NPS Form 10-900
(Rev. 10-90

OMB No. 1024-0018

1355

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 Regina Shipwreck Site

other names/site number Regina State Underwater Archaeological Preserve/ 8MA1235

2. Location

street & number offshore of Bradenton Beach n/a ☐ not for publication

city or town Bradenton Beach ☒ vicinity

state Florida code FL county Manatee code 081 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 E. Mattick, DSHPO 10/26/05
Signature of certifying official/Title Date

Florida State Historic Preservation Office, 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

Edson H. Beall 12.6.05

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.)

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-regged Steamship
20th Century Tanker Barge

Materials
(Enter categories from instructions)

foundation Metal: Steel
walls
roof
other Wood (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)

Archaeology: Historic: Non-aboriginal

Period of Significance

1904-1940

Significant Dates

1904

March 8, 1940

Significant Person

n/a

Cultural Affiliation

Cuban

Irish

Architect/Builder

Workman Clark & Co.

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

#

Regina Shipwreck Site
Name of Property

Manatee Co., FL
County and State

10. Geographical Data

Acreage of Property Less than 1 acre

UTM References
(Place additional references on a continuation sheet.)

	Zone	Easting	Northing
1	17	331760	3039560
2			
3			
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 & Barbara E. Mattick/DSHPO for Survey & Registration

organization Bureau of Archaeological Research & Bureau of Historic Preservation date August 2005

street & number R.A. Gray Blg., 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, Board of Trustee of the IITF, c/o. Eva Armstrong, Bureau of State Lands

street & number 3900 Commonwealth Blvd. telephone 850-488-2725

city or town Tallahassee state FL zip code 32399-3000

SUMMARY

The *Regina* Shipwreck (8MA1235) is the site of a steel tanker barge built in 1904 in Belfast, Ireland, and sunk in 1940 off Bradenton Beach, Florida. The wrecksite is in the Gulf of Mexico in Manatee County, in 20 feet of water. As with all other historical and archaeological sites on state-owned or controlled uplands or submerged bottomlands, title to its remains is vested with the State of Florida's Division of Historical Resources, under Chapter 267 of the Florida Statutes. The site includes the remains of the 247-foot vessel and associated artifacts. Non-contributing resources include a cement monument with inset bronze plaque that designates the shipwreck an Underwater Archaeological Preserve.

SETTING

The wreck of *Regina* is situated approximately 75 yards off the shore of Bradenton Beach at coordinates 27° 28.135' N Latitude and 82° 42.129' W Longitude. The stern of the vessel is in as much as 20 feet of water and the bow as little as 12 feet of water. The wreckage rises several feet off the sea floor. The bow of *Regina* is pointed north and the wreck lies roughly on a north/south axis parallel with the shoreline. Features of the tanker barge are still recognizable, including the bow and stern and extensive sections of collapsed decking.

Regina is a dynamic artificial reef providing shelter and food to a wide variety of sea life including toadfish, sheepshead, juvenile game fish, grouper, spadefish, black drum, flounder, pipefish, batfish, trunkfish, cowfish, seahorses, sand dollars, anemones, sea urchins, nurse sharks, dolphins, manatees, stingrays, stone crabs, arrow crabs, soft corals, sea whips, and mollusks. Because it is in shallow water, the sea life changes from season to season, creating an exciting and unpredictable experience. Despite frequent visitation to the wreck by fishermen and divers, there is little litter or debris.

DESCRIPTION

Regina is partially buried under sand which migrates to and from the site depending on seasonal weather and local beach re-nourishment efforts. Currently, much of the starboard side of the vessel is covered, except for a few stanchions or bulkheads sticking inches above the surface of the seabed. The stern, a small section of the bow, and sections of the port side are visible. Several features such as a boiler, ventilator, steering quadrant and bulkheads are exposed and provide up to 12-17 feet of relief. The length of the wreckage is 252 feet - six feet longer than the original length of the vessel. Its breadth is approximately 40 feet, also larger than the original beam of the vessel, evidence that the ship broke apart during its grounding and subsequently collapsed over the course of time onto the seabed.

The stern section is the most prominent element of the wrecksite. Situated in approximately 20 feet of water, the stern rises to a sharp point only a few feet below the surface. The port side of the stern is flat, presenting a dramatic wall-like effect that is continually scoured by wave and current action. At the base of the port side is a graveyard of mollusk shells whose inhabitants were consumed by various predators like octopi.

Remaining features in the interior of the stern include a ladder-like object and various components of the steering system. Because the stern is displaced and lying on its side, the steering quadrant, located on the starboard side in a vertical position, is also exposed. The steering quadrant is comprised of a number of features, including pawls through which cables would have run to steer the vessel and a guard to protect the steering quadrant from any abuse.

North of the stern lies another set of features, including a 3-foot wide bollard. Just forward of the bollard, the ventilator curves toward the stern, stretching approximately 13 feet east to west. Beyond the ventilator is the pressure box and just forward of the box is a winch. The winch is approximately 3 feet in length and, remarkably, still has a section of rope wound around it. A few feet northwest of the ventilator section is a large, half-exposed boiler, nearly square at 8 feet long and 7 feet wide.

Beyond the boiler toward the bow on the port side is an expansive section of the vessel's deck structure. Nearly 100 feet of the side of the hull is clearly visible. Within this section of exposed hull several collapsed bulkheads are visible in the layers of wreckage. Approximately 80 feet northeast of the decking lies the bow of the vessel, in about 12 feet of water and surrounded by shifting white sand. The isolated segment stands approximately 5 feet tall and 4 feet wide and is continually scoured by currents and wave action.

SITE INVESTIGATIONS

The wreck of *Regina* was nominated to become a State Underwater Archaeological Preserve in 2001 by owners of a Bradenton Beach dive shop. *Regina* was found to meet all criteria for Preserve status, including public accessibility, archaeological integrity, historical significance, and abundant marine life. In April, 2004, the wreckage was mapped and photographed by underwater archaeologists from the Florida Bureau of Archaeological Research, and an accurate site plan was produced. The grand opening ceremony establishing *Regina* as Florida's tenth Underwater Archaeological Preserve is planned for April, 2005.

SUMMARY

Regina is significant at the state and local levels under **Criterion D** in the area of **Archaeology: Historic-Non-Aboriginal** as one of the last remaining examples in Florida of the steam vessels that regularly traversed the state's waters in the early to mid-20th century. Although once quite common in United States waters, relatively few of these vessels remain in the archaeological record due to the effects of salvage immediately after wrecking and subsequent removal of the wreckage for scrap.

The *Regina* wreck site has stabilized in the marine environment and can, through future archaeological investigation, provide information about early coastal maritime commerce and transportation. Because blueprint designs no longer exist for the *Regina*, the ship's remains have the potential to yield information about the original steamship design that would be a valuable addition to the body of knowledge about the technology of transitional sail-to-steam ocean-going vessels. In addition, undocumented modifications to the vessel after its construction may only be recognized in the archaeological record.

HISTORICAL, ARCHITECTURAL, & ARCHAEOLOGICAL CONTEXTS

For centuries square-rigged sailing ships transported cargo and passengers across oceans and along coastlines. From about 1840, however, steamships began to vie with sailing vessels in the industry, even though 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 steamships did not rely on the vagaries of the wind. Steamships also were less expensive to operate because a smaller crew was required than that needed 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. Developed as early as the 1830s, vessels driven by a screw propeller rather than a paddlewheel soon began to make oceanic steamship travel practical and predictable.

By the late 19th century, although steamship technology was quite advanced, sail applications had not yet been deemed absolutely obsolete, particularly where merchant vessels were concerned. Totally steam-powered ships, such as the enormous pre-Dreadnaught warships of the time, required extensive support networks of re-coaling stations and dedicated coal ships to ensure they had access to enough fuel to complete their assignments. Furthermore, 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 equipped only for steam travel could be left drifting helplessly with the current, at the mercy of wind and wave. Because of the unreliable nature of early steam technology and its application to the marine environment on ocean-going vessels, many ships were fitted with either steam-powered paddlewheels or screw propellers as well as sailing rigging. This enabled ships to continue on their way using wind power if the fractious steam machinery became unstable, or to use sails to cut costs if the wind was favorable. Alternatively, steam-powered ships could complete scheduled voyages even if the wind was contrary

or was non-existent. The combination of the forms of power, however, also had its drawbacks. Masts, standing rigging, and sails required considerable deck spaces as well as a larger crew to operate; this extra equipment also tended to get in the way of the complex steam machinery. A harmonious union of sail and steam power was difficult to achieve, yet this arrangement commonly was used for nearly a century. As individual steam-powered vessels aged, it was often more profitable to convert the vessel to other uses rather than to continue making repairs. Steamships with sturdy hulls were often converted for use as tanker barges.

In the latter half of the 19th century steamships were used for a variety of tasks, from transporting cargo and passengers, to laying telegraph cable to warfare. As the United States began to turn its interests inland and focus more on developing trans-continental railroads, Great Britain emerged as the world's leader in the production of iron and steel steamships and other countries struggled to keep up. Steamships were used well into the 20th century, particularly for local and regional transport as large ocean-going ships began to switch from coal-fired boilers to liquid fuel powered engines. The humble coastal steam freighter was the workhorse of their time, transporting enormous quantities of goods and people along the coasts of the United States and throughout the oceans of the world. Of the many that plied coastal waters, some inevitably ran aground, were wrecked in storms, or foundered on hidden reefs or shifting shoals. Many were re-floated to work again, but most were salvaged for their value as scrap metal. A few, however, still remain off the shores of the United States, homes to fish and other marine creatures and attractions to fisherman and divers.

VESSEL HISTORY

Regina was a steel steamer built in 1904 in Belfast, Ireland, by the Workman, Clark & Co. shipyard for the Cuban Molasses Transportation Co., based in Havana. She was 247 feet in length, with a 36 feet beam, a 14 feet draft, and was rated at 1,155 gross tons with a net tonnage of 669. Designed with a single deck and a single propeller powered by a triple-expansion steam engine producing 850 hp., the steamer was also rigged as a schooner for auxiliary power, and was fitted with electric lighting.

Regina was a member of a growing fleet of large and small tankers that carried a specific liquid cargo: molasses. Shipped from several locations in Cuba, the Dominican Republic, and Puerto Rico to the United States East and Gulf Coast ports, molasses was used not only by rum distilleries but also by animal feed manufacturers. New Orleans was a principal port of the world's molasses trade; cargoes were transferred to river barges for distribution inland to feed producers in the Midwest. Compared with other liquid cargoes carried by sea-going tankers, like oil, chemicals, or fresh water, molasses is much heavier. In cold weather it thickens, becoming difficult to pump during transfer and requiring a longer time in port. Various tank-heating methods were used to make the cargo less viscous and easier to pump. Design changes made to the *Regina* when converted from a steamer were done with this in mind.

Converted to a tanker barge, *Regina* began her last voyage on March 5, 1940, under tow from Havana by the tugboat *Minima*, bound for New Orleans with a cargo of more than 350,000 gallons of molasses. Two days later, a cold front swept across the Gulf of Mexico from the northwest, accompanied by eight to 12-foot seas, gale force winds, and freezing temperatures. Waves crashed over *Regina* contaminating its freshwater

tanks, and pushing the tug and tanker towards the shore. *Minima* attempted to alter course toward the shelter of Tampa Bay, but before she could reach safety, her tow lines parted near Egmont Key and *Regina* drifted helplessly toward Anna Maria Island. Local resident Gene Birney, manager of Gulf Trailer Park, caught sight of the rolling tanker on the afternoon of Friday, March 8, and advised the St. Petersburg Coast Guard Air Station of her ordeal. The Coast Guard already was aware of the situation; one of its patrol airplanes had sighted *Minima* and *Regina* 32 miles west of Sanibel Island on March 7, and again five miles off Anna Maria Island the following afternoon. The pilot reported the vessels were having difficulty with rising wind and seas.

In the late afternoon of March 8, the converted tanker grounded in heavy seas on a sand bar off Bradenton Beach. Pounded by the surf and wind, the vessel began to crack and break apart as nighttime approached. *Regina*'s crew of eight stayed aboard the stranded tanker, only 200 yards from shore but afraid to abandon ship in such turbulent conditions. They sought shelter in their cramped quarter in the forward part of the vessel, the water rising almost up to their shoulders. As word of the disaster spread, local residents gathered on the darkened beach, where they built fires to reassure the crewmen that they had been seen.

Meanwhile, the Coast Guard cutter *Nemesis* and patrol boat CG145 had been dispatched from St. Petersburg, but were unable to approach the stranded barge at night in shoal water. Instead, *Nemesis* searched for and found the tugboat *Minima* but was unable to communicate with her. The Air Station advised *Nemesis* that the Bradenton police believed the barge could be reached from shore, and arrangements were made to transfer a line-throwing gun to CG145, which proceeded to the dock on the eastern side of Anna Maria Island. On the island, gunner's mate Frank Barnett was met by local men, who took him and the line-throwing gun across the island to the site of the wreck. At one o'clock in the morning Barnett twice attempted to shoot a line from the beach to the barge, but each shot fell short.

At daybreak, Barnett and local men attempted to fire two more lines, but again they fell short. They also tried to send a line to the barge by a rocket gun, but the heat of the rocket burned away the wire used to attach the line. By then hundreds of spectators had gathered on the beach, as news of *Regina*'s stranding traveled from the island to the mainland overnight. At first light a Coast Guard seaplane bucking strong winds circled low over the barge and made two passes to drop life preservers to her crew. All but one lifejacket were washed ashore by the waves and wind.

As the crowd of onlookers watched in horror, one of *Regina*'s crewmen plunged overboard in a vain attempt to swim ashore. His German Shepherd dog followed him, but both disappeared in heavy surf about 100 yards from land, almost within reach of local resident Eddie Glant, who was swimming toward them with a lifeline. The man was later identified as Seferino Canneciras, the ship's cook.

Eventually a small nine-foot yachting dinghy was brought to the scene of the wreck, and Barnett endeavored to row out to the barge with life preservers collected from the beach. After two attempts, he managed to reach the stranded crew, rescuing Captain José Urquida before heading back to shore. As they approached the beach the boat capsized, but a chain of people linking hands out into the water assisted in the rescue. With Barnett's energy spent, local men who had been working with him increased their effort to complete the rescue. Furman Smith manned the dinghy and managed to secure a line to the barge from the beach. Smith, Billy Parker, and Clayton Adams, assisted by several other people, finally rescued the remainder

of the crew, Ernesto Crusostino, José García García, Leonard Perez, Angel Lopez, Benjamin Alfonso and Juan León. Capt. Urquida was treated for pneumonia at Bradenton General Hospital, Alfonso and Crusostino were taken to the county hospital, and León, Lopez, García, and Perez were cared for at the Jordan Hotel in Bradenton Beach. Miss Elizabeth Sponenbarger interpreted Capt. Urquida's story while he was treated for shock and exposure. He told of his crew's attempts to secure *Regina* with three anchors before she stranded, but realizing the futility of their efforts, they cut the anchor lines in despair.

Tampa immigration officials made arrangements on March 10 for the seven seamen to return to Cuba. Jack Flanagan of Michigan, vacationing in nearby Holmes Beach, took photographs of local residents viewing *Regina*'s wreck the day after the tanker grounded. In the following days, several boats dredged the area of the wreck looking for the drowned sailor; to their amazement they found a live chicken aboard *Regina*. Shortly thereafter, the bodies of Canneciras and his dog were found washed ashore to the south of the wreck.

Gunner's Mate Frank Barnett received a letter of commendation from the Commandant of the Coast Guard. Bradenton honored its courageous young men with statuettes awarded at a meeting of the Junior Chamber of Commerce to Furman Smith, Clayton Adams, Eddie Glant, and Billy Parker. Honorable mention for assistance on shore was given to Grey Fulford, Mark Watkins, Gene Berni, M. Peyton, Albert Mora, Albert Few, William Posey, Dr. H. Gates, Wesley Johnson, Arthur Keen, Bob Crawford, George and Grace Bayley, Leonora Amlong, Buelah de la Torre, F. J. Barnett, and L. K. Amlong.

Regina was a total loss; her cargo of molasses drained into the gulf and her stranded battered hull became part of the landscape. Today, more than sixty years of pounding surf have left the tanker a sunken hulk, partially buried under sand, but her remains are teeming with sea life. Locally known as the "Sugar Barge," this wreck is popular with scuba divers and snorkelers due to its proximity to the beach and its myriad of tropical fish.

ARCHAEOLOGICAL SIGNIFICANCE

Regina is significant under **Criterion D** because of its high potential to yield new information. Although the wreckage has collapsed, much remains of this important example of early 20th century steel barge construction, and the technology used to handle her precious liquid cargo during transport. The wreck site is also significant because of its transitional sail-to-steam design and construction. This type of vessel with both steam-powered and sail-powered methods of propulsion was not uncommon in the late 19th and early 20th centuries, but relatively few examples remain either afloat or in the archaeological record. Because neither blueprints, nor photographs of the *Regina* prior to her grounding are available, the sunken remains of the vessel are valuable for reconstructing her original architecture. Later changes to *Regina*'s design during her conversion to a tanker barge are representative of an architectural solution to aging freight-handling technology in the early 20th century. In the absence of blueprints for the ship's design, and despite changes made to the vessel after her construction, important architectural information can be learned from the remaining hull structure, particularly the design of combination screw and sail powered craft.

The State of Florida recently added *Regina* to its family of shipwreck sites that have been determined to be historically and archaeologically significant. *Regina* was designated a State Underwater Archaeological Preserve based on its integrity and its potential for public education. *Regina* 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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1940 Record of Proceedings of a Board of Investigation . . . to inquire into the loss of the Cuban barge REGINA, off Anna Maria Island, Florida . . ., April 22, 1940; Record of Proceedings of a Board of Investigation . . . to inquire into the loss of the Cuban barge REGINA, off Anna Maria Island, Florida . . ., August 7, 1940. "General Correspondence, 1910 – 1941," File 123: Boards of Inquiry, St. Petersburg Air Station (Boxes 98, 99), Records of the U.S. Coast Guard (RG 26). National Archives, Washington, D.C.

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
www.flheritage.com

BOUNDARY DESCRIPTION

The site boundary of the *Regina* Shipwreck is defined as a circle of 100 yards radius around the geographic coordinates Latitude 27° 28.135' N, Longitude 82° 42.129' 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 *Regina* Shipwreck site boundary is based on the observed area of extant wreckage. The purpose of the 100 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.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

PHOTOGRAPHS

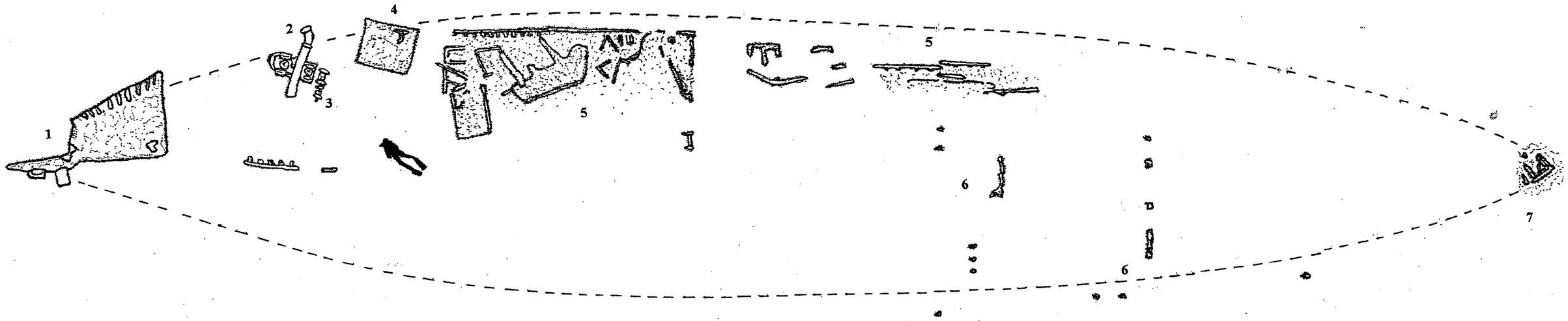
1.a) *Regina* Shipwreck
b) Manatee County, Florida
c) unknown
d) circa 1941
e) Anna Maria Island Historical Society
f) Wreck of *Regina*, view to north
g) 1 of 5

2.a) *Regina* Shipwreck
b) Manatee County, Florida
c) unknown
d) 1940
e) National Archives and Records Administration
f) *Regina* wrecked off Bradenton Beach with onlookers in foreground and rescue seaplane above, view to west
g) 2 of 5

3.a) *Regina* Shipwreck
b) Manatee County, Florida
c) Florida Bureau of Archaeological Research
d) 2004
e) Florida Bureau of Archaeological Research
f) Underwater photo showing boiler, view to west
g) 3 of 5

4.a) *Regina* Shipwreck
b) Manatee County, Florida
c) Florida Bureau of Archaeological Research
d) 2004
e) Florida Bureau of Archaeological Research
f) Underwater photo showing ventilator, view to west
g) 4 of 5

5.a) *Regina* Shipwreck
b) Manatee County, Florida
c) Florida Bureau of Archaeological Research
d) 2004
e) Florida Bureau of Archaeological Research
f) Underwater photo showing bow. view to northwest
g) 5 of 5



1 Stern
2 Ventilator
3 Winch
4 Boiler
5 Collapsed hull
6 Stanchions
7 Bow

REGINA

Bradenton Beach, Florida
March 2004
Florida Bureau of Archaeological Research
Friends of *Regina*

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0 5 10 15 20 FEET