

THE SANTA ROSALIA

By

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On June 3, 1788 the Spanish merchant ship, Santa Rosalia, Captain A. A. Pardenus, entered the port of Baltimore, Maryland. (See 1 and 2) She was listed as a ship of three hundred tons burden (1) and was carrying a cargo of Cadiz salt, sherry wine, fresh raisins in boxes, Jesuit's bark and silk handkerchiefs from Cadiz, Spain (3) consigned to Carey and Tilghman, merchants. The Santa Rosalia remained in port until July 11, 1788 when she was cleared at customs of Baltimore (1, 4) destined for Teneriffe. Apparently the ship remained in the Chesapeake Bay for the next week until July 23, 1788 when a great hurricane struck the Virginia Capes, for after the hurricane it was recorded that a Spanish ship from Baltimore loaded with four thousand barrels of flour wrecked on Cape Charles, Virginia and all crew perished (5). Although this report left the ship unnamed, it did say the ship was from Baltimore bound outward and a careful review of the records of the U.S. Customs Bureau (1) does not reveal any other Spanish vessel coming out of Baltimore in this time period.

Robert Marx, in his Shipwrecks In The Americas, a reprint of his earlier Shipwrecks Of The Western Hemisphere, at page 163, entry #160 says:

"Year 1788. Spanish merchantman Santa Rosalea, Captain Pardenus, sailing from Baltimore to Havanna, wrecked near Cape Henlopen but some of her cargo was saved."

In early January, 1984 I personally met Robert Marx at Williamsburg, Virginia during the annual convention of the Society For Historical Archaeology. I asked Mr. Marx what his source was on the "Santa Rosalea" and he told me that it was "Lloyd's List" and as to the spelling, he said there were numerous errors in the book.

Upon examination of Lloyd's List found at the National Maritime Museum in London, England, the entry was verified as reading:

"Santa Rosalia
Pardenus
From Baltimore to Havannah is drove on shore at the capes of
Delawar and dismasted part of cargo saved. 16 September 1788"

Note that this entry does not even mention Cape Henlopen, but merely the Capes of Delaware. Marx, because of the layout of his book, had to assign each wreck to a particular State. Marx arbitrarily chose Cape Henlopen. Note also the entry in Lloyd's List says the ship was drove ashore, not sunk in Delaware Bay. Marx even admits in the introduction to Shipwrecks In The Americas, page XX that "in many cases the names of foreign ships, persons, and place names were misspelled in the List, and I have corrected only those I am positive were misspelled". In this case the misspelling was Marx's. "Santa Rosalia was a rare name used for Spanish ships which point was verified by a professional researcher in the Archivo General de Indias in Seville, Spain."

Note: For References 1-5, see page A-3

As to the error of placing the location of the wreck at Cape Henlopen rather than Cape Charles, Marx has made many other such errors relating to other shipwrecks. One glaring error is the placement of the HMS Culloden in Chesapeake Bay, Maryland, 1781 when it actually wrecked at Long Island, New York in 1781. Actions of British naval vessels in the American Revolution are very well documented and this error is not an easy one to make. The entries in Marx's book need to be viewed with skepticism unless they can be independently verified.

Conclusion

The ship referred to in Robert Marx's book as the Santa Rosalea and the Spanish ship wrecked upon Cape Charles, Virginia are one and the same.

REFERENCES

1. See Exhibit B attached, records of the U.S. Customs Bureau, Baltimore Customs House, Record Of Fees Collected, RG 36, E 1168, Page 140.
2. See the Maryland Gazette Or Baltimore Advertiser, June 6, 1788, Page 3, Column 3, at the Maryland Historical Society, Baltimore, Maryland, which shows the ships entering Baltimore, the Santa Rosalia, Captain Pardenus from Cadiz, being one.
3. See the Maryland Gazette Or Baltimore Advertiser, June 10, 1788, Page 3, Column 3.
4. See the Maryland Journal And Baltimore Advertiser, July 15, 1788, Page 3, Column 1 which shows vessels cleared to sail from Baltimore, the Santa Rosalia, Captain Pardenus, being one.
5. The Pennsylvania Gazette of August 20, 1788, Page 3, Column 1 reports from a gentleman in Norfolk, Virginia dated July 31, 1788 that, "an account is just arrived, that a spanish ship with 4 thousand barrels of flour on board, from Baltimore for the Mississippi or New Orleans was wrecked on Cape Charles and the crew consisting of 30 people all perished". Also examined was the Pennsylvania Packet and Daily Advertiser and the Pennsylvania Journal And Weekly Advertiser for this time period. The path of the hurricane can be followed from the North Carolina Coast to Norfolk, Virginia and then up Chesapeake Bay to Baltimore, Maryland. The Pennsylvania papers fail to disclose any ship losses or even the storm being at the Capes of Delaware during this time period.

B-2

1788 June 9 1788 By Thomas Hodgkinson for duties
14 1788 " " Cash receipt

of *Journal*

72 1574 7 11 208 14 8
145 571 6 9

Journal
1170

1788 June 14 1788 By Henry J. Stephens for duties
July 11 1788 " " Cash for January 2

of *Journal*

81 1488 2 3
108 141 5 2 189 7 3

Journal

0 577 ..

FEDERAL SERVICES ADMINISTRATION
National Archives and Records Service

presented shall come, Greeting:

Authority vested in me by the Administrator of General Services, I
under the seal of the National Archives of the United States, that
on (s) is a true and correct copy of documents in his custody.

EXHIBIT B

SIGNATURE <i>Clarence F. Lyons, Jr.</i>	
NAME Clarence F. Lyons, Jr.	DATE 2/22/83
TITLE Chief, Judicial, Fiscal, and Social Branch	
NAME AND ADDRESS OF DEPOSITORY The National Archives Washington, D. C. 20408	

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<i>gantine Commerce</i>				<i>101 Tons</i>
<i>for duty on imports</i>	<i>142</i>	<i>154.</i>	<i>7.</i>	<i>11</i>
<i>for at Tonnage</i>	<i>0</i>	<i>45.</i>	<i>12.</i>	<i>4</i>
<i>for at at</i>	<i>120</i>	<i>8.</i>	<i>1.</i>	<i>0</i>
<i>for at at</i>	<i>138</i>	<i>..</i>	<i>13.</i>	<i>5</i>
				<i>208. 14. 8</i>

<i>Ship Santa Rosalida</i>				<i>300 Tons</i>
<i>June 3 118</i>	<i>To State of Maryland for duty on Imports</i>	<i>112</i>	<i>418.</i>	<i>2. 3</i>
<i>July 11 119</i>	<i>State of Maryland for duty on Tonnage</i>	<i>103</i>	<i>25.</i>	<i>0. 0</i>
<i>..</i>	<i>Light House for at at</i>	<i>101</i>	<i>15.</i>	<i>0. 0</i>
<i>..</i>	<i>Port of Baltimore for at at</i>	<i>102</i>	<i>1. 5.</i>	<i>0</i>
				<i>489. 7. 3</i>