hawkinsville's* condenser system, for the recovery of freshwater from steam, allowed her to navigate in brackish and saltwater environments without undue corrosion to her water and steam piping systems and steam-driven pumps. The sternwheeler proved to be too slow, however, and in June 1900 she was sold to the Gulf Transportation Company of Tampa for use on the Suwannee River. *Hawkinsville* was the largest and the last steamboat to be stationed on the Suwannee River, serving a route that included Branford, Clay's Landing, Old Town, and Cedar Keys.

Initially, *Hawkinsville* was brought into the river to assist a booming lumber industry. The steamer also assisted pencil factories by pushing wooden barges filled with cedar bolts from remote coastal locations to the Cedar Keys port where pencil production took place. Local accounts state that the steamboat also was instrumental in the construction of the rail bridge at Old Town. In doing so, she quickened her own demise, since the moving of people and goods by rail eventually rendered steamboats obsolete. Although accounts of her last days vary, official registry records indicate that she was in service until May 19, 1922, when her last captain, a Mr. Currie, abandoned the vessel and the occupation that could no longer support him. Thus, the steamboating era on the Suwannee River came to an end and *Hawkinsville* was abandoned to sink slowly into the dark water of the river. Today, *City of Hawkinsville* is a surprisingly intact example of late 19th-century coastal steamboat technology.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 3 CITY OF HAWKINSVILLE
Dixie County, Florida

At the state level, *City of Hawkinsville* is significant under **Criterion A** in the areas of **Commerce** and **Transportation** because it is associated with the era of steamboating on Florida rivers and was linked directly to the movement of goods and people that helped to open and to populate the state. The sidewheelers and sternwheelers that churned through Florida's waterways helped to open the interior to settlement, commerce, and tourism. This ease of transportation fueled economies; towns and cities sprang up where steamboat landings were built. *Hawkinsville* is one of the only surviving and most intact examples of the steamboats that opened Florida to tourism and that brought commercial benefits to the state's interior regions which sparked population growth. **Maritime History** also is an area of significance based on the participation of *City of Hawkinsville* in the golden age of steamboating through the decline and eventual demise of the use of steamboat technology on the Suwannee River. Locally, *Hawkinsville* is significant to the communities of Old Town and Branford, as well as other communities in Dixie and Levy Counties, because it is a representative of the steamboats that caused the towns to be founded and to grow.

Significance under **Criterion C** in the area of **Architecture** is represented by the vessel's hull architecture, which is an excellent example of late 19th-century steamboat technology and specialization. She is the best-preserved example of a southern vernacular coastal-river steamer and was specifically adapted to the Deep South where coal was not commonly available. *City of Hawkinsville's* flat bottom enabled her to navigate the shallows and shoals of the Suwannee River, while sturdy construction made her suitable for coastal sailing outside the mouth of the river to the Cedar Keys. To date, no other steamboat in the Suwannee River has been identified that is as well-preserved and as relatively intact.

ARCHAEOLOGICAL SIGNIFICANCE

City of Hawkinsville also is significant under **Criterion D** because of the high potential for information about nautical steam machinery and steamboat construction the site can yield. Much of the vessel's structure is intact and is extremely well preserved, providing an opportunity to learn more about this important American ship type and its regional variations. Construction techniques used to build a vessel meant for both riverine and coastal applications can be revealed through archaeological investigation. Additionally, most of the vessel's steam machinery is *in situ* and can be further documented to provide information about late 19th-century steam propulsion technology. Since the wreck of *City of Hawkinsville* is relatively intact and its remains are very well preserved in fresh water, it provides an excellent opportunity for archaeological study.

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

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 4 CITY OF HAWKINSVILLE
Dixie County, Florida

ARCHITECTURAL CONTEXT

The steam-powered vessels used to transport people, livestock, and goods on America's rivers proved to be highly adaptable for various environments. Enormous multi-decked ships provided transportation on large rivers, while smaller single- or double-decked boats carried cargo on smaller inland streams and rivers. Steam-powered vessels also crossed the oceans and some of the fastest and most successful blockade runners of the Civil War ran on steam. Steamboats such as *City of Hawkinsville* and others on the Suwannee River evolved for multiple purposes. These paddlewheelers had flat bottoms and shallow drafts to navigate the river's shoal areas, and sturdy construction to withstand the coastal waters of the Gulf of Mexico in order to call at major off-shore ports.

City of Hawkinsville is similar to the western-river type sternwheel steamboat with a pointed bow, flat bottom, straight sides, a square and slightly raked transom, and a flush deck. The wooden hull is transversely framed on approximate 18 inch centers in a fashion similar to a wooden barge without an apparent keel. Instead, *Hawkinsville* has two longitudinal "log" bulkheads of stacked heavy timbers situated on either side of the boiler room and running from bow to stern. A wooden bump-guard or rub-rail extends the deck about one foot beyond the sides and fairs into the paddlewheel supports on the aft end. Hull, bottom, sides, and deck planking is longitudinal. From just forward of midships to the forward quarter along the centerline, the deck is recessed to form a rectangular cockpit-like boiler room approximately ten feet wide by thirty feet long.

Any hull of such an extreme length to depth ratio (26:6) has very little longitudinal rigidity. This structural weakness was overcome, as with most other shallow-draft steamers, by hogging chains that were secured on each side of the main deck at the bow and again to the main deck at the stern. These hogging chains, once stretched over the superstructure of the upper deck, were tightened by huge turnbuckles to provide the necessary longitudinal rigidity.

The propelling paddlewheel engine is a steam uniflow type with two single expansion, double acting horizontal cylinders mounted on each side on the stern quarter just above the main deck. Each cylinder has a piston rod extending aft to a crosshead block reciprocating on metal side plates. From a bearing on this block a long connecting rod or Pitman-arm extends aft to another bearing on a journal pin at the end of a short crank arm secured to each end of the paddlewheel shaft. This is the common crankshaft serving the two cylinders.

ARCHITECTURAL SIGNIFICANCE

The above description of architectural detail is an excerpt taken from a professional marine engineering surveyor's report of the remains of *City of Hawkinsville* as inspected in its submerged resting place. This description illustrates the steamboat's remarkable and uniquely intact condition. Additionally, *Hawkinsville's* very long firebox differs from the typical western type river steamer, which had much shorter fireboxes. The use of lighter pine as fuel possibly explains this distinct design difference; *Hawkinsville's* long firebox appears to be a uniquely southeastern, vernacular trait.

City of Hawkinsville is significant under **Criterion C** as it is one of the few located steamboats to operate on the Suwannee River, and it is certainly the most well-preserved of all Suwannee steamboat wrecks. Because it is alongside the river bank and not in the major channel, it is not subjected to the worst flooding,

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 5 CITY OF HAWKINSVILLE
Dixie County, Florida

currents, or man-made disturbances. Although other steamboat wrecks have been discovered in the United States, most of them were found in western rivers; *City of Hawkinsville* is the last known survivor of the age of steamboats on the Suwannee River.

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 9 Page 1 CITY OF HAWKINSVILLE
Dixie County, Florida

BIBLIOGRAPHY

Barbour, George M.

1882 *Florida for Tourists, Invalids, and Settlers*. Centennial reprint series. University Presses of Florida, Gainesville, Florida.

Dunbar, James

1990 Underwater Park Potentials in the Suwannee River Basin. Manuscript on file. Florida Bureau of Archaeological Research, Tallahassee, Florida.

Florida Bureau of Archaeological Research

1992 *City of Hawkinsville: Recommendations for the Establishment of a State Underwater Archaeological Preserve in the Suwannee River Near Old Town, Florida*. Manuscript on file. Florida Bureau of Archaeological Research, Tallahassee, Florida.

Kaucher, Dorothy

1972 *The Suwannee*. Lake Wales, Florida.

Lawson, Virgil L.

1977 *The Steamboat Madison*. Unpublished paper on file. Bureau of Archaeological Research, Tallahassee, Florida.

Levy County Archives Committee

1977 *Search for Yesterday: A History of Levy County, Florida*. Chapters 1-16. Bronson, Florida.

Monk, J. Floyd

1989 A Steamboating Perspective on the History of the Cedar Keys. Unpublished manuscript on file. Florida History Collections, Florida State Library, Tallahassee, Florida.

Mueller, Edward A.

1964 Suwannee River Steamboating. *Steamboat Bill: The Journal of the Steamboat Historical Society of America*, No. 92. Staten Island, New York.

1965 Suwannee River Steamboating. *Steamboat Bill: The Journal of the Steamboat Historical Society of America*, No. 93. Staten Island, New York.

Mueller, Edward A. and Barbara A. Purdy

1984 *The Steamboat Era in Florida*. University Presses of Florida, Gainesville, Florida.

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 9 Page 2 CITY OF HAWKINSVILLE
Dixie County, Florida

Norton, Charles L.
1890 *A Handbook of Florida, Part 1: The Atlantic Coast.* Longmans, Green, and Company, New York.

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 10 Page 1 CITY OF HAWKINSVILLE
Dixie County, Florida

BOUNDARY DESCRIPTION

The site boundary of the *City of Hawkinsville* is defined as a circle of 100 yards radius around the geographical coordinates Latitude 29° 36.442' N, Longitude 82° 58.250' W, lying within the confines of the Suwannee River adjacent to the western river bank in Dixie County and encompassing the vessel, marker buoys, and mooring buoys.

BOUNDARY JUSTIFICATION

The *City of Hawkinsville* 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 *City of Hawkinsville* as a State Underwater Archaeological Preserve in 1992. The purpose of the 100 yard radius around the site is to encompass all material relating to the shipwreck which may have become separated from the main wreck due to current and fluctuating river stage.

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number artifacts Page 1 CITY OF HAWKINSVILLE
Dixie County, Florida

List of artifacts recovered from *City of Hawkinsville*:

92A.472.000001.0001 DOLLY/HAND TRUCK – METAL COMPONENT
92A.472.000001.0002 DOLLY/HAND TRUCK – WOOD COMPONENT
92A.472.000002 UNDIFFERENTIATED
92A.472.000002 PIPE, PLUMBING
92A.472.000002.0001 BOILER TUBE
92A.472.000003.0001 ASH RAKE
92A.472.000004.0001 LOG TONG
92A.472.000005.0001 METAL VALVE
92A.472.000006.0001 HOOK, IRON
92A.472.000007.0001 BOILER TUBE CLEANER, IRON
99A.030.000001 FORD LAMP (EARLY 20TH CENTURY)
99A.030.000002.0001 BRICK, STEVENS CO.
99A.030.000002.0002 BRICK, STEVENS CO.
99A.030.000002.0003 BRICK, STEVENS CO.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number photos Page 1 CITY OF HAWKINSVILLE
Dixie County, Florida

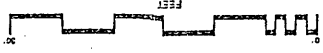
PHOTOGRAPHS

- 1.1) *City of Hawkinsville*
 - 2) Dixie County, Florida
 - 3) Florida Bureau of Archaeological Research
 - 4) March 2000
 - 5) Florida Bureau of Archaeological Research
 - 6) bronze plaque in boiler room of shipwreck
 - 7) 1 of 4

- 2.1) *City of Hawkinsville*
 - 2) Dixie County, Florida
 - 3) Florida Bureau of Archaeological Research
 - 4) July 1992
 - 5) Florida Bureau of Archaeological Research
 - 6) paddlewheel sprocket, spokes, and machinery
 - 7) 2 of 4

- 3.1) *City of Hawkinsville*
 - 2) Dixie County, Florida
 - 3) Florida Bureau of Archaeological Research
 - 4) February 1999
 - 5) Florida Bureau of Archaeological Research
 - 6) view above water of *Hawkinsville* Preserve site showing marker and mooring buoys, looking south (downstream) from railroad trestle
 - 7) 3 of 4

- 4.1) *City of Hawkinsville* Underwater Archaeological Preserve
 - 2) Dixie County, Florida
 - 3) unknown
 - 4) circa 1900
 - 5) Florida Bureau of Archaeological Research
 - 6) photo of *City of Hawkinsville* on Suwannee River
 - 7) 4 of 4



CITY OF HAWKINSVILLE
Dixie County, Florida

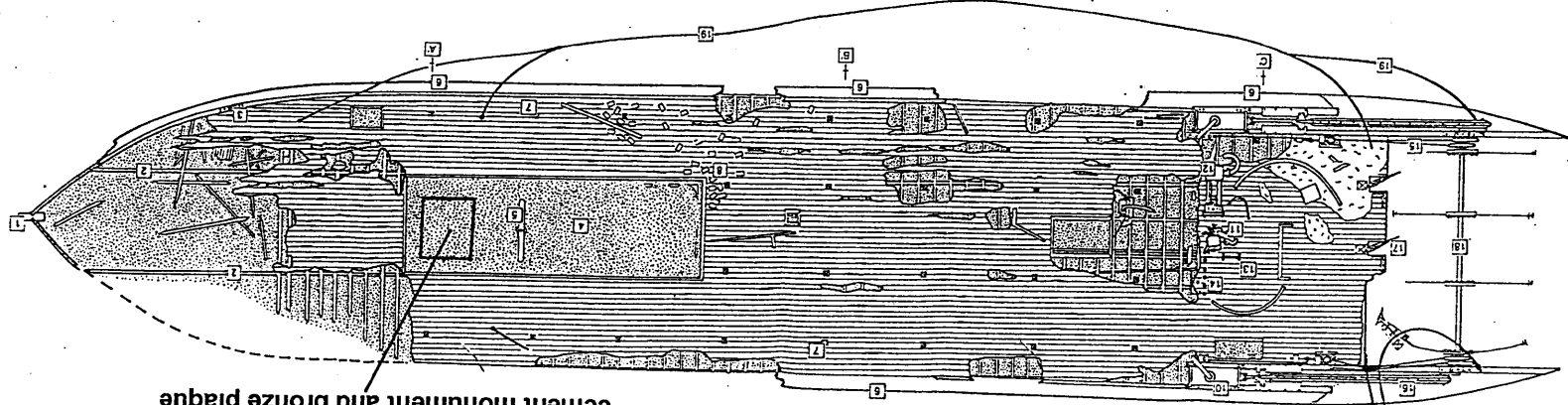
Marker buoy
(non-contributing)

Marker buoy
(non-contributing)

Marker buoy
(non-contributing)

Mooring buoy
(non-contributing)

Mooring buoy
(non-contributing)



cement monument and bronze plaque
(non-contributing)

West bank of Suwannee River

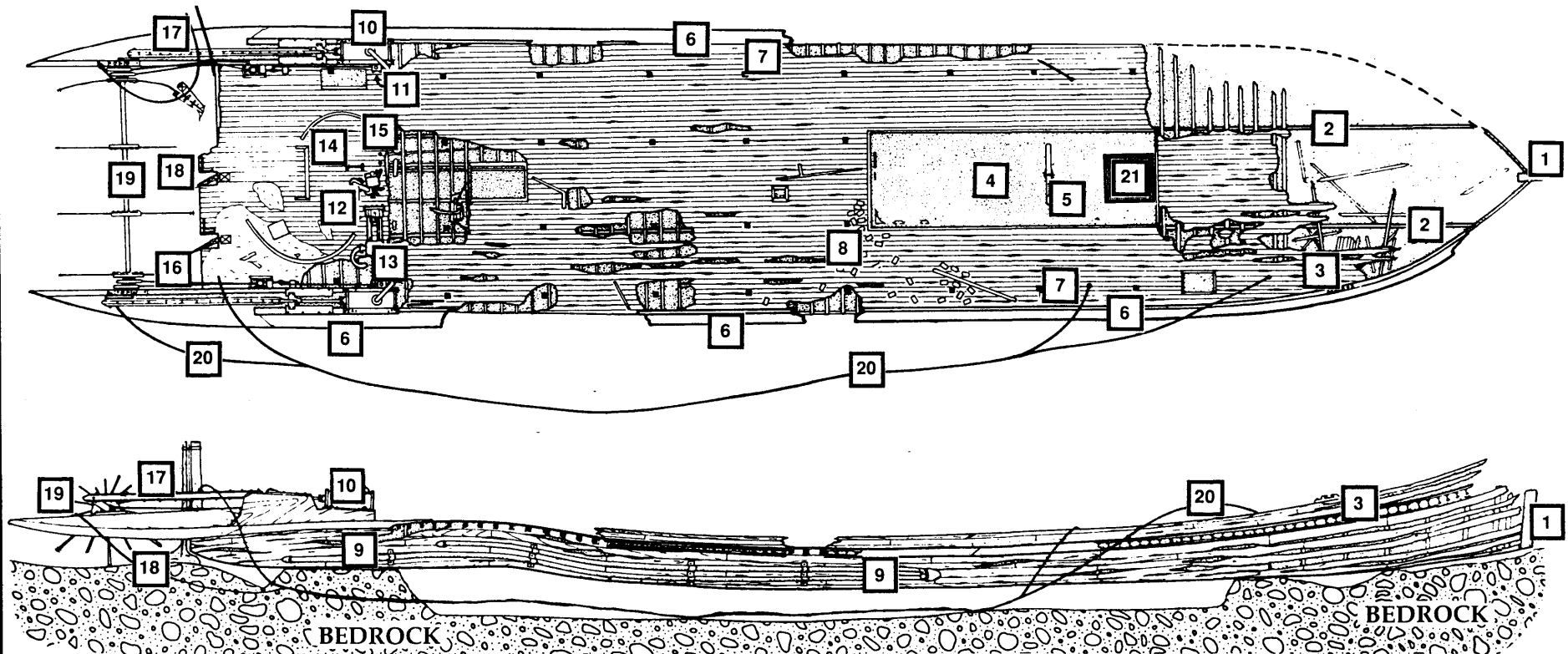
THE VIEW FROM DOWN UNDER

Today, the *City of Hawkinsville* looks like a story-book ghost ship. The hull of the sunken steamer is virtually intact with her bow pointing upriver. From the stempost, one can swim along the entire deck of the vessel to her stern paddlewheel, exploring numerous deck fittings and steam machinery along the way. Inside darkened hatches, mudfish and catfish make their homes.

Tilting at an angle of 20 degrees to starboard, (right side) the steamboat rests on a series of limestone rocks that supports the hull above the river bed. The port (left)

side of the vessel is partially buried in the river bank. Although the boat's steam boiler has been removed, most of the steam piping remains in place. The main propulsion system, consisting of two enormous horizontal piston engines, each of which drove a long Pitman arm connected to the paddlewheel, is easily recognizable along with its rods and gears. Perhaps the most dramatic feature of the wreckage is the four iron sprockets and their wooden spokes from the large paddlewheel that pushed the *Hawkinsville* up and down the Suwannee.

The *Hawkinsville* is a fragile piece of Florida's history. Do not stand on or hang onto wooden parts of the wreck. Please respect the underwater Preserve and leave the site as you found it for others to enjoy.



- | | | | |
|--|-------------------|--------------------|--------------------------------|
| 1. Stempost | 6. Guard | 11. Slide Valve | 16. Shifting Linkage |
| 2. Bulkhead | 7. Stanchion | 12. Condenser Pump | 17. Pitman Arm |
| 3. Fairlead | 8. Bricks | 13. Water Pump | 18. Rudders |
| 4. Boiler Room | 9. Condenser Pipe | 14. Shifting Lever | 19. Paddlewheel |
| 5. Front Boiler Bracket
with Fire Doors and Ash Pan | 10. Steam Engine | 15. Steam Pipes | 20. Hog Chain |
| | | | 21. <i>Hawkinsville</i> Plaque |

SCALE
10 FEET

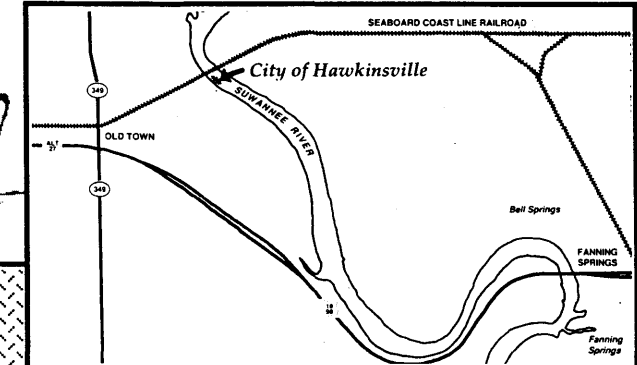
Exploring THE CITY OF HAWKINSVILLE



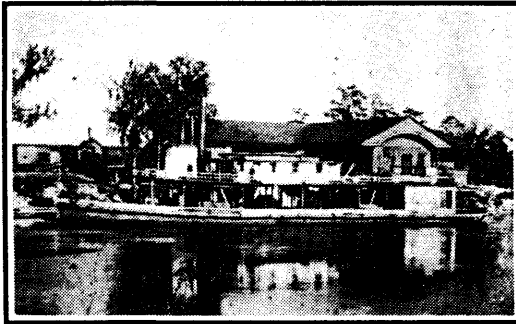
A Window to the Past...

Make history come alive: experience the steamboat era in Florida by viewing the remains of a 19th century coastal steamboat.

UNDERWATER ARCHAEOLOGICAL PRESERVE

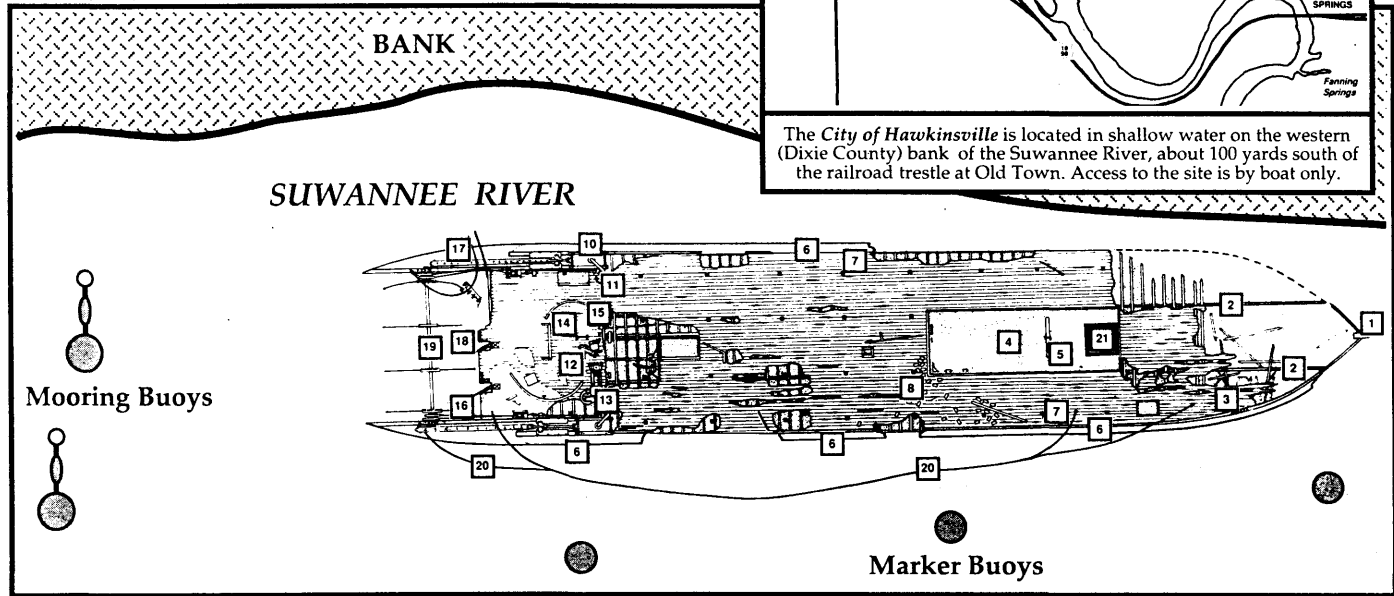
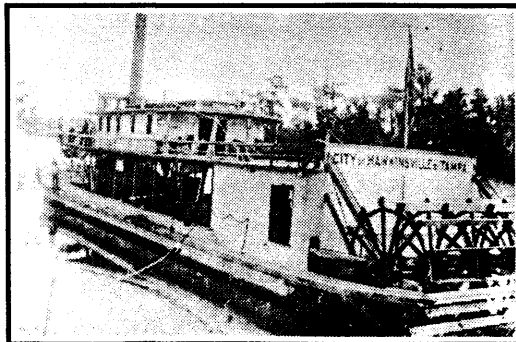


The *City of Hawkinsville* is located in shallow water on the western (Dixie County) bank of the Suwannee River, about 100 yards south of the railroad trestle at Old Town. Access to the site is by boat only.



The *City of Hawkinsville* at Branford Station.

The *City of Hawkinsville* is a survivor of the 19th century coastal steamboat technology. She was the largest and the last steamboat stationed on the Suwannee River, serving a route that included Branford, Clay's Landing Old Town, and Cedar Keys. The *City of Hawkinsville* was 141 ft. long, with two decks, a single smoke stack, a square stern, and molded bow. Official records indicate that she was in service until May 19, 1922, when her last captain abandoned the vessel ending the steamboating era on the Suwannee River.



The *City of Hawkinsville* is marked by a series of buoys on her starboard side, and by mooring buoys approximately 100 feet downstream from her stern (see above). Visitors to the *City of Hawkinsville* are asked to observe the following rules:

- Tie to the mooring buoys to prevent anchor damage to the site.
- Do not motor over the *Hawkinsville* inside and shoreward of the buoys.
- Display a "divers down" flag while diving.
- Divers should have Advanced Open-Water training.
- Do not dive into or under the hull.
- Avoid sharp edges, rough surfaces and stray fishing lines that can be encountered on the wreck.
- The minimum recommended equipment for a safe dive includes: (1) Full open water SCUBA equipment (2) Knife (3) Gloves (4) Underwater lights.

- Diving should not be attempted in the *Hawkinsville* when the river is above 4 feet on the gauge at nearby Wilcox Station in Fanning Springs, or if water visibility is less than 3 feet.
- Call Suwannee River Water Management District weekdays at 1-800-226-1066 to request Wilcox gauge reading.
- Call Florida Game and Fresh Water Fish Commission 1-800-342-8105 to report damage to site.



This publication produced by the FLORIDA DEPARTMENT OF STATE in cooperation with the FLORIDA DEPARTMENT OF NATURAL RESOURCES and the GULF MARINE EDUCATION FOUNDATION

