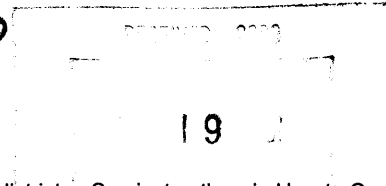


United States Department of the Interior
National Park Service

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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 San Pedro

other names/site number San Pedro State Underwater Archaeological Preserve/MO104

2. Location

street & number 1.25 nautical miles south of Indian Key n/a not for publication

city or town Islamorada vicinity

state FLORIDA code FL county Monroe code 087 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) _____

for Signature of the Keeper Date of Action
Erica 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	15	objects
1	15	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)

18th-century Galleon

Materials
(Enter categories from instructions)

foundation Wood (hull)
walls Wood

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

Areas of Significance

(Enter categories from instructions)

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

Period of Significance

1733

Significant Dates

1733

Significant Person

n/a

Cultural Affiliation

First Spanish Period (1513-1763)

Architect/Builder

Unknown

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

San Pedro
Name of Property

Monroe Co., FL
County and State

10. Geographical Data

Acreage of Property Less than 1 acre

UTM References

(Place additional references on a continuation sheet.)

1	1	7	5	3	2	6	6	6	2	7	4	8	7	7	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.

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National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
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Section number 7 Page 1 SAN PEDRO
Monroe County, Florida

SUMMARY

The *San Pedro* (8MO00104) is the site of a wooden-hulled sailing ship that was part of the Spanish Plate Fleet destroyed in a hurricane on 15 July 1733. The wrecksite is in 18 to 20 feet of water 1.25 nautical miles south of Indian Key near Islamorada in Monroe County, Florida. The wreck, located within the Florida Keys National Marine Sanctuary, lies on submerged lands belonging to the State of Florida. The site includes a ballast mound approximately 90 feet long by 30 feet wide and hull timbers that generally are covered with sand and marine vegetation. Non-contributing resources include seven replica cement cannons, an iron anchor from one of the 1733 wrecks, one marker buoy, five mooring buoys, and a plaque designating the site as an Underwater Archaeological Preserve and Florida Heritage Site.

SETTING

The site of the *San Pedro* is in a white sand patch surrounded by turtle grass in Hawk Channel. The ballast mound served as the foundation for an artificial reef and the shipwreck site now is a thriving biological patch reef community which helps to protect the wreck from further deterioration. Water depth is 18 to 20 feet over the wrecksite and clarity varies with weather and tidal conditions. The bottom is hard rock with a thin veneer of coarse quartz sand; the reef is composed of hard and soft corals, sponges, and a variety of marine life.

DESCRIPTION

The ballast mound that marks the *San Pedro* is approximately 90 feet long by 30 feet wide; the long axis of the shipwreck is oriented northwest to southeast. A scatter of ballast stones extends beyond the edge of the compacted mound; the scrambled appearance of portions of the ballast is evidence of modern salvage activities. Mooring buoy anchors are situated around the perimeter of the site with one on the southern end and two on each side of the ballast mound; the marker buoy anchor is on the northern end of the ballast mound. A submerged bronze plaque mounted in a cement monument is located in the sand off the southwest edge of the ballast mound and proclaims the shipwreck an Underwater Archaeological Preserve. Seven replica cement cannons have been placed around the ballast to simulate the ordnance spill that occurred as the ship wrecked and broke apart after grounding. These cannons, along with a contemporary anchor placed on the northeast side of the ballast mound, represent efforts to "rebuild" the site to appear as it would have before the original iron cannons and anchors were raised in the 1960s so that divers and snorkelers can better understand how a 1733 site would have looked before modern salvage. The non-contributing resources do not adversely affect the site's historical or archaeological integrity as they were placed on top of the sand away from the main area of wreckage and do not interfere with the ballast mound or underlying timbers.

Elements of the ship's hull are buried under the ballast and the natural reef structure adhering to the ballast stones. Remaining hull timbers consist of the keel, frames, keelson, ceiling planking, and exterior planking as well as fasteners. The protective layer of ballast stones, sand, and reef structure conceals the ship's architecture and, possibly, rigging elements which may include deadeyes, chainplates, blocks, etc. Based on past recoveries from *San Pedro* and other 1733 shipwrecks, ship-related artifacts such as fasteners and ceramic sherds may also be present. Over the intervening years, some shipwreck material has been dispersed by wave

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and current action away from the primary area of timbers and ballast. This material forms the "wreck scatter" common to sites in a high-energy environment near shore; the site boundaries are intended to encompass the area of wreck scatter. While displaced from their original context, scattered artifacts may still be linked to the shipwreck and can provide important information about site formation processes.

After grounding, *San Pedro* remained relatively intact until salvaged by the Spanish soon after the disaster. The hull was burned to the waterline to conceal her position from freebooters and to allow native divers access to the hold in order to recover the cargo of silver coins and Chinese porcelain. Over the centuries the remains of her hull not covered with ballast and sand were carried away by waves and storms; shipworms (*Teredo navalis*) that thrive in the warm water ate any exposed wood. The shipwreck seen today, if left undisturbed, has reached a state of equilibrium with the marine environment and has stabilized.

SITE INVESTIGATIONS

The Spanish began salvage activities soon after the fleet disaster, during which more treasure was recovered than had been registered on official manifests (evidence of the widespread smuggling that plagued the Indies fleets). Afterward, the wreck sites of the 1733 fleet were forgotten. In 1937 a local Keys fisherman led professional helmet diver Art McKee to a ballast pile and cannons off Plantation Key, which later was identified as the site of the 1733 fleet's *capitana* (flagship). During research into the history of this site, McKee received from Spanish archives a map of the locations of the 1733 fleet compiled during initial salvage efforts; this map led to the relocation and modern salvage of these shipwrecks. Although some of the wrecks have been salvaged under contract with the State of Florida, most have been unlawfully picked apart in a random and haphazard manner resulting in the scrambling of intact ballast mounds and the destruction of ship's timbers.

One of the first of the 1733 ships to be discovered in modern times, *San Pedro* was mined of thousands of silver coins and other artifacts in the 1960s and 1970s. Only a few of the other 1733 sites were as financially profitable to salvors. Some of *San Pedro*'s valuable load was thought to represent accidental spills by early Spanish salvors, especially since some of the coins were found cemented together in the shape of a small sack. As more of the 1733 wreck sites were discovered, the amount of coins being recovered from *San Pedro* diminished and salvage operations were shifted to the unworked wrecks.

In 1977, the State of Florida's Underwater Archaeological Research Section conducted a survey of the wrecks of the 1733 fleet, including *San Pedro*. At that time the site of *San Pedro* was comprised of a large but partially disturbed ballast mound that included Spanish *ladrillo* bricks probably used in the ship's galley, timbers, and sherds of ceramics. Although some of the site's context had been damaged by treasure hunters, a section of relatively undisturbed ballast covered with coral was thought to indicate the presence of intact hull and artifacts. The site was not excavated during this survey, but visible ballast was recorded and mapped to create a site plan. This was accomplished by using a protractor mounted on a rod that was inserted into the middle of the ballast mound; measurements were taken every 10 degrees for 360°. A report was prepared of survey efforts, including a description and site map of each wreck site (Smith and Dunbar 1977).

In 1988 a second survey of *San Pedro* was conducted by the Florida Division of Historical Resources, Bureau of Archaeological Research with participation from Florida State University and Indiana University

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during an underwater archaeology field school. The purpose of the survey was to locate a candidate for Florida's second Underwater Archaeological Preserve from among the known sites of the 1733 fleet. Eleven wrecks of the 1733 fleet were surveyed and a system was developed to rank sites for various criteria, including accessibility, archaeological integrity, biological features, and research and park potential. The survey and subsequent report identified the wreck of *San Pedro* as being the best candidate for a State Preserve based on its picturesque location, abundant marine life, and relative site integrity compared to the other 1733 shipwrecks. The shipwreck again was mapped to produce a site plan, this time by placing a baseline along the longitudinal axis of the wreck and taking 90° offsets and triangulations to accurately delineate the ballast mound. A small 50x50 centimeter test unit, excavated by hand, was placed on the south side of the ballast mound to examine a portion of the ship's timbers, which proved to be intact and well preserved below the ballast; no artifacts were encountered during the excavation. The few artifacts located on the wreck of *San Pedro* during the survey project, which included concreted fasteners, galley bricks, and ceramic sherds, were left *in situ*.

A report of field school activities prepared by the students led to an official proposal and nomination of the site to Florida's Preserve system and, on 1 April 1989, to the formal establishment of the *San Pedro* State Underwater Archaeological Preserve and placement of a bronze plaque. A brochure was prepared that describes the ship's history and its role as a Preserve, and an underwater guide was created to orient divers on a self-guided tour of the shipwreck (see attached).

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Section number 8 Page 1 SAN PEDRO
Monroe County, Florida

SUMMARY

The *San Pedro* is significant at the national level 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 most intact examples remaining of the 1733 Spanish Plate Fleet disaster. Furthermore, this shipwreck is one of very few surviving examples of the famous galleons that transported treasure and goods between Spain and the Americas in the *Carrera de Indias*. As a part of Florida's and the nation's history, *San Pedro* represents an element of the early maritime commerce that skirted, and occasionally wrecked upon, the shores of today's state and that was the impetus for the Spanish colonization and occupation of what is today the state of Florida.

San Pedro is significant under **Criterion C** as it is one of the few positively identified examples of the classic galleon ship type that was heavily used both for commerce and for warfare in the 18th century. As a Dutch-built vessel in the service of Spain, *San Pedro* can provide information about naval architecture and hull characteristics that reflect Spanish preferences and/or adoption of foreign influences in ship design and use.

The *San Pedro* wrecksite also is significant under **Criterion D** as it has stabilized in the marine environment and can, through future archaeological investigation, provide additional information about 18th-century merchant vessels, the galleon ship type in particular, the Spanish *flota* system, and trans-Atlantic maritime culture.

HISTORICAL/ARCHAEOLOGICAL CONTEXT: The Spanish Plate Fleets

The 16th-century Spanish conquests of Mexico and Peru resulted in large quantities of precious metals and gemstones, as well as exotic New World goods, being shipped across the Atlantic to enrich the treasury of the Spanish Crown and to support its far-flung empire. Freebooters and privateers of rival countries such as England, France, and the Netherlands soon began to menace Spanish shipping to steal the riches for themselves. To combat this threat Spain, at that time one of the most powerful countries on earth, devised a *flota* or convoy system consisting of armed warships to accompany and protect the merchant vessels on their voyages to and from the New World. Called the *Carrera de Indias*, this convoy system was in use for over 200 years, beginning in the 1530s. At least two large armed galleons sailed with each convoy: the *capitana* led the way and served as flagship of the fleet, while the *almiranta* brought up the rear. Additional warships often joined large fleets to offer more protection. Other ships that made up the Plate Fleets included smaller vessels called *pataches* that were used to communicate between ships and *refuerzos*, or supply ships, that carried victuals and extra gear as well as regular cargo. Merchant vessels of various sizes and types carried cargo and treasure, as well as passengers and their personal possessions.

Large armadas sailed each year from Spain loaded with finished goods (clothing, books, equestrian tack, etc.), foodstuffs, and European luxuries intended for the colonial market; this armada split into two fleets upon reaching the islands of the Caribbean. One group, the New Spain Fleet or *flota*, sailed to Veracruz in New Spain (Mexico) to load cargoes of New World products as well as Chinese porcelain shipped across the Pacific in the Manila galleons and brought across the isthmus of Panama via mule train. The Tierra Firme fleet, or

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galeones, sailed for Cartagena de Indias to load South American products. The primary cargo of both fleets was immense amounts of precious metals, generally in the form of bullion and coin, from Mexico, Central, and South American mines and mints. The bulk of the treasure, particularly that intended for the king's coffers, was loaded onto the *capitana* and the *almiranta* since they were the two most heavily armed ships. The two fleets reconvened in Havana for mutual protection and assistance during the long journey back to Spain. Theoretically, the convoy sailed from Spain each spring (before the Atlantic hurricane season) and completed the round-trip voyage each year. In practice, delays caused by weather, shipwreck, and especially bureaucratic inefficiency often caused the fleets to sail less regularly or, worse, to sail during hurricane season. While the *Carrera de Indias* convoy system proved effective for defense against pirates, and remained in use until the mid-18th century, it could not protect the fleets from storms, treacherous shoals, and reefs.

HISTORICAL SIGNIFICANCE

San Pedro, a Dutch-built merchant galleon in the service of Spain, was one of 22 vessels in the *flota* of 1733 commanded by Don Rodrigo de Torres that left Havana on July 13 bound for Spain. Eighteen merchant vessels, including *San Pedro*, were loaded with New World goods such as tanned hides, rare spices, precious jewels, gold, and silver and were protected by four armed galleons. The 287-ton *San Pedro* also was loaded with 1,600 pesos in Mexican silver as well as crates of Chinese porcelain.

Two days out of Havana, within sight of the Florida Keys, the fleet was caught in a hurricane that scattered and wrecked the vessels along eighty miles of the Keys; only one ship survived which returned to Havana to report the disaster. Nine ships were sent from Havana loaded with supplies and salvage equipment to rescue survivors and to recover the lost treasure and goods. The locations of the wrecked ships were charted on maps and a thorough salvage effort was begun which continued for years, eventually recovering more gold and silver than had been registered on official manifests (a result of inevitable contraband smuggling). Those ships that could not be refloated were burned to the waterline to enable divers to enter the holds and to conceal the wrecks from freebooters and pirates.

After the Spanish concluded their salvage of the 1733 fleet, the graves of the ships lay forgotten for centuries. In 1937 professional diver Art McKee was shown by a local Keys fisherman to a ballast mound and cannons in 27 feet of water off Plantation Key. McKee, after finding a coin stamped 1721, wrote to the Archives of the Indies in Seville requesting information on the loss of the 1733 fleet. Among the documents sent to him from the archives was a map of the wrecksites of the lost ships, including the one familiar to McKee which he identified as the fleet's *capitana El Rubi Segundo*. Realizing the historical importance of his find, McKee built and opened the first museum in the world devoted to shipwrecks and sunken treasure.

The site of *San Pedro* remained hidden until the 1960s when treasure hunters discovered the ship's ballast mound and cannons under 18 feet of water in Hawk Channel off Indian Key. Elements of the ship's rigging, hardware, and remnants of her cargo of porcelain were recovered, as were hundreds of silver coins. The ballast mound was disturbed during the mining of the site for treasure and the cannons and anchors were salvaged; these unconserved and rusting iron artifacts, as well as others from the 1733 fleet, now adorn various

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Keys businesses. Although portions of the ballast mound have been scrambled in the search for treasure, the ship's remaining lower hull structure remains *in situ* under the sand and coral.

Nationally, *San Pedro* is significant under **Criterion A** because it is associated with the *Carrera de Indias*, the Spanish system of fleet convoys that helped to shape the world's economy from the 16th until the 18th century and that transported enormous quantities of New World commodities to the Old World. The spread of this new-found wealth in turn fueled the European settlement of the Americas. At the state level, *San Pedro* is one of the vessels that came to grief on the shores of today's state and her tale is part of Florida's history, illustrating the dangers that early mariners faced when sailing near the treacherous reefs and shoals of the Florida Keys. Additionally, Florida was colonized by the Spanish to protect the route of the treasure fleets, resulting in the settlement of St. Augustine in 1565 and continuous European occupation. Other colonies along the eastern seaboard of the present United States, such as Santa Elena in South Carolina, were established as well. These nation-wide and state-wide impacts were the direct result of the *Carrera de Indias*, of which *San Pedro* was a part and is one of the best surviving examples.

Areas of significance for this site include **Architecture** since the ship's structure can provide information about the galleon ship type, vessel use, and specialization which are not known from contemporary plans and from very few other shipwrecks. **Commerce** and **Transportation** are areas of significance because the ship was linked directly to the *Carrera de Indias*, which was the most complex and massive movement of goods, products, and people of the era. **Maritime History** also is an area of significance based on the participation of *San Pedro* in the *Carrera de Indias* as well as its association with one of Spain's worst Plate Fleet disasters which had far-reaching consequences for the Spanish economy and, subsequently, for Europe and the Americas.

Significance under **Criterion C** is represented by the ship's hull architecture, which is an excellent example of early 18th-century European maritime technology, specialization, and adaptation. As an example of a galleon, and in particular a galleon used in the Spanish *flota* system, the wreck of *San Pedro* has the potential to provide information about architectural specialization for the transport of treasure and about the construction differences between merchant galleons and galleons armed for warfare.

ARCHAEOLOGICAL SIGNIFICANCE

San Pedro also is significant under **Criterion D** because of the high potential for new information the site can yield. Although parts of the shipwreck have been subjected to non-scientific treasure hunting activities in the past, much of the vessel's hull structure remains *in situ*. Since the treasure hunters were not interested in non-intrinsically valuable artifacts, some of these may remain in context within and immediately surrounding the ship's hull. Additionally, once treasure hunters discovered the wrecksites of other 1733 ships, *San Pedro* was abandoned. Remaining artifacts associated with the shipwreck may include ceramics, hull fasteners, and other items. All of the material culture related to the shipwreck can help to answer questions pertaining to 18th-century trans-Atlantic voyaging and commerce, international exchange, maritime culture, and shipboard lifeways such as victualing, status, gender, and recreation.

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Since *San Pedro* remained relatively intact through the wrecking event, it is likely to reveal more archaeological information than some of her sister vessels that were more damaged during wrecking and that may have become scattered over the years. Because shipwrecks are archaeological features in and of themselves, the probability that the wreck of *San Pedro* contains deposits of early 18th-century maritime material culture is high. Even though *San Pedro* was burned to the waterline, the bottom of the hull survives because it filled with sand and sediment that, along with the ballast, protected the bottom-most timbers, as well as artifacts within the hull, from deterioration due to waves, storms, and shipworm. These lowest hull elements, including the keel, floor timbers, keelson, main maststep, and lower futtocks, are the “backbone” of a ship and generally provide the most information pertaining to construction details and architectural design. Often, the missing portions of a shipwreck can be deduced based on the lines and curvature of the preserved lower hull.

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

ARCHITECTURAL CONTEXT

The specialized ships used by Spain to transport precious metals and other New World products were a hybrid of naval technologies developed through centuries of European maritime experiences. Ships of the *Carrera de Indias* had to be large enough to carry profitable payloads as well as the supplies and victuals necessary to sustain sailors and passengers on long voyages. They also had to be shallow-drafted enough to be maneuverable through the shoals and reefs of New World waters. Additionally, the ships needed to be strong and seaworthy to survive repeated Atlantic crossings. Several ship types evolved to suite the needs of commerce and warfare, including *naos*, *urcas*, *caravels*, and the famous galleon.

The galleon proved to be one of the most useful ship types and could be modified for various tasks; powerful armed galleons protected fleets, while capacious merchant galleons carried commodities. Other nations observed the utility and seaworthy qualities of the galleon and quickly copied the type, adding their own ideas and preferences; the Dutch and the English especially became famous for galleon construction. As the Spanish shipbuilding industry declined due to financial stresses and lack of raw materials, Dutch, English, and French-built vessels became more numerous on the oceans. Spain often bought foreign-built vessels for the *Carrera de Indias*, or contracted for their services.

Architectural techniques peculiar to the galleon ship type, including any modifications to Dutch and perhaps other foreign-built ships by the Spanish who sailed them, can be learned and documented through archaeological investigation. As is the *status quo* for vessels of this era, no ship plans or blueprints exist for galleons; shipwrights often were illiterate and simply passed their craft from father to son. Through future archaeological excavation, *San Pedro* represents a unique opportunity to provide data about the vessel type that played a major role in the *Carrera de Indias*.

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ARCHITECTURAL SIGNIFICANCE

San Pedro is significant under **Criterion C** because it is one of the only known and positively identified examples of the classic galleon ship type used in a merchant capacity. Galleons were utilized extensively as cargo carriers in the Spanish *flota* system of the 18th century, but very few are known from the archaeological record. Since *San Pedro* was not broken apart during the wrecking, it can provide important information about naval architecture and construction techniques. Portions of the hull that are buried and protected under the sand and ballast (located during the 1988 survey of the wrecksite) are likely to yield information regarding Dutch naval design, wood usage, framing pattern, fastening methods, and possible reinforcement and/or modification for service in the *Carrera de Indias*. Additionally, *San Pedro* is representative of the decline of once-great Spanish shipbuilding traditions. Although in the service of Spain, *San Pedro* was built in Holland; in fact, all but four of the vessels in the 1733 Spanish Plate Fleet were foreign-built. In direct contradiction of a decree from King Philip II, by the 18th century most plate fleets were made up of non-Spanish ships. *San Pedro*'s hull architecture can provide clues to national differences in naval design and construction, as well as to Spanish preferences in foreign ships. These details, which at first glance may seem arcane, are vital to understanding the ships that carried the wealth of the New World to the Old and that returned with the colonists who planted European roots in American soil.

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**United States Department of the Interior
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Section number 9 Page 2 SAN PEDRO
Monroe County, Florida

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- 1988b A Proposal to Establish an Underwater Archaeological Preserve in the Florida Keys. Manuscript on file. Florida Bureau of Archaeological Research, Tallahassee, Florida.
- 1991 Florida's Underwater Archaeological Preserves. *Underwater Archaeology Proceedings from the Society for Historical Archaeology Conference 1991*:43-46. John. D. Broadwater, editor. Richmond, Virginia.
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**United States Department of the Interior
National Park Service**

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Section number 10 Page 1 SAN PEDRO
Monroe County, Florida

BOUNDARY DESCRIPTION

The site boundary of the *San Pedro* is defined as a circle of 1,000 yards radius around the geographical coordinates Latitude 24° 51.802' N, Longitude 80° 40.795' W, lying offshore and below the mean low water mark of the Atlantic Ocean and encompassing the ballast mound, timbers, replica cannon, iron anchor, plaque, and mooring buoys on the site.

BOUNDARY JUSTIFICATION

The *San Pedro* 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 *San Pedro* as a State Underwater Archaeological Preserve in 1989. The purpose of the 1,000 yards radius around the site is to encompass the scatter of material culture relating to the shipwreck that has dispersed with wave and current action away from the primary area of timbers and ballast.

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

**NATIONAL REGISTER OF HISTORIC PLACES
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Section number photos Page 1 SAN PEDRO
Monroe County, Florida

PHOTOGRAPHS

- 1.1) *San Pedro*
 - 2) Monroe County, Florida
 - 3) Florida Bureau of Archaeological Research
 - 4) July 1988
 - 5) Florida Bureau of Archaeological Research
 - 6) ballast mound showing coral and marine life
 - 7) 1 of 4

- 2.1) *San Pedro*
 - 2) Monroe County, Florida
 - 3) Florida Bureau of Archaeological Research
 - 4) July 1988
 - 5) Florida Bureau of Archaeological Research
 - 6) replica cannon and ballast
 - 7) 2 of 4

- 3.1) *San Pedro*
 - 2) Monroe County, Florida
 - 3) Florida Bureau of Archaeological Research
 - 4) October 1999
 - 5) Florida Bureau of Archaeological Research
 - 6) *San Pedro* Underwater Archaeological Preserve plaque
 - 7) 3 of 4

- 4.1) *San Pedro*
 - 2) Monroe County, Florida
 - 3) Florida Bureau of Archaeological Research
 - 4) May 1995
 - 5) Florida Bureau of Archaeological Research
 - 6) diver with ballast and exposed timbers
 - 7) 4 of 4

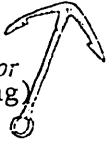
The San Pedro

SHIPWRECK SITE PLAN

(non-contributing)
Marker buoy



18th century anchor
(non-contributing)



Sand
Seagrass

(non-contributing)
Mooring buoy



1 fathom
or
six feet

(non-contributing)
Mooring buoy



Replica cannon



Ballast stones

Coral head



(non-contributing)
Mooring buoy



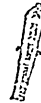
(non-contributing)
Mooring buoy



Plaque



(non-contributing)



(non-contributing)
Mooring buoy



All cannon and buoys are
Non-Contributing Resources.

Cultural Resource

The *San Pedro* departed Havana, Cuba, on Friday, the 13th of July, 1733, as part of a Spanish treasure fleet bound for Spain. The next day a hurricane entered the fleet over 30 miles off the Florida Keys, and all but one of the three galleons and eighteen merchant ships perished in the storm. The Spanish crown salvaged part of their cargo of tanned hides, rare spices, silver, gold, and jewels, in the 1730's.

Although the remaining treasure and precious artifacts were recovered in the 1930's, the shipwrecks still have many items of historical interest, such as the ship's ballast, which were typically dense stones from European river beds which were stacked in the lower holds of the sinking ship to increase stability.

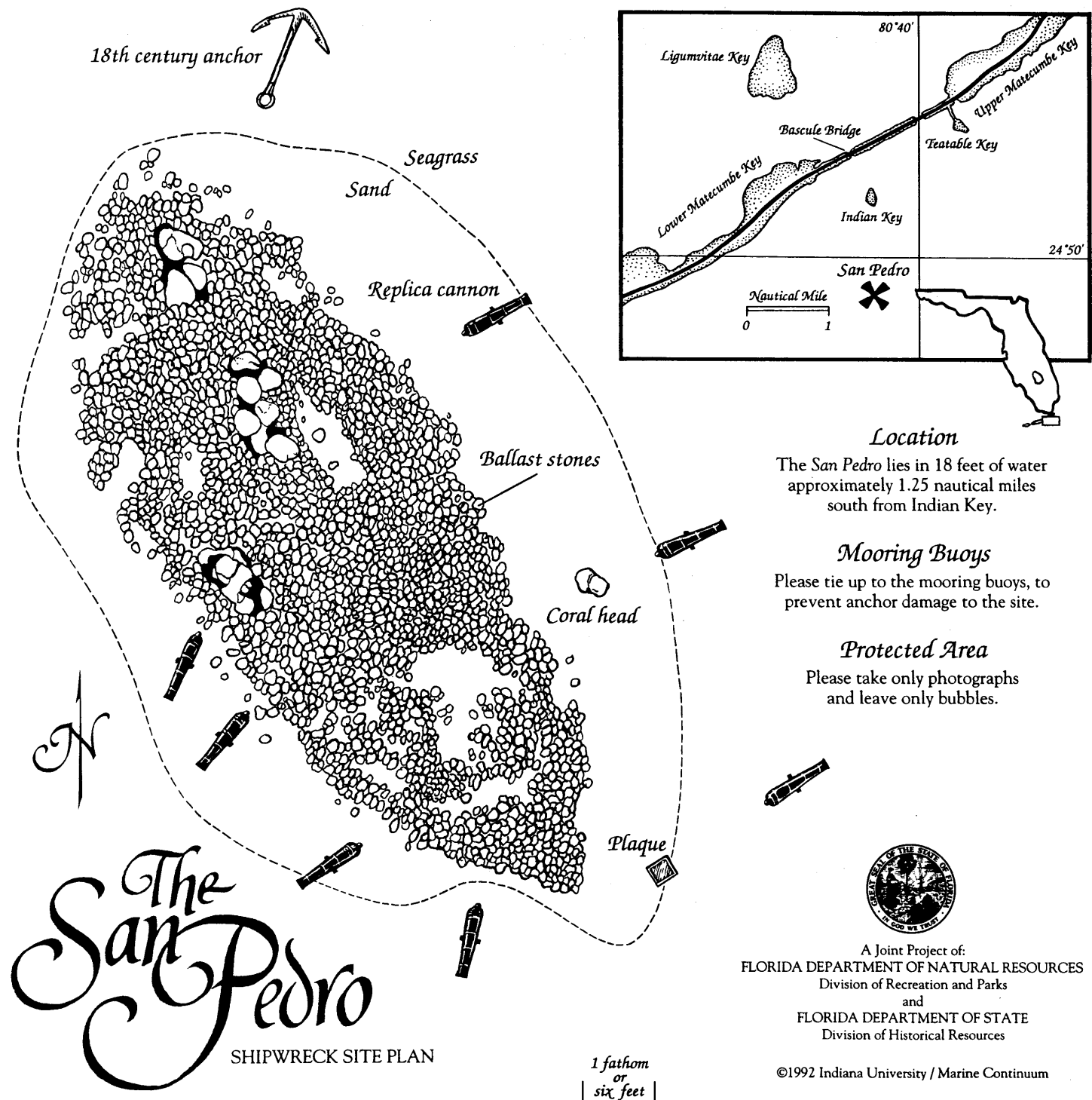
The *San Pedro* is representative of this state's Florida's maritime heritage, and offers visitors a vivid sense of history by viewing an actual shipwreck site. The park includes ship's remains, an eighteenth century anchor, replica cannons, and ballast stones encrusted with coral.

Natural Resource

The *San Pedro*, one of Florida's oldest artificial reefs, offers visitors a unique opportunity to observe the results of 250 years of activity by the marine environment on the remains of a large wooden vessel. The shifting sea beds and seagrass in the area usually keep artificial reefs from forming, but the arrival of this shipwreck has provided a place for corals to grow.

Today, the *San Pedro* is a healthy reef supporting hundreds of species of fish, coral, and other sea life.

At night some of these marine organisms venture from the protection of the coral to graze upon the surrounding seagrass, creating a barren, sandy "oasis" that surrounds the wrecksite.



Location

The *San Pedro* lies in 18 feet of water approximately 1.25 nautical miles south from Indian Key.

Mooring Buoys

Please tie up to the mooring buoys, to prevent anchor damage to the site.

Protected Area

Please take only photographs and leave only bubbles.



A Joint Project of:
 FLORIDA DEPARTMENT OF NATURAL RESOURCES
 Division of Recreation and Parks
 and
 FLORIDA DEPARTMENT OF STATE
 Division of Historical Resources

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Exploring

The San Pedro

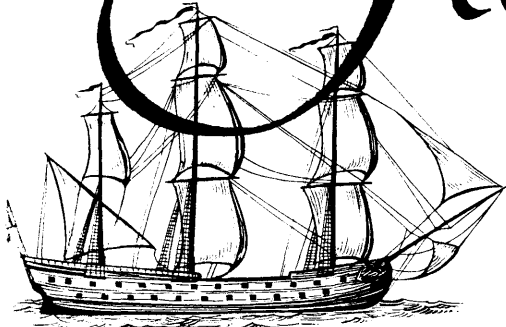
UNDERWATER ARCHAEOLOGICAL PRESERVE

A Window to the Past...

Make history come alive: experience the mystique of the Spanish Main by viewing the remains of an 18th century sailing ship.

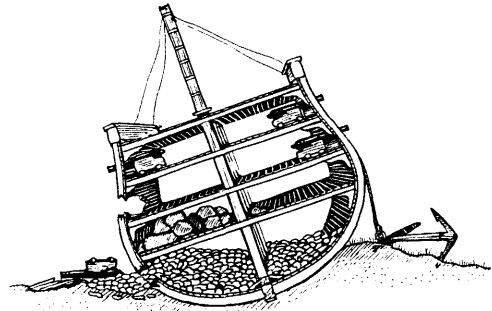
A Dynamic Living Ecosystem...

Observe firsthand how nature reclaims what humans construct: from brittle stars to barracudas, sea life thrives on the artificial reef.



18th Century Merchant Ship

Designed to transport peoples and cargoes across vast oceans, the ship is a complex and highly organized expression of the technology of the time.



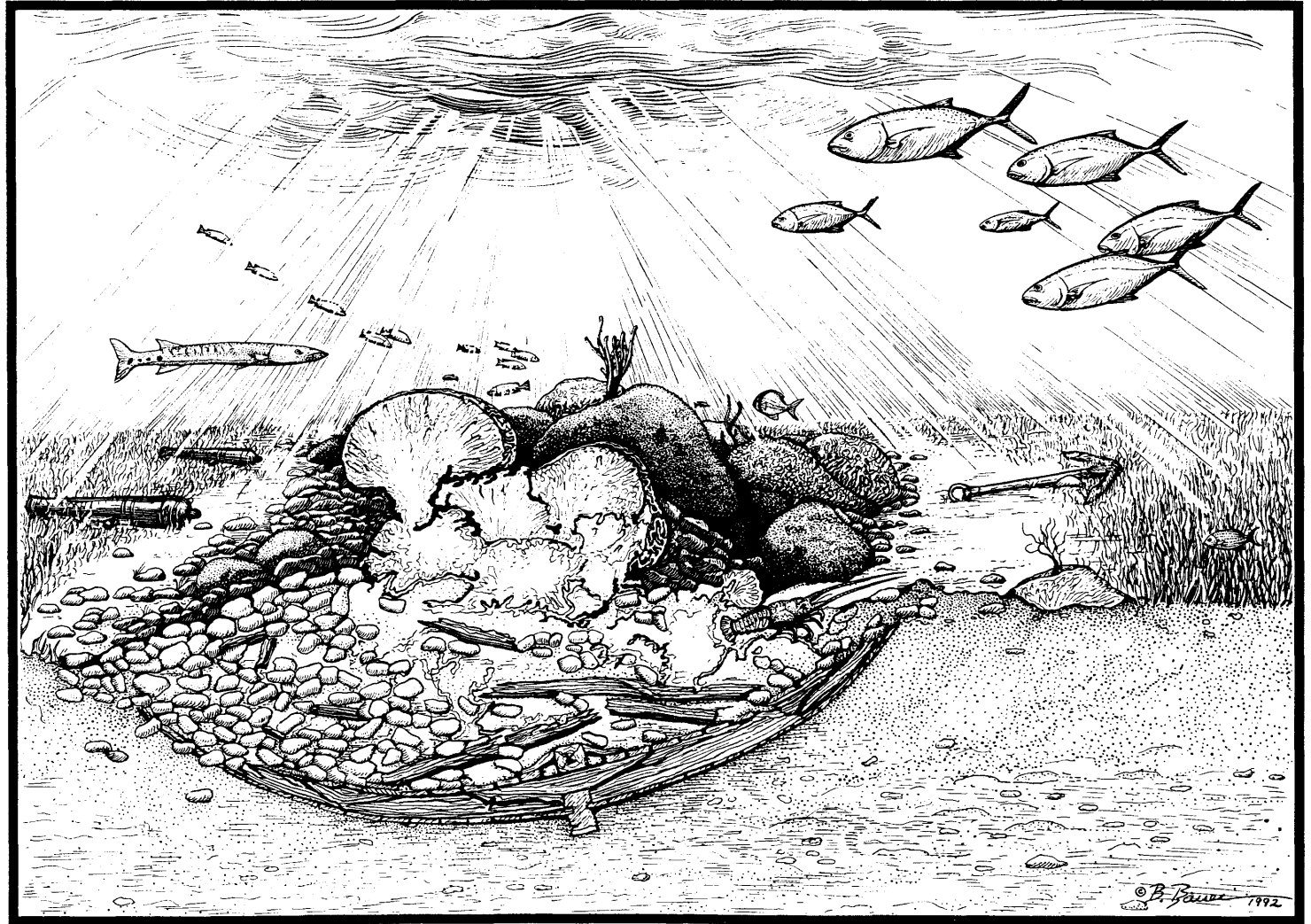
Time of Wrecking

The impact of the wreck damages the ship's structure and scatters parts. Winds, waves, and currents further disperse the remains.



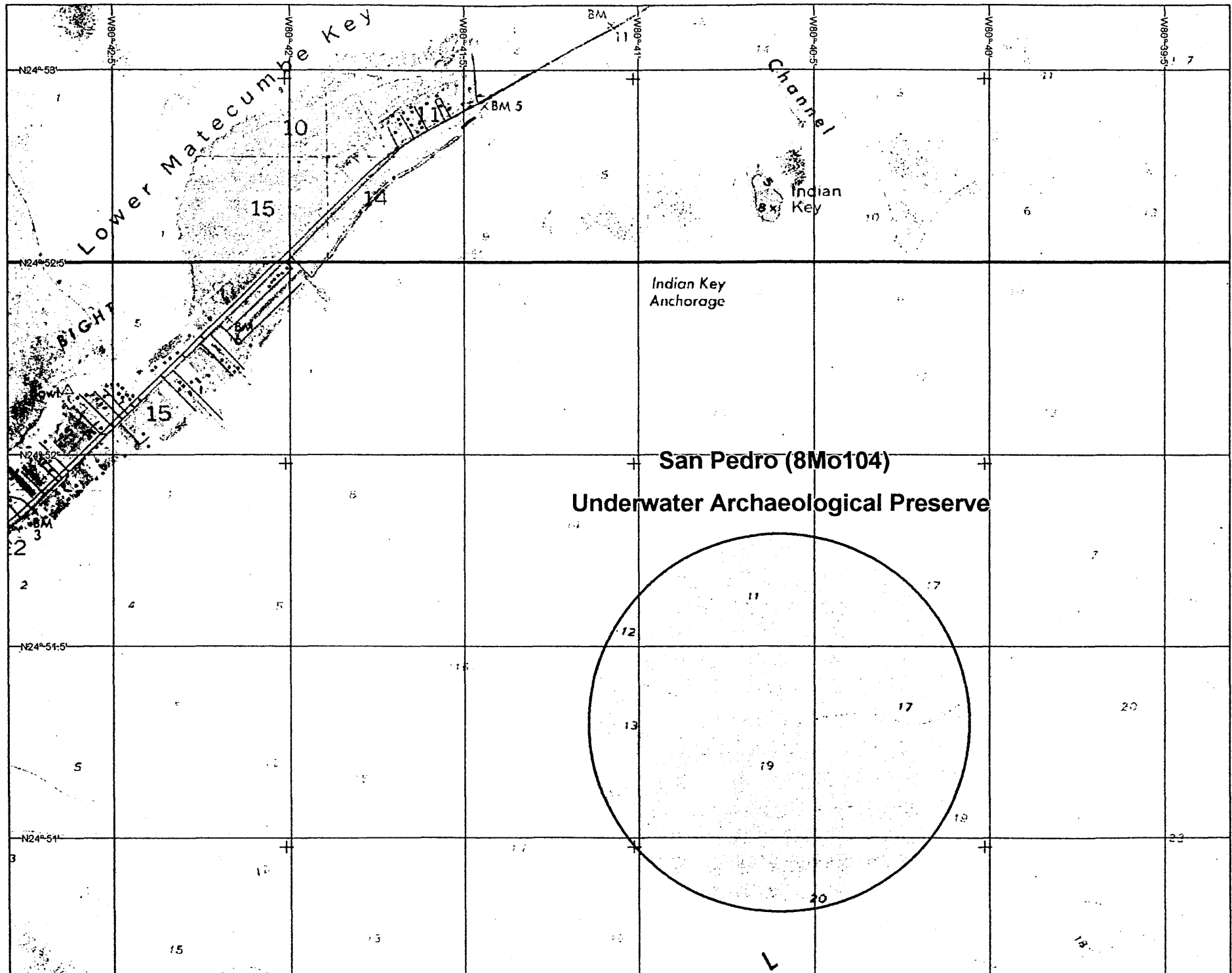
Five Hundred Years Later

Nature has taken its toll on the exposed part of the wreck. Settling sands have covered much of the remains, and coral has begun to grow on the exposed ballast stones.



Today

The wreck, shown here in a cutaway view, has become part of the seabed. Some parts are still preserved under the sand, and an artificial reef has developed on top of the remains.



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY SAN PEDRO (shipwreck)
NAME:

MULTIPLE 1733 Spanish Plate Fleet Shipwrecks MPS
NAME:

STATE & COUNTY: FLORIDA, Monroe

DATE RECEIVED: 5/04/06 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 6/17/06
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 01000530

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

 ACCEPT RETURN REJECT DATE

ABSTRACT/SUMMARY COMMENTS:

Additional Documentation Accepted

RECOM./CRITERIA Accept

REVIEWER Edson Beall

DISCIPLINE History

TELEPHONE

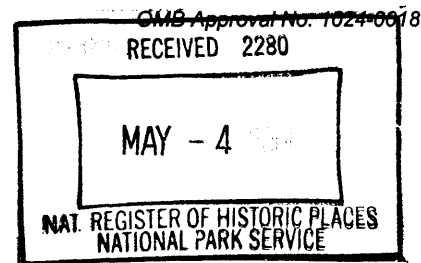
DATE 6.14.06

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

United States Department of the Interior
National Park Service

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CONTINUATION SHEET**



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**SAN PEDRO SHIPWRECK SITE
Monroe County, Florida**

PHOTOGRAPHS

1. 1) *San Pedro* Shipwreck Site
 2) Monroe County, Florida
 3) Florida Bureau of Archaeological Research
 4) September 2004
 5) Florida Bureau of Archaeological Research
 6) ballast
 7) 1 of 2

2. 1) *San Pedro* Shipwreck Site
 2) Monroe County, Florida
 3) Florida Bureau of Archaeological Research
 4) September 2004
 5) Florida Bureau of Archaeological Research
 6) ballast and coral
 7) 2 of 2