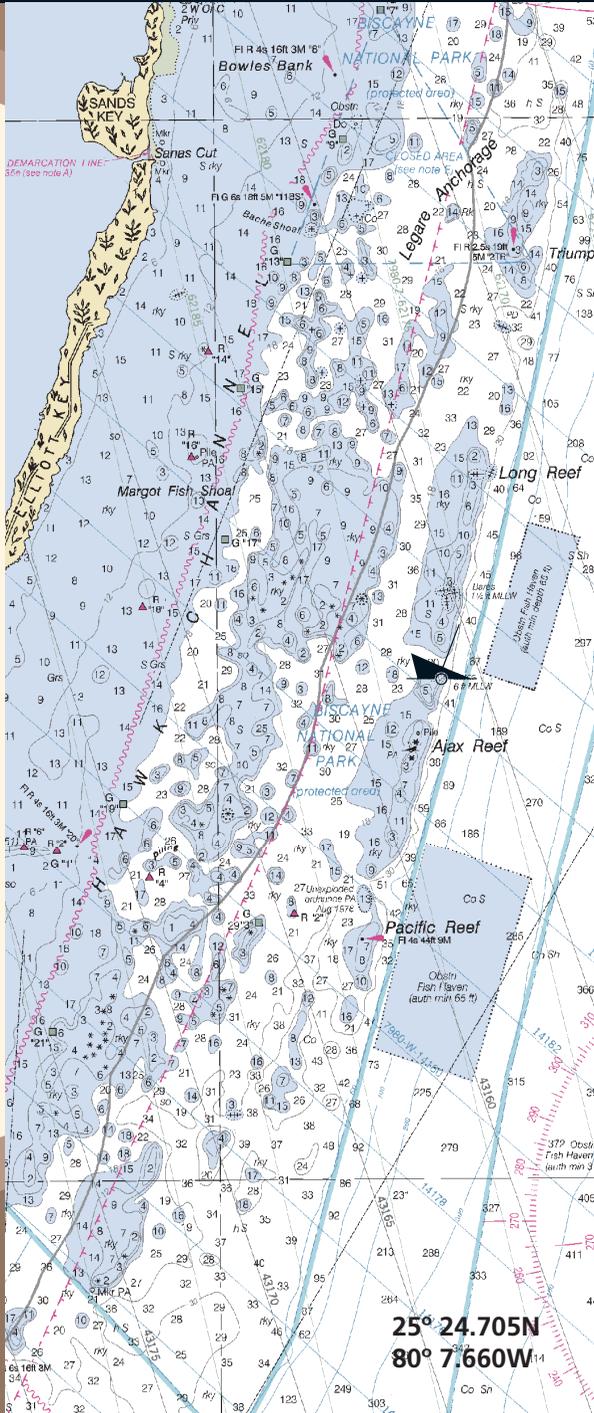


LOCATION



Biscayne

National Park Service
U.S. Department of the Interior

Biscayne National Park was established as a national monument in 1968. In 1980 it was expanded to its current size of 173,000 acres and designated a national park to protect a rare combination of terrestrial and undersea life, to preserve a scenic subtropical setting, and to provide an outstanding spot for recreation and relaxation. The park is dedicated to the preservation and public enjoyment of natural and cultural resources.

Visit us online at: www.nps.gov/bisc



FLORIDA PUBLIC ARCHAEOLOGY NETWORK

The Florida Public Archaeology Network is dedicated to the protection of cultural resources, both on land and underwater, and to involving the public in the study of their past. Regional centers around Florida serve as clearinghouses for information, institutions for learning and training, and headquarters for public participation in archaeology.

Find out more at: www.flpublicarchaeology.org

Biscayne

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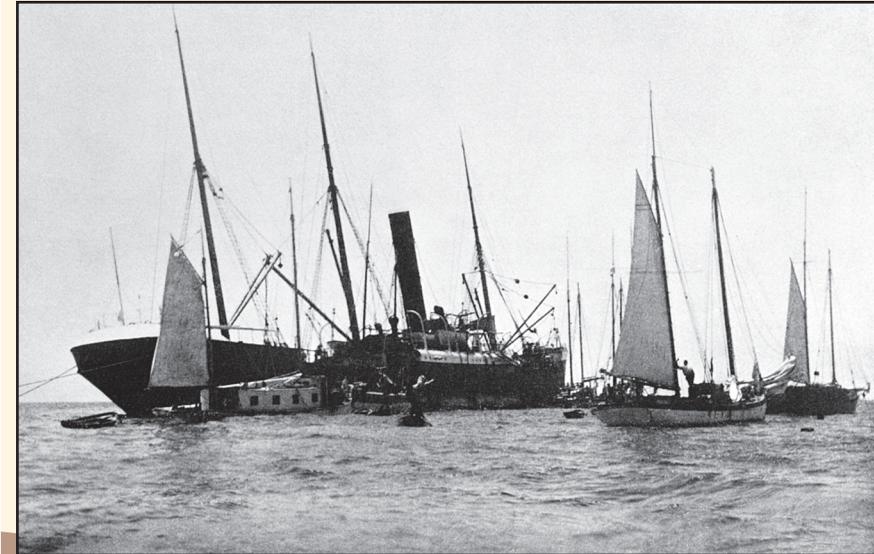


Biscayne National Park

Biscayne National Park Maritime Heritage Trail

Alicia

1883 - 1905



Alicia aground on Long Reef with salvors at work. (Image courtesy of the Mariners' Museum)



FLORIDA PUBLIC
ARCHAEOLOGY
NETWORK

Alicia (1883 - 1905)

SITE PLAN

History

The steamer *Alicia*, owned by Linea de Vapores Serra from Bilbao, Spain, left Liverpool, England, in early April 1905 bound for Havana. Her cargo was valued at greater than one million dollars and included fine silks, linens, silverware, household furniture, machetes, paint, pianos, wine, English ale and liquor, shoes, buggies, harnesses, and even a complete iron bridge.

On April 20, 1905, *Alicia* slammed into Long Reef during a storm and was bilged and waterlogged. A passing ship took her crew to Havana. Captain "Hog" Johnson, master wrecker and Captain of the Key West schooner *Mount Olive*, was first on the scene and was later joined by over 70 other salvors. The group created a joyful atmosphere with laughing and joking. "It was the fun of wrecking at its best," according to Vincent Gilpin who witnessed the work from a passing ship.

However, when the wreckers of the Black Fleet of the Bahamas arrived at *Alicia*, the atmosphere deteriorated until a skirmish broke out; several salvors were injured and a Bahamian launch was damaged. Aware that reinforcements from Nassau could get to the wreck more quickly than he could get help from Key West, Captain Johnson offered to split the salvage of the steamer equally. He painted a red line down the center of the deck and by the time the customs inspector, the underwriter's surveyor, and a British gunboat arrived, all were working side by side in apparent good will.

Local residents observed that as cargo was lowered to the salvage boats, "Frequently bundles would go overboard... to be retrieved later by the wreckers and never be accounted for." The Inspector of Customs noted many irregularities

in wrecking procedures, including many uncorked bottles seen floating in the sea.

On April 25, the tugboat *Three Friends*, captained by Harry Fozzard, attempted to pull *Alicia* off the reef. However, a squall moved through the area the next day and sank the flooded ship to the bottom. Hope of refloating *Alicia* was abandoned on July 25 and in September the wreck was sold to the highest bidder for scrap. Salvage work continued until December, and explosives were used to tear the iron hull apart to recover machinery. *Alicia* eventually settled in 20 to 30 feet of water in what is now Biscayne National Park.

You are reminded that this site, like all our shared resources in Biscayne National Park, is protected by law. Please use moorings. Do not disturb or remove anything from the site. Theft or disturbance of archaeological resources in a national park is punishable by severe civil and criminal penalties.



Remember: Take Only Pictures, Leave Only Bubbles.

