

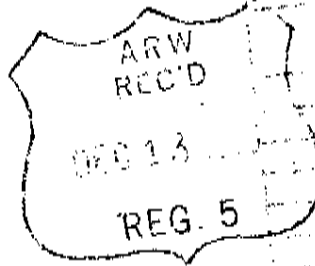
OCEAN RECOVERY OPERATIONS, INC.
 P. O. Box 534
 Ocean City, Maryland 21842

DEC 13 1983

REGIONAL DIRECTOR'S
 OFFICE

December 7, 1983

Regional Director, Region 5
 U. S. Fish and Wildlife Service
 1 Gateway Center, Suite 700
 Newton Corner, Maine 02158



Dear Sir,

Enclosed is our report concerning the discovery of what we believe to be the Galga, a Spanish warship wrecked off the coast of Assateague in 1750. Since the vessel appears to be buried under the Chincoteague National Wildlife Refuge in Federal jurisdiction, we felt it would be best to notify interested parties by this report.

Ocean Recovery Operations, Inc., a Virginia Corporation, was formed for the express purpose of locating the Galga. Discovery was made because of a concentrated effort by members of this group, and a great deal of time and money expended. Had the Federal Government chosen to carry this project from the research phase to discovery, it would have cost well over \$100,000.00 to the taxpayer.

O.R.O. Inc. undertook this project because we believed, like so many others, that the Galga lay under water. It was only after hitting a dead end in the ocean and doing further research that we concluded that the ship lay buried far from the present ocean front. Rather than give up, we believed this project important enough to complete even though there was no expectation of a financial reward.

Local legends as well as historical research indicate that this vessel, the Galga, or Greyhound in English, is responsible for the wild herds of ponies on Assateague today. We hope by this discovery and public notification that the excavation of this vessel may some day take place. As you will read, this ship carried little treasure, but it did carry the birth of a legend which has become world famous.

Should any one wish to contact us, please write to the above address or phone (301) 289 2197.

Sincerely,

John L. Amrhein, Jr.,
 President

cc: See attached distribution list

OCEAN RECOVERY OPERATIONS, INC.
P. O. Box 534
Ocean City, Maryland 21842

Hollon _____
Wilson _____
McMinn _____
Bowden _____
Merrill _____
Allen _____
Gallagher _____
Benvenuti _____
Schultz _____
Stufek _____
Kenyon _____

December 7, 1983

Mr. Dennis Holland, Refuge Manager
Chincoteague National Wildlife Refuge
P. O. Box 62
Chincoteague Island, Virginia 23336

Copy for _____

Dear Mr. Holland,

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Sincerely,

John L. Amrhein, Jr.
John L. Amrhein, Jr.,
President

cc: See attached distribution list

RECEIVED

DEC 9 1983

USFWS
Chincoteague NWR



United States Department of the Interior

FISH AND WILDLIFE SERVICE

300 Westgate Center Drive
Hadley, MA 01035-9589



In Reply Refer To:
FWS/Region 5/NWRS

CERTIFIED MAIL 7099 3220 0008 9310 7622
RETURN RECEIPT REQUESTED

MAR 13 2003

Mr. John L. Amrhein, Jr.
117 Clipper Court
Kill Devil Hills, North Carolina 27948

Dear Mr. Amrhein:

This responds to your Freedom of Information Act request received by the U.S. Fish and Wildlife Service's Region 5 FOIA Officer on February 12, 2003, and subsequently referred to our office.

You requested copies of two sets of documents:

"1. Per the attached letter dated Sept. 28, 1984 from the Fish & Wildlife Service, to myself, second paragraph, there is a reference to 'an extensive file covering your interest in investigating the location of the Galga ...' I would like a copy of the entire file described."

"2. Any correspondence between the Refuge manager at the Chincoteague National Wildlife Refuge and a Ronald Beebe of Snowhill, Maryland from 1982-1985."

In response to Item 1 of your request, we have enclosed copies of all documents in our possession pertaining to your interest in the Galga.

In response to Item 2 of your request, we have reviewed our files and were unable to locate any records responsive to this portion of your request.

Pursuant to 43 CFR § 2.18, you have the right to appeal this decision to:

U.S. Department of the Interior
Freedom of Information Act Appeals Officer
Office of Information Resources Management
Mail Stop 5312, MIB
1849 C Street NW.
Washington, D.C. 20240

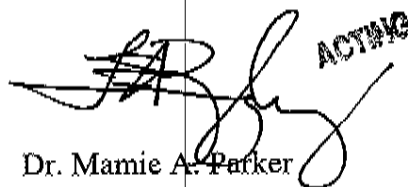
Mr. John L. Amrhein, Jr.

2

Your appeal must be in writing and must be received no later than 20 workdays from the date of this letter. The appeal must be accompanied by a copy of your original request and this denial letter. To expedite the appellate process and to ensure full consideration of your appeal, your letter should contain a brief statement of the reasons why you believe this decision is in error. The appeal should be marked "FREEDOM OF INFORMATION APPEAL" both on the envelope and the face of the letter. Your appeal should be accompanied by a copy of your original request and this letter, along with any information you have which leads you to believe the records do in fact exist, including where they might be found, if the location is known to you.

The total fees incurred in processing your request are \$109.08. Please see the enclosed Bill of Collection for the breakdown of these charges.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Parker", is written over a printed name. To the right of the signature, the word "ACTING" is printed in a bold, sans-serif font, tilted slightly upwards.

Dr. Mamie A. Parker
Regional Director

Enclosures

REPORT:
DISCOVERY OF AN HISTORIC SPANISH SHIPWRECK
ON CHINCOTEAGUE NATIONAL WILDLIFE REFUGE,
ASSATEAGUE ISLAND VIRGINIA

BY: Ocean Recovery Operations, Inc.
John L. Amrhein, Jr.
President

Copyright 1983

La Galga

La Galga, in English, the "Greyhound" was a Spanish frigate of 50 guns which acted as convoy to six other ships sailing from Havana, Cuba to Spain and was wrecked on the coast of Virginia on September 6, 1750. (See appendix for outcome of other ships) La Galga was the property of the King of Spain and was carrying cargo chiefly consisting of mahogany planks and tobacco. (See Appendix B) She realistically cannot be rated a "Treasure Ship" in the same sense as the N S de Concepcion or the N S de Atocha which are Spanish ships discovered and salvaged in modern times, but nevertheless it is a significant discovery.

La Galga has been popularized in several publications on shipwrecks and treasure such as Dave Horners' The Treasure Galleons, John Potter's Treasure Divers Guide and Shipwrecks of the Western Hemisphere by Robert Marx. The discovery of La Galga is significant because it is the first Spanish ship to be discovered north of Florida in the United States. But more importantly the wreck of the Galga is the source of the legend for the origin of the wild ponies of Assateague Island. (See Appendix C)

The story or legend which has persisted over the years is that the wild ponies swam ashore from a wrecked Spanish vessel in the 17th or 18th century. The people of Chincoteague Island and the surrounding mainland area have passed on the story from generation to generation retaining a great deal of accuracy about the wreck.

An example of this is found by tracing the origins of the story entitled "Misty of Chincoteague" by Marguerite Henry published in 1947. Ms. Henry came to Chincoteague Island, Virginia and interviewed some of the local people who knew the legend well. Two of these were Clarence "Grandpa" Beebe and Victoria Watson Pruitt. Both people were portrayed

La Galga
Page 2

in her book.

Misty of Chincoteague does not name the Galga as the Spanish galleon mentioned nor does it give the location of the wreck. The people of Chincoteague today still do not know the name of their legendary Spanish galleon, but the most knowledgeable can point very closely to the location of the wreck.

Misty of Chincoteague does contain some interesting information, particularly on pages 38 - 40 where Clarence "Grandpa" Beebe answers his grandchildren's questions. He states that the legend is true that "all the wild herds of Assateague be descendants of a bunch of Spanish hosses". He later explains that the Indians discovered them. This is very close to historical fact as disclosed in several documents found in the Archivos General de Indias in Seville, Spain and also the archives at Simancas. The records of Secretaria de Marina 503 at Simancas state that the Galga sat for three days before it was discovered by an English vessel. Other statements say that the crew "made their way to land in Indian canoes" and that "the people on board disembarked the same day"(that they wrecked). These records also state that there were sixty soldiers aboard the Galga which indicates the strong probability of horses being aboard, as Spanish soldiers often traveled with their mounts. This parallel is so close to "Grandpa" Beebe's statement, it gives credibility to the accuracy of the legend that has persisted.

After researching wills and deeds in Accomack County, Virginia, and Worcester County, Maryland, I was able to trace the story as it was handed down from the people who are documented as having salvaged the

La Galga
Page 3

ship to those living today. Victoria Watson Pruitt and Clarence Beebe are examples of these.

In 1750 the land opposite the wreck was owned by William Gore of Virginia who convinced the Spaniards that they had actually wrecked in Virginia instead of Maryland which lay very near by. The land to the south of William Gore was owned by John Smith and the land north of William Gore in Maryland was owned by Daniel Welburn, Dan Mifflin, Bowdoin Robins and others.

Many local people of Chincoteague and the mainland are direct descendents of these as well as other people such as the Corbins, Justices; Bonnewells and Broadwaters who are documented as having participated in the salvage of the wreck or aiding the Spaniards.

Victoria Watson Pruitt's father, Robert Watson, Jr. was born in 1827. His father, Robert, Sr. was born in the late 1700's. It was Robert, Sr. who is the authority for the story that a Spanish ship, filled with horses, wrecked off Assateague in the 18th century. Robert Watson, Jr. also lived on the south end of upper Pope Island in the 1880's. Clarence "Grandpa" Beebe married into the old Whealton family who resided on Assateague not far from the wreck site. With input like this, there is no doubt that the pony "Misty" descended from those on the Galga.

In addition to its historical significance the Galga can provide a unique opportunity to federal and state archeologists and other interested persons to salvage and preserve thousands of mid-eighteenth century artifacts indicative of the Spanish culture and shipboard life of this period. This would be the first time ever in the history of this country that federal and state authorities could first hand recover items of this vintage.

La Galga
Page 4

In the past federal and state governments have attempted to intervene when private interests have made such discoveries only to lose in the end after spending a great deal of money and have nothing to show for it. Since this wreck lies under federal property, ownership is not a question. It would be very easy now to attract support from museums and other foundations. Because of the possibility of treasure, unique artifacts, and the legend of the wild ponies, this project would become a great tourist attraction to the area, as well as generating professional interest on a national scale.

This report is the result of over five years of historical research and field survey work relating to the Galga and the 1750 fleet. Research was begun by John L. Amrhein, Jr. in 1978 in the archives and libraries in Washington, D. C., Virginia and Maryland. Professional researchers were also hired to work in Seville, Simancas, and Madrid, Spain as well as London, England.

Ocean survey work was started in the summer of 1980 by John L. Amrhein, Jr. with no results. Further survey work was performed in 1982 by the individuals of O.R.O., Inc. with still no results. Almost three square miles were surveyed which led the group to believe the ship was buried under Assateague Island. (See Appendix L for survey data)

Further research was carried out the fall of 1982 and verified that the ship must rest under the Island. A portable magnetometer was leased and a land survey performed which ended in locating the suspected wreck site area in June of 1983. (See Appendix M for survey data)

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Page 5

LOCATING THE WRECK

Many people have read the letter (Appendix H) sent by Daniel Huoni, Captain of the Galga to Samuel Ogle, Governor of Maryland. Many authors have also printed excerpts from this letter in books about Assateague and Delmarva.

This letter states that Captain Huoni as well as the local people originally thought that the ship lay in Virginia waters. Without defined state property markers, the locals would have to rely on their own knowledge of the Virginia - Maryland boundary. At this time Pope Island lay entirely in Maryland as described in the patent of 1687 when John Pope and Samuel Hopkins received the land. "Long Island", as it was called then, lay "near unto Assateague Island and the divisional line between our said province of Maryland and Virginia".¹ The south point of this island which lay just above the Maryland - Virginia line would have been a prominent feature. In addition I estimate that at the time of the wreck and possibly for years prior there was an inlet to the ocean near the south end of Pope Island and Pope Bay. In 1689 Daniel Jennifer deeded to Maximillian Gore 3500 acres of Assateague Island representing all of Assateague then lying in Virginia with the north bound being the line between Maryland and Virginia and very near to "Assateague Inlet". (See Appendix D) Francisco Caro, shipwright aboard the Galga, stated that they wrecked "at some deserted islets along the coast", which verifies there were breaks in the barrier island.² (For interpretation

¹Somerset County Patent Book P L #3, Folio 471. Maryland Hall of Records, Annapolis, Maryland.

²Secretaria de Marina 503, Archivo General de Simancas.

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Page 6

of 1750 geography see Appendix G)

Local legends say that the ship sought refuge in an inlet although no contemporary documentation verifies this. Further some local people of Chincoteague say that the ship caused the inlet to close very rapidly. There seems to be evidence today that the shipwreck caused the water flowing around the ship to scour the beach near the wreck site. (See topographical chart Appendices E and N) There is a pronounced deviation in the old dune contour.

Other legends talk of a bar called Spanish Bar and a point of Pope Island called Spanish Point. (See Appendix C)

Since the shipwreck lay several hundred yards south of the inlet, the local people thought that the ship lay for sure in Virginia. But there was some disagreement between the residents of Maryland and Virginia since each wanted to claim the wreck. This prompted a survey to be done and Captain Huoni himself gives us the result: "That by a late experiment of an East Line drawn (to know the bounds) its found, She lyes within twice her length of it in Maryland". (See Appendix H) Captain Huoni was surprised because he thought the ship was in Virginia. One can only guess, but it appears that there was a difference between the lands granted in the respective counties of Accomack, Virginia and Worcester, Maryland and the legal boundary of the colonies as granted by the King of England.

In October, 1750 acting Governor Thomas Lee of Virginia wrote the Duke of Bedford and mentions the Maryland - Virginia Boundary: "Our northern bounds are divided from Maryland by a line drawn east, from

La Galga
Page 7

Watkins Point; the southside of Pocomoke, on the Eastern Shore, to the Atlantick Ocean, and ends about the Latitude of 38 degrees".¹

It's obvious that there was no boundary marker on Assateague Island so the surveyor had to start at the marked boundary on the mainland across Chincoteague Bay.

I was able to pinpoint this boundary by examining a release of some land called "Varsalia" between Edward Miflin and Thomas and Esther Savage recorded in 1726. A property line was described as "Beginning at ye mouth of a small gutt called Muddy Bite on ye sound side thence to a small oak, it being one of ye division trees between Virginia and Maryland".² Muddy Bite Creek lay only 800 feet south of present latitude 38 degrees.

This line of marked trees lay very close to the mouth of Muddy Bite Creek. The location of Muddy Bite Creek was found on a plat showing the land purchased by Daniel Miflin in 1799. (See Appendix F)

Once this point of origin was determined, the only thing left to do was to extend the east line. Since we do not know whether they used a magnetic line or a true east line, it became important to compute both. The problem of a magnetic line was a little complicated because of magnetic deviation. A 1929 Coast and Geoditic Survey Report gave the solution. (See Appendix J) The end result was that in the area of the shipwreck on Assateague, the difference between a true east line and a magnetic line is

¹Colonial Office letters to the Secretary of State 1750, Transcript - Manuscript Division, Library of Congress, Washington, D. C.

²Book #2 1715 - 1729; page 80; Accomack Court House, Accomack, Virginia

La Galga
Page 8

only about 400 yards. In any event the magnetic scatter located is found between these two lines which makes me believe that they used a due east line. Further the Lord Baltimore's Charter of 1632 called for a "right line" or due east from Watkins Point.

At Accomack courthouse I discovered a plat dated 1841 which shows the area in question. (See Appendix I) This plat shows the state line as interpreted in 1841 which is north of the 1687 and 1750 lines, but still well south of the present boundary. In addition, by close analysis, one can see that the beach has moved seaward a great deal since 1841 in this area. To my surprise there was something else. The plat shows a body of water behind the beach line called "Wear Bay". The 1942 plat (Appendix J) says "Weir Bay". I found the definition of "Weir" or "Wear" to be "an obstruction placed in a stream or river to divert its course; a dam". The south end of this Bay is a dead end and corresponds almost exactly to the location of the wreck, and the area mentioned previously where the old dune is indented.

There is another puzzling coincidence. The area on the bay side of Assateague opposite the wreck was called in 1841 "Horse Head Marsh". This name could have been reminiscent of the shipwreck. Locals today do not know the derivation of this name.

By the association of the wreck to the Maryland - Virginia line, the precise latitude of the wreck is determined. How far off the beach did she lie? The English and Spanish accounts are very close in that regard. The English said about one quarter of a mile, while the Spaniards said a little over a cannon shot from shore. The site believed to be that of the wreck lies only about one hundred and fifty yards from the old beach line.

La Galga
Page 9

This is considerably less than contemporary estimates. This is of no surprise, however, since it often times is difficult to judge distance from over water. More importantly, we have to remember the Galga came ashore after almost ten days of gales varying from northeast to southwest, which raised the sea level temporarily and caused severe flooding. In this situation the ship would have lain much closer to the normal high water mark. The Spaniards did not remain in the area for more than several days because they proceeded to Snow Hill and Philadelphia. Those Spaniards who reported the ship's position had departed for Philadelphia only three days after the wreck.

One of the local people from the Chincoteague area told me that the legend as he was told says that the ship wrecked in an inlet which caused it to sand in and within two weeks time the inlet was entirely closed. After hearing this, it gave a new meaning to what was contained in the letter of John Scarborough, Sheriff of Worcester County to Governor Ogle of Maryland. Referring to the mahogany he says "There is many thousands of pounds worth if it could be got before the ship bursts with the sea and sinks into the land". (See Appendix K) Further when the water receded, the vessel would have sat largely exposed while resting on the shallow bottom. Captain Huoni says himself that "Her decks were cut up by the country people of both provinces, and that all she had in her (worth taking) was plundered and carried away...".

Considering the weather and water conditions between the time she wrecked and subsequently broke up, it would have been impossible to extensively

La Galga
Page 10

salvage the vessel had it not been for its supposed exposed condition. This is further demonstrated by the wrecks of the Spaniards in Florida which were discovered in modern times and salvaged heavily by the Spanish after the ships wrecked. These ships yielded many artifacts including cannon to modern Salvors.

Once the inlet had sanded in around the Galga, the locals could have walked out to the wreck at low tide. Salvaging would then have become much easier.

The rapid development eastward of the beach from 1750 is evidenced by observing the topography of the Great Neck area of Assateague and the area eastward towards the ocean. There is a line of small dunes in the woods of Great Neck which indicates it must have been close to the ocean front years ago. From this dune line for more than 800 yards eastward toward the ocean is a flat plain with no real dune ridges. This indicates a rapid development eastward which prevented any significant dune development.

For a more authoritative analysis of barrier island formation, I have included several diagrams from Stephen P. Leatherman's Barrier Island Handbook in Appendix G - 2.

Archivo General de Indias. Contratacion 5157.

List of the ships which left Havana for Spain on the 18th of August, 1750, the type of cargo they were carrying and their fate.

H.M. ship, La Galga, under the command of Captain Don Daniel Huony was lost about 15 leagues north of Cape Charles with all her cargo. Her cargo consisted of; leaf tobacco, snuff, and mahogany. All men aboard were saved except one soldier.

A bergantine belonging to H.M. was lost about 6 leagues from the said Cape Charles with all her cargo of mahogany. No lives were lost.

The ship Nuestra Señora de Guadalupe under Captain Don Juan Manuel Bonilla, anchored off the coast of Ocracoke in North Carolina. The cargo aboard was some 324,000 pesos, ~~grain~~, indigo (dye), vanilla, cochineal, "purga de jalapa", cocoa, skins, sugar, snuff and other small things.

The ship Nuestra Señora de la Soledad, under Captain Don Manuel de Molviedro, was lost about 10 leagues from the said Ocracoke with a cargo of about 15,000 pesos, some cochineal, "purga de Jalapa", skins, sugar and other small things. The silver was saved as was part of the cochineal and skins. All lives were saved.

The "Paquebot" El Salvador under Captain Don Juan Eruañas, was lost about 15 leagues from the said Ocracoke with all her cargo of about 240,000 pesos, cocoa, and brazilwood. All lives were lost except those of three sailors and one youth.

The ship Nuestra Señora de Godos under Captain Don Pedro de Pumarejo, arrived at the port of Norfolk, Virginia. Her cargo consisted of about 613,000 pesos, copper, cochineal, indigo, vanilla, "purga de jalapa", logwood (palo de Campeche), tanned and raw skins sugar and other small things.

The Portuguese ship San Pedro under Captain John Kelly, a register from Cartegena, also arrived at Norfolk. She was carrying about 150,000 pesos, cocoa and brazilwood.

This letter is dated; Norfolk, December 4, 1750. It was attached to a letter from Don Francisco Ortiz, silvermaster of N.S. Godos, written to the House of Trade in Seville.

CARGO REGISTER AND SALVAGEAPPENDIX B

Part 1 - Cargo Register

Reference: Archivo General de Indias Contratacion 2476

This cargo register was translated from the original spanish version which was actuary carried aboard La Galga.

Although mahogany planks are not mentioned here, they are documented as being on board in Maryland, Virginia and spanish archives. Spanish records say some 3,000 planks of mahogany were to be loaded at Havanna, Cuba. There are some small amounts of treasure that were loaded, but after she wrecked, more treasure was taken off than was registered. Item 4 of the register says that the frigate "is not carrying a register of treasures or a rich cargo". Apparently what was registered was considered insignificant. Also in Contratacion 5157 describing the fleet, no treasure is mentioned being aboard the Galga. Individual cargo registers for the Guadalupe, Soledad and Los Godos prove the accuracy of this document.

Items known to have been recovered:

"The Spaniards got ashore several chests chiefly in silver". Proceedings of the Council of Maryland, 1750, Page 481. Page 482 states the locals got off "Two hundred small arms with belts and slings swords and bayonets very large coppers etc, ...rigging, iron bars crows and all sorts of tools...and tobacco".

"Two swivel guns, one cargo block, seven iron hoops, one pair of old brass scales one pump hook four strapped blocks and an old basket with some trifles." Colonial records, 1750 - 53, Folder 53, Virginia State Archives.

Captain Huoni tells Governor Sam Ogle of Maryland "That all she had in her (worth taking) was plundered and carried away". Page 493 proceedings of the Council of Maryland, 1750. Page 494 says that a storm broke the ship up casting 200 planks of mahogany on shore. This indicates while the ship was intact, not all salvageable items were recovered.

Page 482 of the proceedings of the Council of Maryland says that after she wrecked and before the storm she had "many large pieces of cannon on board and two fine anchors at her bows."

Records of the Secretaria de Marina 503, Archivo General de Simancas say that 22 cannon had been thrown overboard prior to the shipwreck.

The Boston news letter of October 11, 1750 says that two chests of money were lost off a raft. Spanish records do not corroborate this account, but this is of no surprise. It states further that the people of Worcester County, Maryland in good weather had "fished some gold" out of the wreck. This could have been the gold belonging to the Priest mentioned in item #4 of the register.

EXHIBIT C
Legends

p27

Ponies

There has been, since before the American Revolution, on the island along the sea-board of Maryland and Virginia, a race of very small, compact, hardy horses, usually called beach-horses. They run wild throughout the year, and are never fed. When the snow sometimes covers the ground for a few days in winter, they dig through it in search of food. They are very diminutive, but many of them are of perfect symmetry and extraordinary powers of action and endurance. The Hon. H.A.W. [sic] of Accomack, has been heard to say that he knew one of these beach-horses, which served as pony and hack for the boys of one family, for several generations; and another that could trot his 15 miles within the hour, and was yet so small that a tall man might straddle him, and with his toes touch the ground on each side. He spoke of another that he believes could have trotted 30 miles in two hours. As an instance of their innate horror of slavery, he mentions the fact they had been trapped for the purpose of being marked and otherwise cruelly mutilated; and rather than submit to their pursuers, they swam off at once into the wide expanse of the ocean, preferring a watery grave, to a life of ignominious [sic] colibacy and subjugation!

This excerpt from an essay entitled *The Horse in England and America*, by J. S. Skinner, is included in a statement made by Virginia Governor Henry A. Wise.

The origin of the little ponies which have become famous in book and movie is obscure. One legend is that they came ashore from a Spanish vessel which ran aground off the coast; another, that they were horses put ashore to graze by pirates who sailed these waters. Located in Chincoteague Bay, just a few hundred yards north of Green Run Bay, is a group of small islands known as Pirate Island. Although there is little if any definitive evidence to support either of the legends, the one told about the Spanish vessel has grown in popularity through the years. Its acceptance has become so widespread among the residents of the region as to be considered unquestionably the "Gospel Truth." In the early 1900's, the local watermen and men associated with Life-Saving Service referred to an area of Popes Island and Popes Bay as Spaniard Point and Spanish Bar, claiming this was where the vessel wrecked and the surviving horses on board swam ashore to establish the famous Assateague herds.

Reference: Assateague, William H. Wroten, Jr., Tidewater Publishers, Cambridge, Maryland, 1972.

EXHIBIT C - 2
Legends

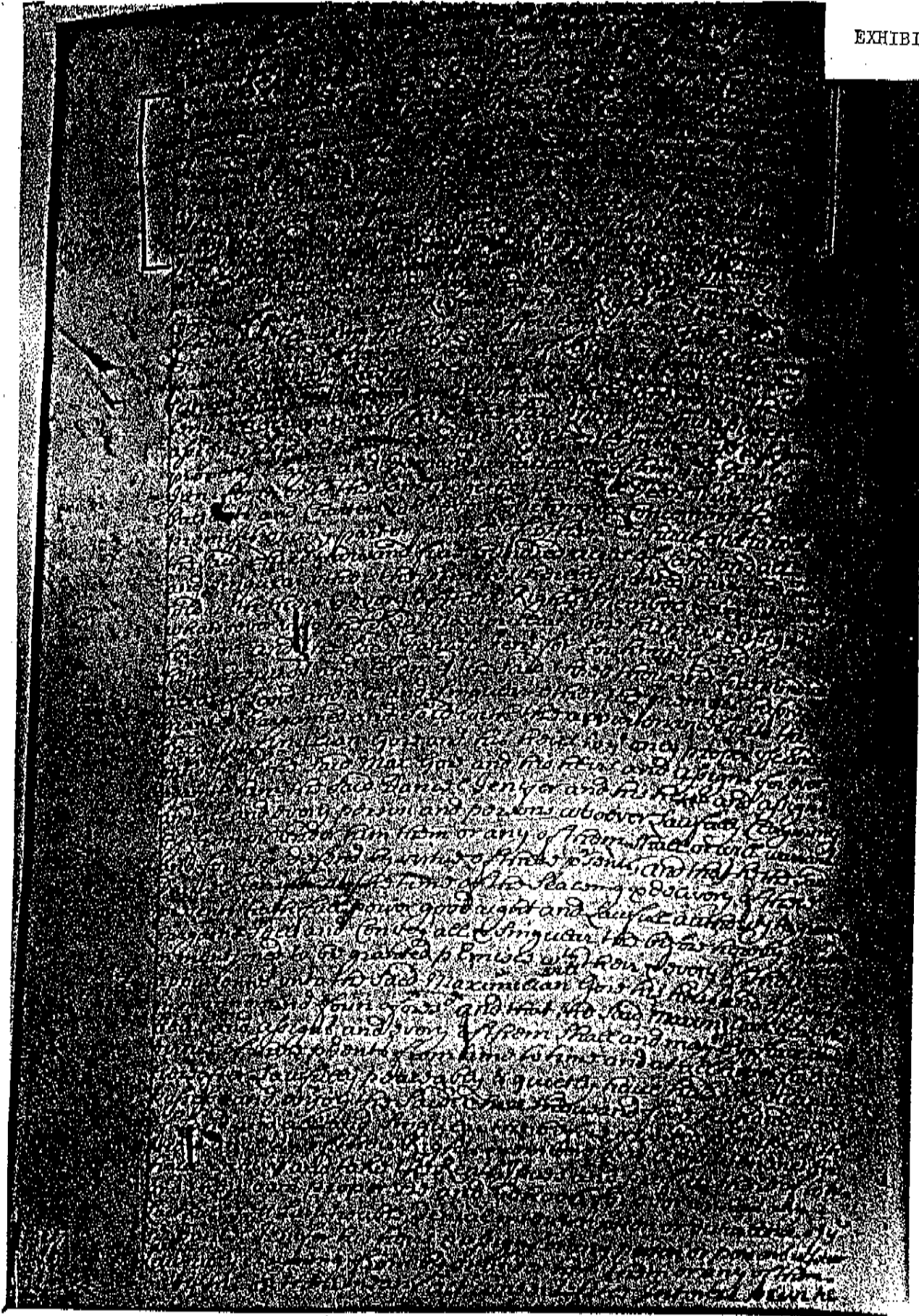
A 75 "My grandfather tilled 25-30 acres on the two islands (Pope and Cedar) producing corn, potatoes and garden vegetables sufficient for the year around, using a yoke of oxen. In addition, he raised, as in the past, cattle and hogs along with several kinds of domestic fowl - wild ducks, geese, and swan being available in season merely for the taking. There was a wading place on the end of his island, not far from Spanish Bar, where he drove to the ocean front to gather and cart in driftwood, along with a lot of lumber, thus the source of the family's fuel, of which there was plenty even in my day. The Ditch, of course, gave him access to Chincoteague Bay with its abundance of seafood not only for the table but as a source of income. Grandfather and [his] big family lived well for his day and time and had no desire to live elsewhere." 17

P 63 It is generally thought and commonly accepted, even proclaimed locally, that these equines are descended from stock aboard a merchantman bound for the Spanish Main. Shipwrecked, they swam ashore; adjusted themselves on the beach despite the adversity of winter rigor, poor quality forage and limited fresh water supplies. To support this contention, the older generation at the turn of the century, persons born before the mid-1800's² pointed out that at the bayward end of Pope Island Inlet (a repeated cut through) there was located Spaniard Point and Spanish Bar, names derived, it was claimed, from the grounding and loss of the vessel from which horses escaped and established themselves on Assateague.

The elderly Rev. Paul Watson, retired, Dillwyn, Virginia, a fourth generation descendent of David Watson, first Keeper (1833) at Assateague Lighthouse, points out precisely where the bar in question is located. "Going through Pope Ditch into Pope Bay, on the far side and a little to the right, is a sand bar long-time and commonly known as Spanish Bar, and running from that point toward the ocean is still evidence of a creek always said to be what remains of a one-time inlet through which, it was understood, the ship that was wrecked sought refuge."³ As strong as the story coming down from the past appears to be, and however popularly accepted, students discount the Spanish origin since no very early references to ponies on Assateague exist. In 1837 they were reported present, few in number, but it was indicated (Ducatel) that they had been decimated by a savage storm. This would indicate that ponies were present at least as far back as the War of Seventy-six. The Spanish ship story about pony release probably will continue popular since legends tend to be founded to some degree on facts and with characteristics of romance.

Reference: Worcester County: Maryland's Arcadia by Reginald V. Truitt and Dr. Millard G. Les Callette, Worcester County Historical Society, 1977

EXHIBIT D



Maximillian Gore's deed dated November 19, 1689 for 3500 acres from Colonel David Jennifer, Wills and Deeds 1676 - 1690, Page 507, Accomack County Courthouse, Accomack, Virginia.

Horsehoe Tump

ASSATEAGA

EXHIBIT E
Topographical Chart

POPE BAY

WEST BAY

Cedar Islands

ISLAND
West Bay Tump

Pope Island

WORCESTER CO
ACCOMACK CO

REFUGES BDY

CHINCOTEAGUE NATIONAL WILDLIFE REFUGE

WORCESTER CO
ACCOMACK CO

Toby Islands

Toby Island Bay

Pitts Island

Great Neck

SEASHORE ISLAND

ASSATEAGUE ISLAND
TELEPHONE

ATLANTIC OCEAN

CHINCOTEAGUE NATIONAL WILDLIFE REFUGE

Ragged Point Marshes

Calpen Bay

Moss Point

Calpen Bay

Ragged Point Marshes

The Will Hole

SUSPECTED WRECK SITE AREA

1 MILE

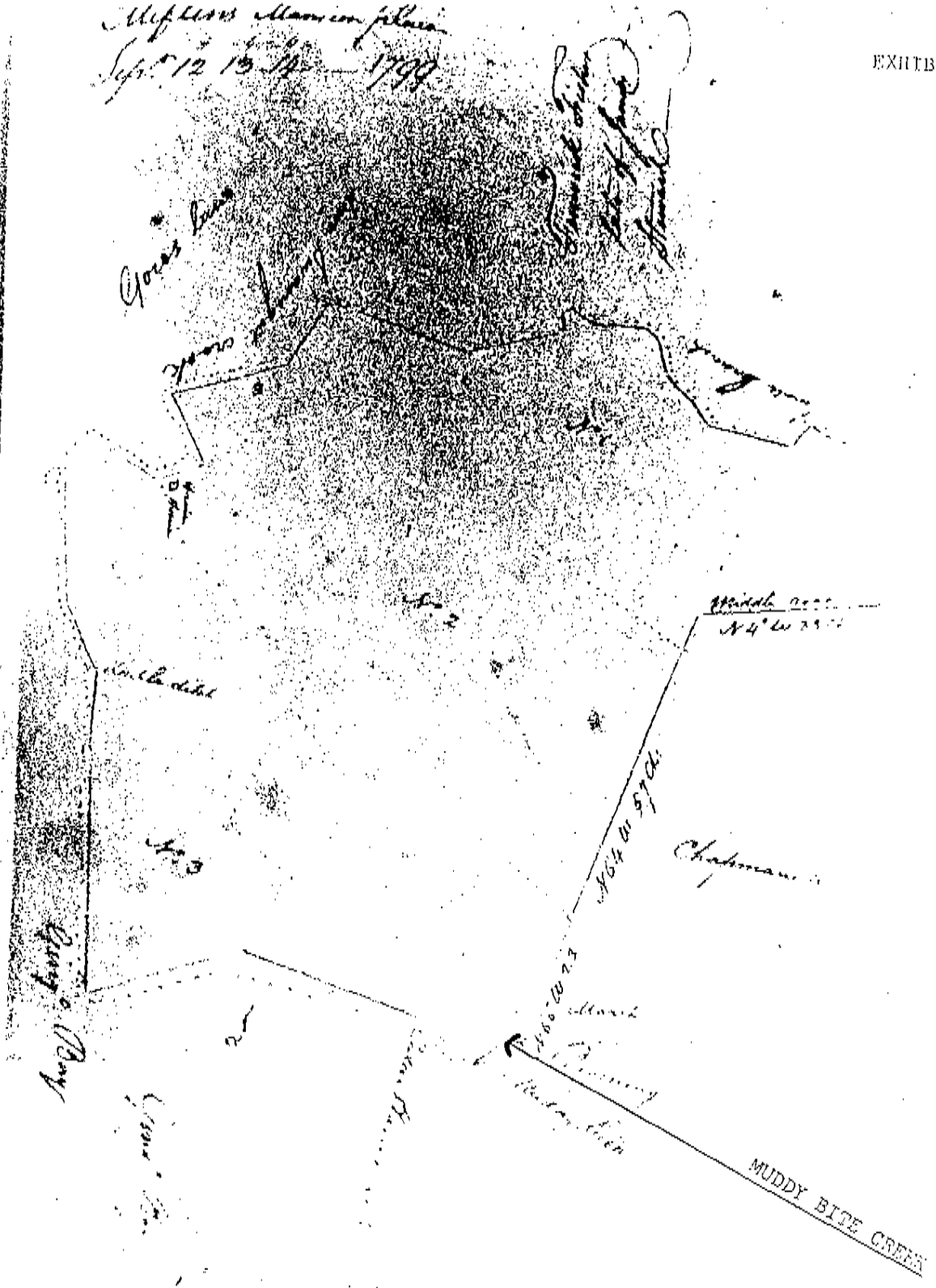
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0 100 200 300 400 500 600 700 800 900 1000

SCALE 1:24,000

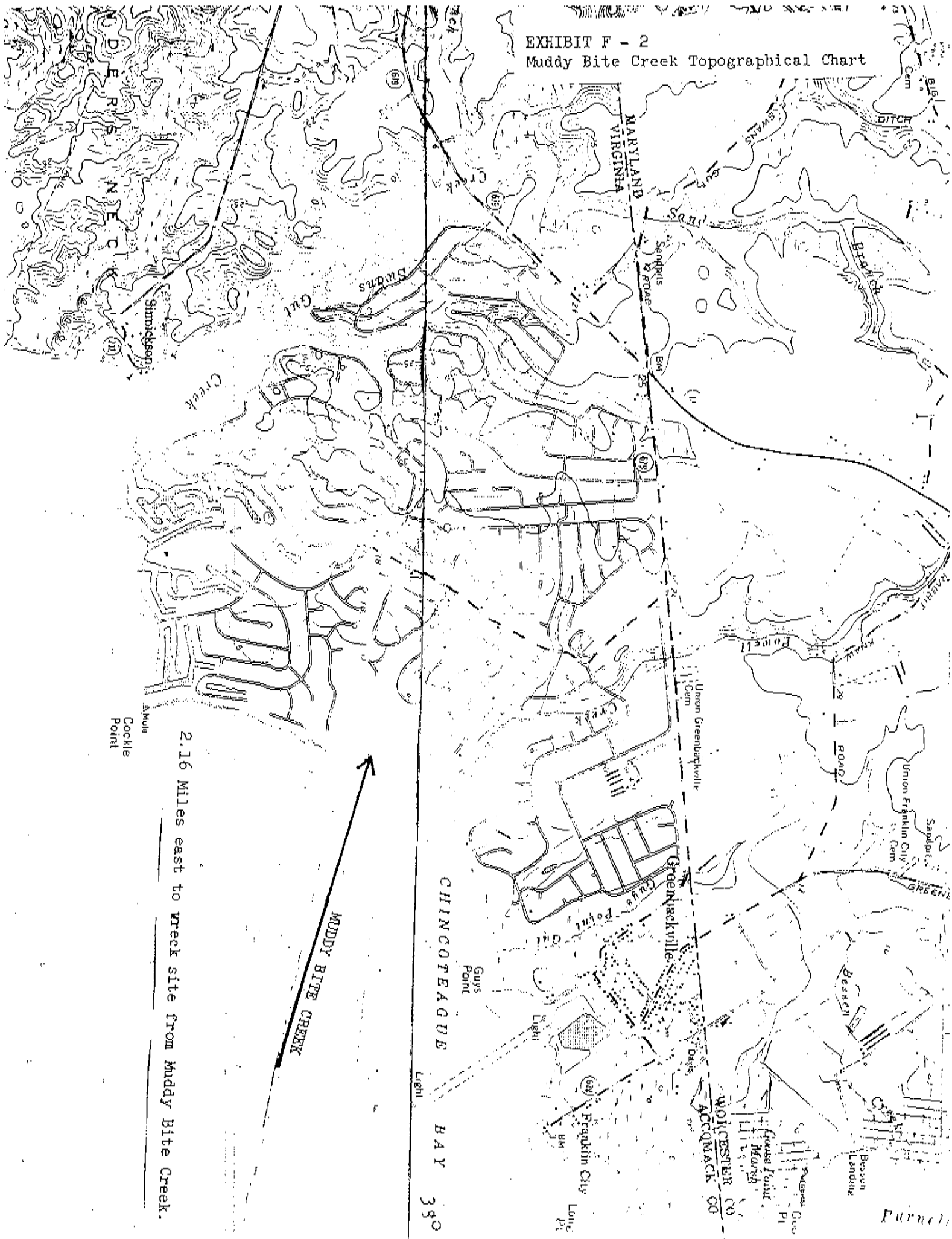
Mifflins Mansion place
Sept 12 13 14 1799

EXHIBIT F



Mifflins Mansion Place, 1799, Surveyors Book #2, Page 125, Accomack County Courthouse, Accomack, Virginia.

EXHIBIT F - 2
Muddy Bite Creek Topographical Chart



Cockle Point

2.16 Miles east to wreck site from Muddy Bite Creek.

Muddy Bite Creek

CHINCOTEAGUE BAY

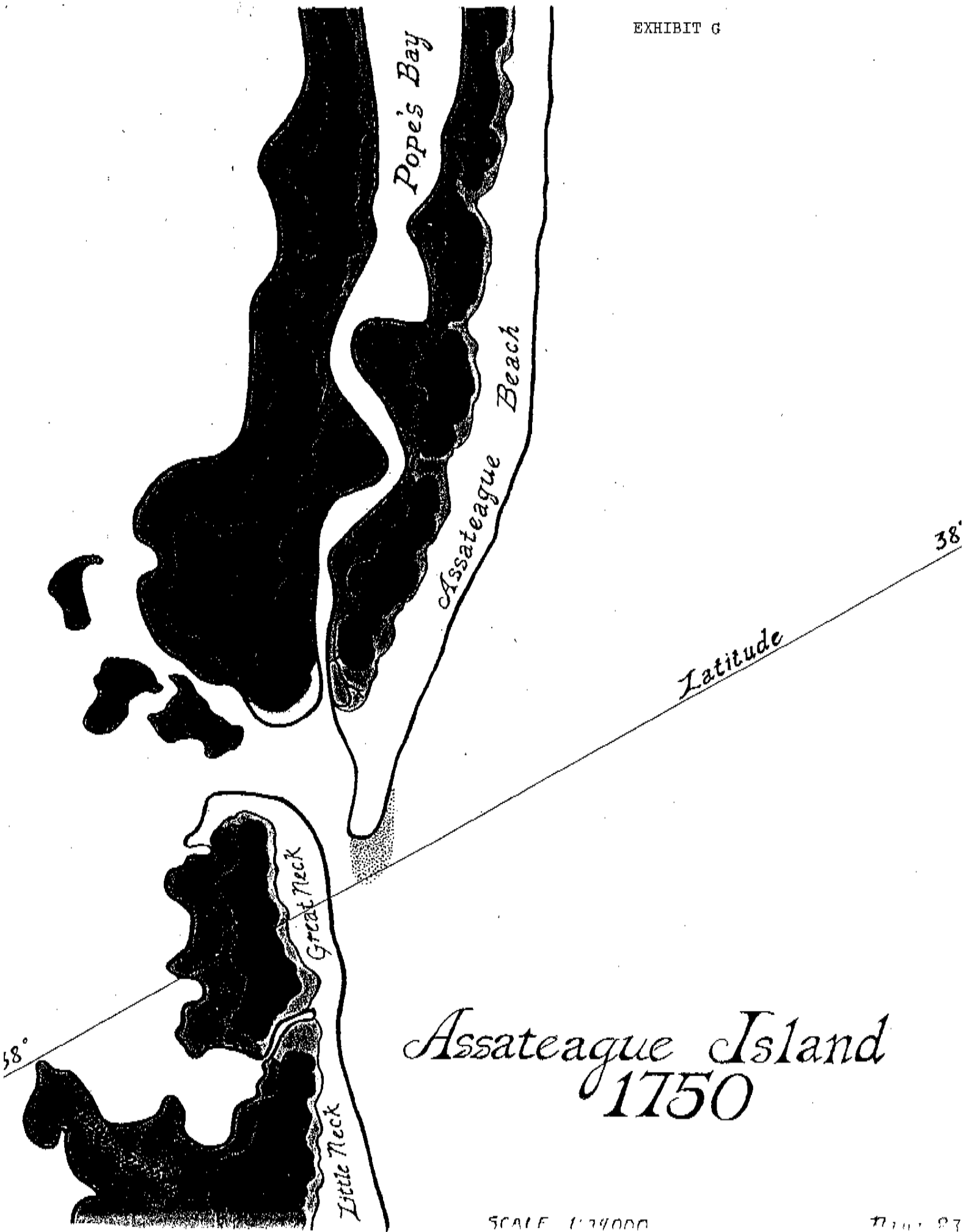
Light 380

Greenbackville

WORCESTER CO
ACCOMACK CO

Purnell

EXHIBIT G



Assateague Island 1750

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7101 27

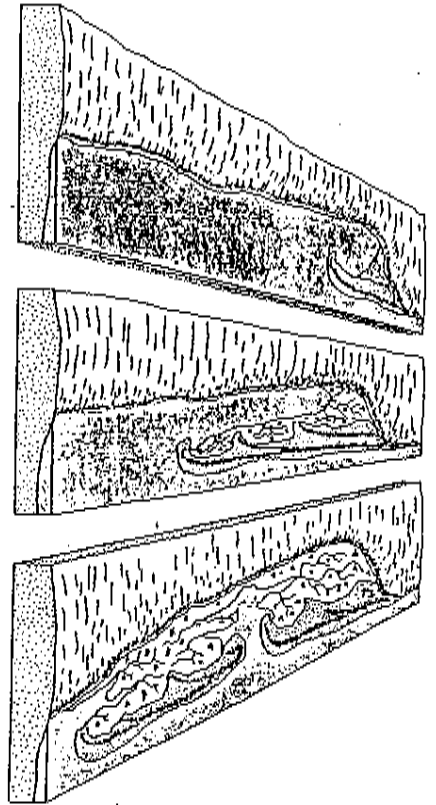


Fig. 3. Barrier island formation by spit accretion and inlet breaching (from Hybl).

The marshy islands just below Pope Island appear to be remnants of tidal deltas as shown opposite and on G - 3. Figure 3 above and Figure 66 on G - 4 are good examples of inlet and beach development on the 1750 representation on Appendix G.

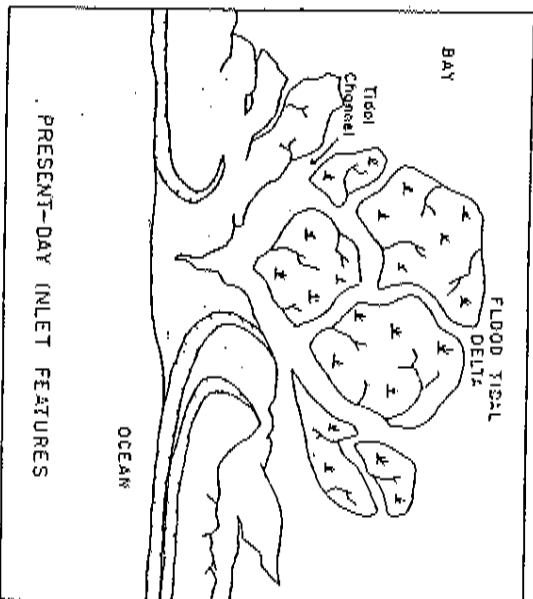
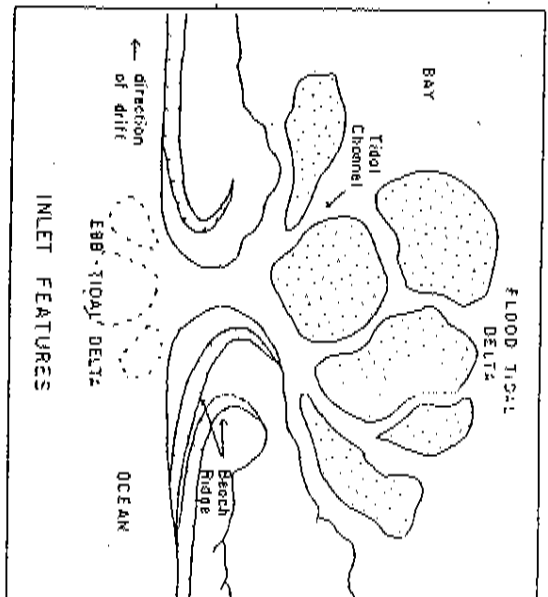


Fig. 64. Development of extensive salt marshes on a flood tidal delta, following inlet closure.

Barrier Island Handbook, Stephen P. Leatherman, Sue Gibbons
Illustrator, University of Maryland, College Park Maryland,
1982.

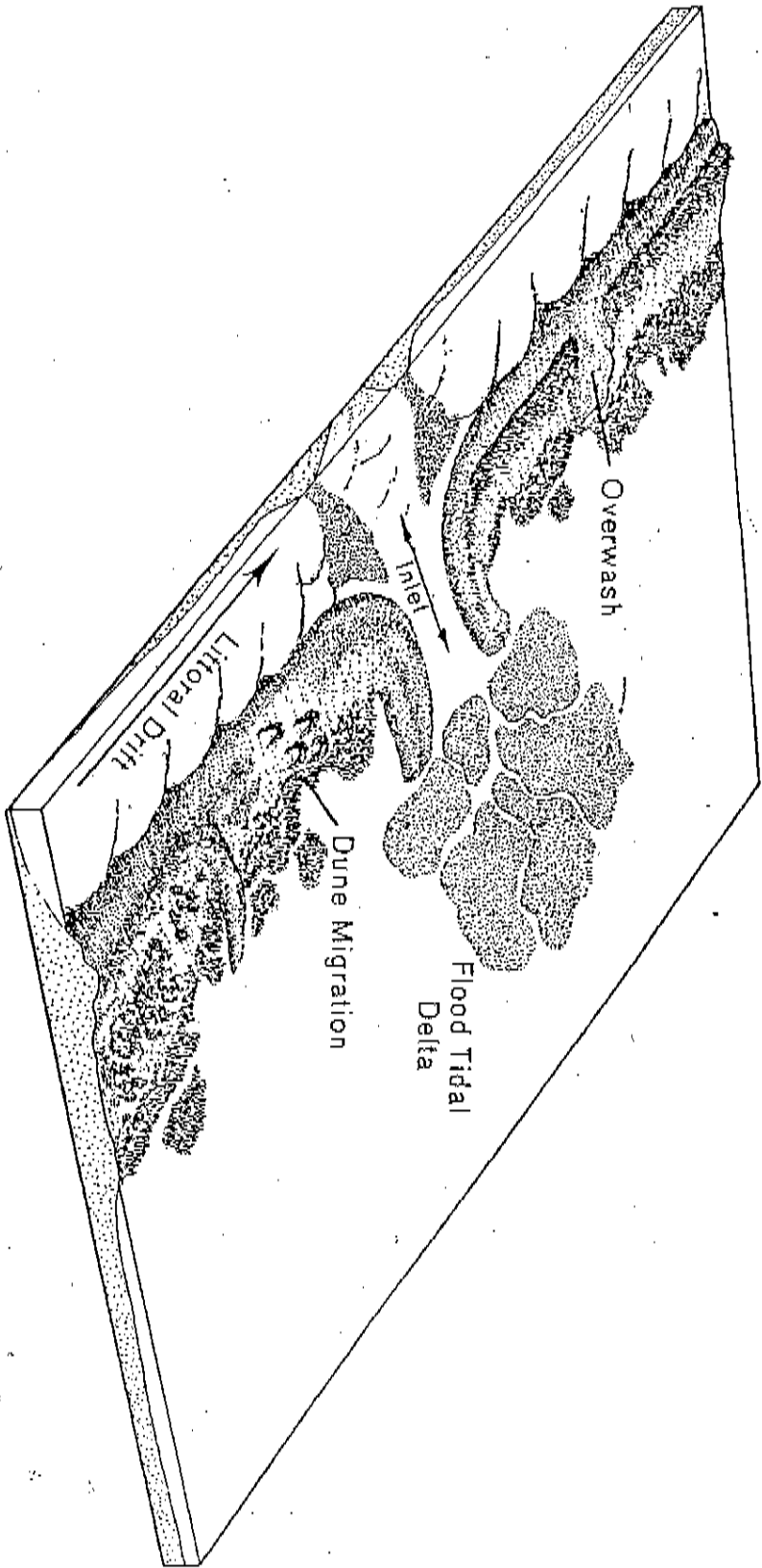


Fig. 57. Mechanisms for landward sediment transfer.

Barrier Island Handbook, Stephen P. Leatherman, Sue Gibbons
Illustrator, University of Maryland, College Park Maryland,
1982.

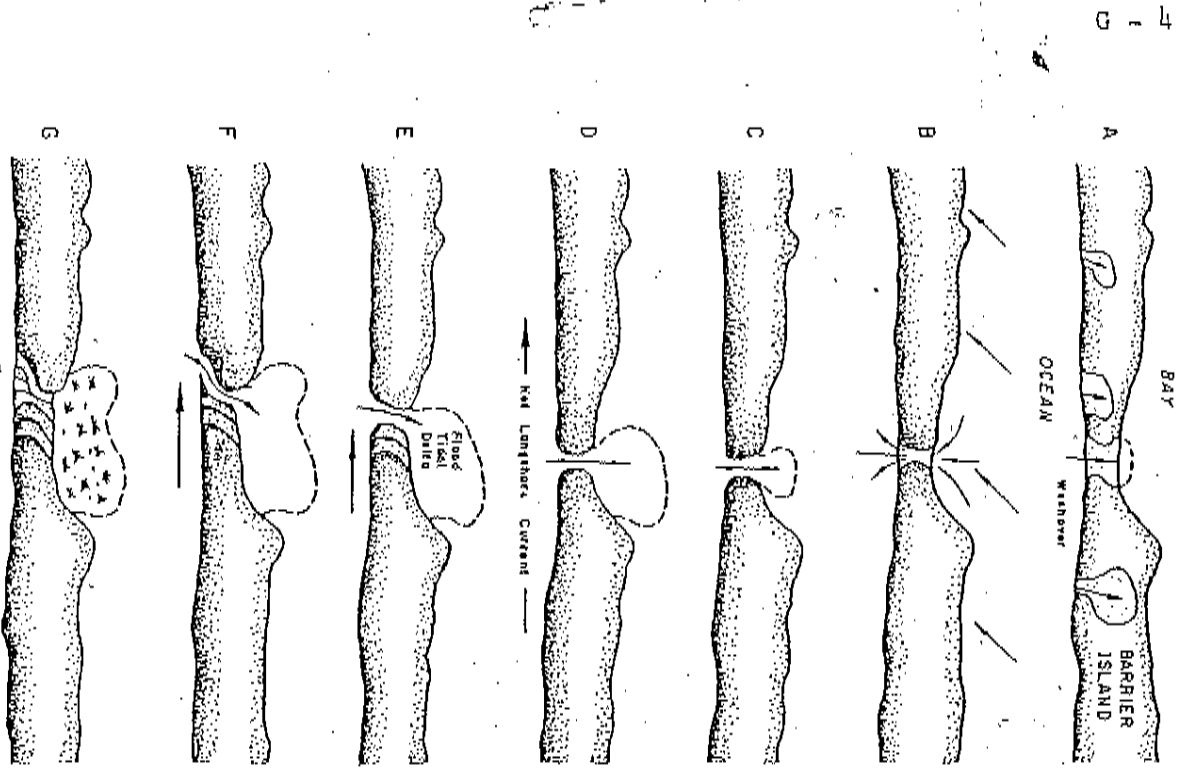


Fig. 66. Sequential diagrams showing the process of inlet breaching, migration, closing and development of large flood tidal delta.

(A) Initiation of storm causes wave overwashing of barrier island at low places in dune lines.

(B) Flow of super-elevated water in the bay, driven by the strong (northwest) offshore winds near the end of the storm, results in the creation of an inlet at low, narrow points along the island.

(C) Normal tidal currents through the inlet throat, with change in tide, result in the creation and initial growth of large flood tidal delta in the bay.

(D) The flood tidal delta continues to grow as sediment accumulates in the bay. The ebb tidal delta on the ocean side is also present, but not prominent, due to disturbance by ocean waves.

(E) Net longshore currents to the south result in migration of the inlet southward, resulting in the increased size and growth of the flood tidal delta.

(F) Eventually the water path through the inlet throat area becomes so long and tortuous that the inlet's efficiency is greatly reduced.

(G) The flushing of sediment from the inlet throat by tidal currents is overpowered by the deposition of sand in the throat caused by the longshore current, and the inlet closes. The new sediment on the bayside (flood tidal delta) provides an ideal substrate for marsh growth and the island has been effectively widened at this point by the process of inlet dynamics.

EXHIBIT H

Proceedings of the Council of Maryland, 1750. 493

3^d November 1750

Ordered by his Excellency the Governor that the following Letters be here entered

Hon^{ble} Sir

His Catholick Majesty's Ship the Greyhound I commanded, having wrecked upon the Island of Assetegue the 6th of the expired N: S.; the Country People, telling me She lay in Virginia, was the Motive that made me write to the President, giving him an Account of My Misfortunes that Occasioned my being castaway in his Government &c. But now understanding, that by a late experiment of an East Line drawn (to know the bounds) its found, She lyes within twice her length of it in Maryland, I see its to you I should give the aforesaid Account as Governor of that Province, wherefore I hope you will excuse my Mistake; as proceeding from a wrong Information, & consequently involuntary in me: My misfortunes, I do not doubt, are too well known unto you by General report, wherefore I omitt Molesting you with a detail of them, to come to another Subject, which is, that I have an Account from a Person, not only Witness, but also Actor, in taking out said wreck, some effects, that her Decks were cut up by the Country People of both Provinces, and that all She had in her (worth taking) was Plundered and Carried away by Persons, whose Names I excuse mentioning unto you, as being of Virginia, Contenting myself to let you know the Principal of those of your Province Viz. Tho^s Robins, Daniel Milfin, — Dalason, and their Gangs, took and carried away Effects and Stores to the Value of a Considerable Sum, which (as reported) are Seized by your Orders, and as you are Sensible its incumbent upon me, to Sollicit the King my Masters right and interest; I hope you will not take amiss my Applying unto you (in his behalf) for Justice, Promising myself, that, by your Authority, he will recover the Part that belongs to him, after deducting the Customary Salvage; or what the Law allows to the Possessors in such Cases, And, I hope, you will Agree, that my demand is Just and Conformable to the Amity and treaties Subsisting between Our Royal Masters; I ask leave to Inform

L**b.** C. B. you further that a late Storm having broke the Hull to Pieces, 200 Stocks or Planks of Mahogany that were Cast on Shore on Virginia Side were Purchased (as reported) at a very low Price by a Merchant of Snow Hill; Pray accept of My best respects and believe I am

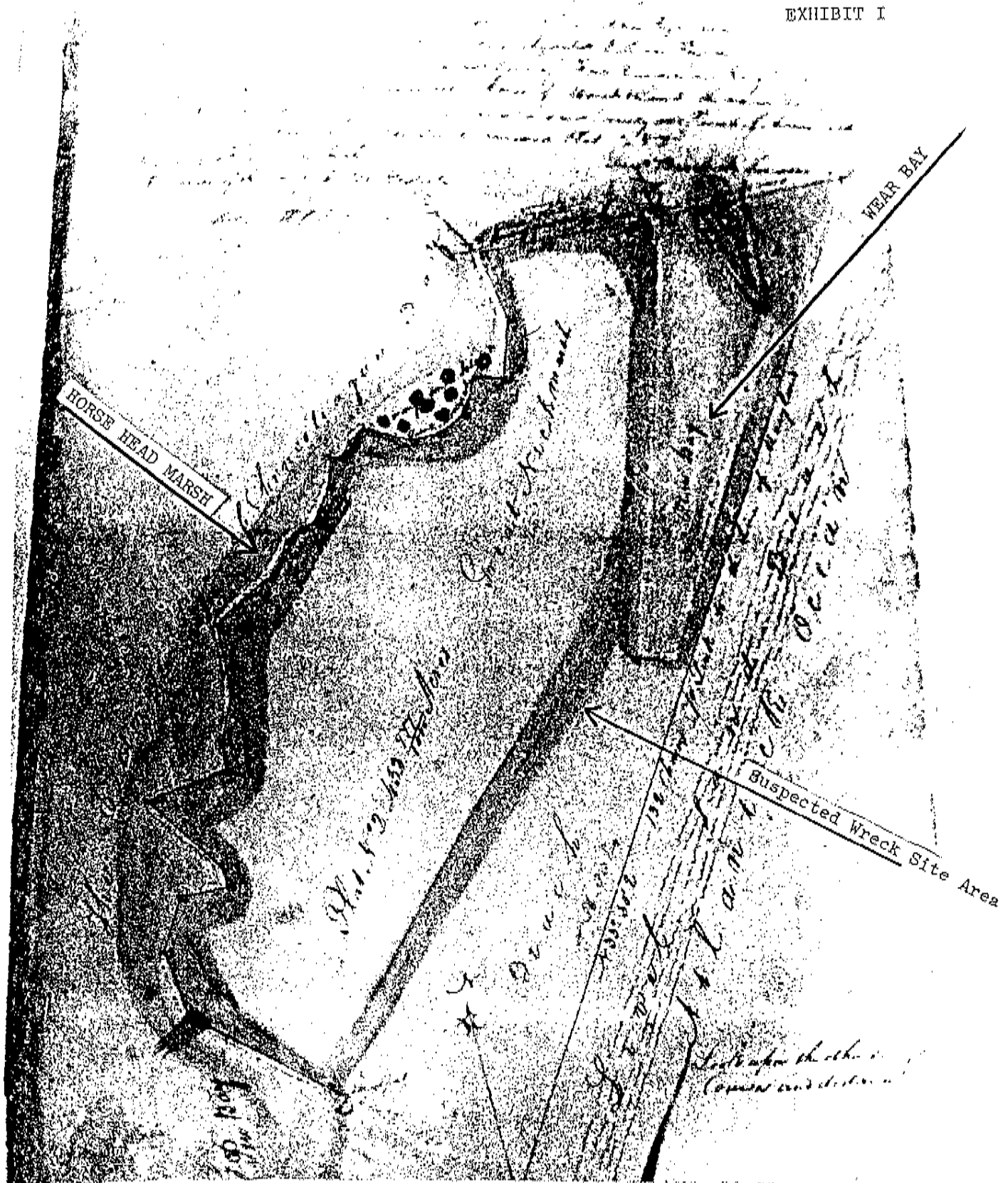
Hon^{ble} Sr

Your Most Obed^t humble Servant

To the hon^{ble} Samuel Ogle
Esq^r Governor of Maryland at Annapolis

Daniel Huony

EXHIBIT I



Patent dated July 30, 1841 from Virginia to William Aydellott et. al. for 447.023 acres, Surveyor Book # 6 Page 84
Accomack County Courthouse, Accomack, Virginia.

EXHIBIT K

Proceedings of the Council of Maryland, 1750. 481

May it Please your Excellency

Having an Opportunity by Mr Harris was willing to acquaint your Excellency that on August the 26th by distress of Weather the Commodore of a Spanish Fleet of Ships bound from Cuba to old Spain Stranded on our Beach And the Chief who they called their Commodore with his crew of Soldiers got of the Neighbours Small Crafts and Came a Cross our Sound to the Main, and got his Riches Over and Carted them to Snowhill which Consisted Chiefly in Silver Several very heavy Chests and got two Sloops at Snowhill and went down to Norfolk in Virginia where three more of the Fleet lies that got into the Bay Mastless and are now refitting in Order to Proceed their Voyage. We hear there is one more in Northampton on Shoar which makes five And two not heard of as there was Seven in the Fleet, which they think are lost I thought it my duty to write to your Excellency to have your Oppinion whose Prop-

erty She is as the Spaniards has left her, as soon as they got from her the Country People got on board and has & Still Continues to Plunder, I went over last Saturday and told them to be easey untill we had your Oppinion but they told me the Vessel was in Virginia as there was Several Gentlemen with their Slaves all at work from Virginia they did not Regard any thing said to them but the People living on the Beach tell me that she lies two miles within Maryland lines. The Commodore who is an Irishman and Speaks very Good English tells me they Asked him for the Vessell to give it them but he told them the Owner of the Land owned the Ship and he could not give her, Therefore I believed her to be the Proprietors. They got off near two hundred Small Arms with Belts and Slings Swords and Bayonets very large Coppers of Several Sizes and Small ones in abundance. All tier Runing and Standing Rigging. Iron Bars Crows and all Sorts of Tooles, many thousand Pounds of Tobacco made in Strong Wrappers They have hove the Tobacco out for the Sake of Linnen Wrappers and the Tobacco now on board in good Order. There is some thousands of pounds worth of Mohogany on board for to do the Inside work of the King of Spains Pallace Doors & Windows &c. There is many thousands of pounds worth if it could be got before the Ship bursts with the Sea and Sinks into the Land not more to add but hope your Excellency will at all times make your demands of any thing in My Power to Serve you in Am

Your Excellencys Most Hble & Most Obed^t

Servant

P. S. She has many large Pieces of Cannon on board two fine Anchors at her bowes abundance of all Sorts of Rigging and Sails in her hold and amount Supra

J. Scarborough

OCEAN SURVEYAPPENDIX L

The first attempt at ocean survey was made during the summer of 1980 by John L. Amrhein, Jr. using a proton magnetometer manufactured by J. W. Fishers of Taunton, Massachusetts. Nothing of importance was encountered that summer.

In the summer of 1982 the members of Ocean Recovery Operations, Inc. conducted a survey of the ocean using a Varian V-85 proton magnetometer with a marine sensor. The unit was set at a sampling rate of one per second and a boat speed of about eight knots per hour. Using Loran C, we were able to define our survey blocks and plot the area covered. Grid lines for the survey were from 50 - 75 feet apart.

When the shipwreck was not encountered in the area defined by research, we extended the survey north and south since at this time we did not know about Assateague having built out since the time of the wreck. By November 1982, the survey was complete. See the attached map for the area covered.

LAND SURVEYAPPENDIX M

In March of 1983, ORO Inc. leased a Geometrics 856 portable proton magnetometer. By this time additional research had been done which verified the changes in Assateague and further narrowed the area in question because of new information about the Maryland/Virginia line of 1750. We still were not sure about the extent as to how far Assateague Island had moved out, so when the wreck was not encountered we again moved north and south. In addition since we walked on the refuge from the Maryland/Virginia line, we surveyed the area all the way up to the fence at the state line. Our grid system was 50 - 75 feet apart and we used topographical maps to establish our position. Because of the difficulty of some of the terrain, automatic sampling was not used, but manual readings taken every 50 feet. The lake area was shallow enough for wading, and the Pope Bay and Virginia Creek areas were surveyed using the Varian System from a small boat. See the attached map for the area surveyed.

During our survey, several anomalies were encountered, but we were able to determine that they were small objects at shallow depths.

The area determined to be the wreck site was discovered in June. See Appendix N. Because of the thick high grass and water over the wreck site, a magnetic contour map has not yet been prepared. However, anomalies of approximately thirty gammas were encountered with an indication of some ferrous material being buried ten feet or more. Based on what we know of the wreck, items could be as much as 20 feet down. From historical accounts and the magnetometer survey it appears that the ship was heavily salvaged and badly beaten up. Nonetheless, there could still be heavy concentrations of non ferrous artifacts. Experience indicates that there could still be many items which were stored in the lowest part of the ship.

Another strong indication of the wreck's being in the suggested area is that several reliable sources have said that Spanish artifacts have been found in the immediate area.

EXHIBIT M - 2
Land Survey Area

ASSATEEN

WEST BAY

Cedar Islands

ISLAND
West Bay Tump

Pope Island

WORCESTER CO
ACCOMACK CO

WORCESTER CO
ACCOMACK CO

CHINCOTEAGUE
NATIONAL WILDLIFE REFUGE

Pitts Island

Toby Islands

Toby Island Bay

Great Neck

Pitts Island

SEASIDE

NATIONAL

ATLANTIC OCEAN

CHINCOTEAGUE
NATIONAL WILDLIFE REFUGE

Ragged Point
Marshes

Collipen Bay

The Will Hole

620 000
FEET

AREA
SURVEYED

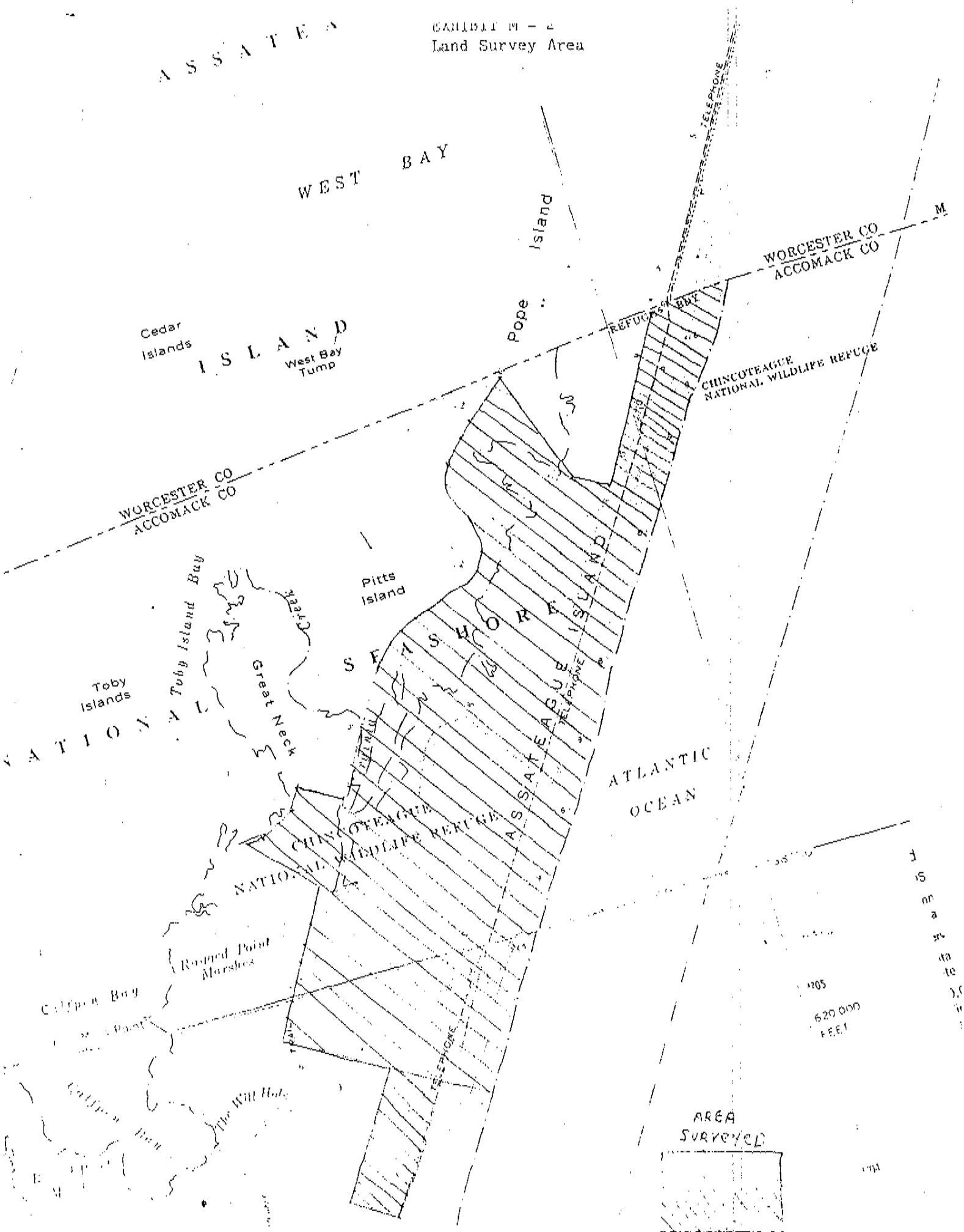
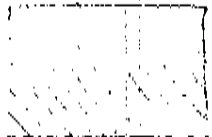


EXHIBIT N
Aerial Photograph Wreck Site
Area



COMPASS DEVIATION 1750APPENDIX O

The problem of computing compass deviation of 1750 was solved by using a report prepared by the Coast and Geoditic Survey of the United States Department of Commerce in 1929. The report was entitled Magnetic Declination in Delaware, Maryland, Virginia, West Virginia, Kentucky and Tennessee, Coast and Geoditic Survey serial #457.

On page 11, there is a table of estimates and this table gives us the estimated variation for January 1750 at Latitude 38° longitude 70° as $2^{\circ} 07'$ west (of north). By using other tables it was computed that $20'$ must be added to adjust for interpolating variation at Muddy Bite Creek on the mainland where the survey would have commenced. This would leave us with a value of $2^{\circ} 27'$, west. Since the magnetic variation was decreasing annually as evidenced by the value in 1760 of $1^{\circ} 30'$ west an adjustment was required to bring the estimate to October, 1750 when the survey was prepared. The necessary adjustment here was to subtract $31'$ from the value leaving the estimated compass variation for October, 1750 at Latitude 38° N, Longitude $75^{\circ} 25'$ W. as $1^{\circ} 54'$ west of north. Instead of actually drawing the line, I used trigonometry to compare the difference between true east and magnetic east using $1^{\circ} 54'$ as my variation. At the wreck area on Assateague the difference between the two lines is 365 yards. The magnetic scatter encountered lies between these two lines. The lines become even closer together if diurnal variation is taken into consideration. In the summer months and during the midday hours there is an additional westerly variation of as much as twelve minutes.

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U. S. Department of the Interior
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8. Regional Director, Region 5
U. S. Fish and Wildlife Service
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9. Mr. Dennis Holland, Refuge Manager
Chincoteague National Wildlife Refuge
P. O. Box 62
Chincoteague Island, Virginia 23336
10. Mr. Asa Hickman, Mayor of Chincoteague
Town Office Building
403 South Main Street
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Baltimore Sun

MEMBERS OF OCEAN RECOVERY
OPERATIONS, INC. (O.R.O.)

Exhibit A

Mr. John L. Amrhein, Jr.
P. O. Box 534
Ocean City, Maryland 21842

Mr. Bill Bane
P. O. Box 664
Ocean City, Maryland 21842

Mr. Chip Bane
P. O. Box 664
Ocean City, Maryland 21842

Mr. Gene Parker
P. O. Box 307
Ocean City, Maryland 21842

Mr. Bill Holloway
4974 Cleveland Street
Virginia Beach, Va. 23462

Mr. Albert Alberi
621 High Point Ave.
Virginia Beach, 23451

Mr. Ned Middlesworth
536 Powell Drive
Annapolis, Maryland 21401



SMITHSONIAN INSTITUTION

Washington, D.C. 20560
U.S.A.

5 January 1984.

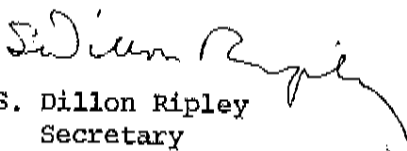
Mr. John L. Amrhein, Jr.
President
Ocean Recovery Operations, Inc.
P.O. Box 534
Ocean City, Maryland 21842

Dear Mr. Amrhein:

Thank you for your report on your extended research and field operations in search of the wreck of the Spanish man-of-war La Galga, reported to have foundered in 1750 on the Atlantic coast north of Cape Charles. Your belief, based on location of anomalies detected by a proton magnetometer, that this vessel's remains lie within the Chincoteague National Wildlife Refuge, is particularly significant. It would thus appear to ensure federal protection of the site pending a careful archeological survey.

Although the documentation indicates that the La Galga wreck was extensively salvaged in the 18th century, its site, when effectively established, may indeed yield significant artifacts illustrative of mid-18th century military and maritime technology. Several offices in our National Museum of American History, including the Divisions of Naval History, Military History, Transportation and Community (Hispanic) Life, will be interested in the further development of your project. Initiative for future surveys and possible archeological excavations appropriately rests with cognizant bureaus of the Department of the Interior, including the Fish and Wildlife Service and the National Park Service, with whom our staff would be prepared to cooperate.

Sincerely yours,


S. Dillon Ripley
Secretary



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COMMONWEALTH of VIRGINIA

Virginia Historic Landmarks Commission

H. BRYAN MITCHELL
EXECUTIVE DIRECTOR

RESEARCH CENTER FOR ARCHAEOLOGY

ROUTE 238, BOX 368
YORKTOWN, VIRGINIA 23690
TELEPHONE: (804) 263-4836

ALAIN C. OUTLAW, Commissioner of Archaeology

January 31, 1984

Mr. John L. Amrhein, Jr., President
Ocean Recovery Operations, Inc.
P. O. Box 534
Ocean City, Maryland 21842

Subject: Report on La Galga

Dear John:

I enjoyed talking with you at the Conference on Underwater Archaeology in Williamsburg earlier this month and I enjoyed even more reading your excellent report on the Galga. In fact, I was especially interested to read that there were "Broadwaters" involved in her early salvage! I'm certain they must be some relation; do you suppose some distant relative of mine has Spanish artifacts from the Galga stashed away?

It is very apparent that you've spent a great deal of time on your research and the location you have predicted sounds very plausible. I think you are to be commended for devoting so much energy to the research and for sharing that research with others.

The discovery and identification of La Galga would be a very significant achievement and would solve a mystery that has interested a great many people. I'm not sure what actions you have taken toward pursuing your investigations, but if I can be of any help, please let me know. I would like to keep in touch with you and Al Alberi on this matter and would be happy to meet with you to discuss your plans and to assist you if possible.

Thank you again for sending me a copy of your report.

Sincerely,

A handwritten signature in cursive script that reads "John D. Broadwater".

John D. Broadwater
Senior Underwater Archaeologist

JDB/pcm

RECEIVED

FEB - 8 1984

USFWS
Chincoteague NWRJohn L. Amrhein, Jr.
P. O. Box 534
Ocean City, Maryland 21842
(301)289 2197

Holland	<i>W</i>
Wilson	<i>22</i>
McMinn	<i>W</i>
Bowden	<i>B</i>
Merritt	
Ailes	
Gallagher	
Bonventuri	
Schultz	
Skusek	
Kenny	

February 6, 1984

Mr. John D. Broadwater
Senior Underwater Archaeologist
Research Center for Archaeology
Route 238, Box 368
Yorktown, Virginia 23690Copy to *R.D. (A/RW)*Sent *2/13/84*Re: La Galga

Dear John,

I have just received your letter and I am glad to hear of your willingness to participate. I believe I indicated to you at Williamsburg that I place the importance of this project above the personal interests of our organization. In other words, verification and excavation is something that will benefit a great many people, and more specifically the public. Because of the national attention afforded the ponies of Assateague, the shipwreck would probably receive the same attention.

As you know we have no claim to this vessel as it sits under the jurisdiction of the U. S. Fish and Wildlife Service. They have indicated that they will not initiate verification activities because of budget restraints and their primary objective of wild life management. But they, I believe, are receptive to a responsible and experienced group obtaining a permit to accomplish verification and hopefully down the road, excavation.

Because of where the ship is sitting not only on the refuge, but its relationship to the Maryland-Virginia line, this project should become a cooperative effort of Virginia and Maryland, the Federal Government and the private sector. If an association could be formed to bring all interests together, I firmly believe that much of the red tape and financial restraints can be bypassed quickly. With such an organization, I feel that larger amounts of private funding and donations can be received to help minimize the total cost to the taxpayer.

I believe verification of the site can be easily accomplished for less than \$10,000.00. We have as indicated a Geometrics 856 portable magnetometer which could be used to prepare the detailed magnetic map necessary to evaluate possible text excavation sites. This phase could be accomplished for next to nothing. What is needed is a "search only" permit which can be obtained from the Refuge manager to accomplish the final survey. Your organization should have no trouble obtaining one. I encourage you to initiate this step and I am willing to do all that I can on a volunteer basis to assist you.

Mr. John D. Broadwater
Page 2
February 6, 1984

After this is accomplished and hopefully positive results produced, I think that we would have no trouble forming the association I have outlined and then developing a more complete strategy.

I would have attempted this all on my own but I have found that State and Federal governments tend to unfortunately discourage private initiative in this area. As I believe you know, the Smithsonian Institution and the National Geographic Society are watching the developments of this project with great interest.

I hope that you and I can talk in more detail about this, and I want you to tell me what I can do to help you. Keep in touch. I can be reached at 301 289 2197.

Sincerely,



John L. Amrhein, Jr.

cc; Dennis Holland
✓ Refuge Manager, Chincoteague National Wildlife Refuge
P. O. Box 62
Chincoteague Island, Virginia 23336

Mr. Robert Jensen, Director
U. S. Fish and Wildlife Service
U. S. Department of the Interior
Washington, D. C. 20240

Bennie C. Keel
Departmental Consulting Archaeologist
National Park Service
18th and C. Street, N. W.
Washington, D. C. 20240

Tylor Bastian, State Archaeologist
Maryland Geological Survey

Holland _____
 Wilson _____
 McMinn _____
 Bowden _____
 Merritt _____
 Ailes _____
 Gallagher _____

John L. Amrhein, Jr.
 P.O. Box 534
 Ocean City, Maryland 21842

August 31, 1984

Robert Jentzen, Director
 U.S. Fish and Wildlife Service
 U.S. Department of the Interior
 Washington, D. C. 20240

Skutek _____
 Kenyon _____

Copy To: _____

Re: La Galga Shipwreck

Dear Mr. Jentzen,

In December, 1983 I sent a copy of my findings concerning the location of the 1750 Spanish warship La Galga to you and many other concerned organizations. Since then I have received a number of responses, all showing great interest in what was accomplished. I am truly surprised that no one in your organization ever took the time to acknowledge. This project took our group over four years to complete and at great expense. Had the government initiated this project, it would have probably cost over \$200,000.00 to come to the point where we now are.

This shipwreck is unquestionably significant and historic not only because of its age, but because this ship is the legendary Spanish vessel which wrecked on Assateague which has been associated and credited with the origins of the wild horses of Assateague. The legend says that a Spanish vessel wrecked on Assateague and horses swam ashore from it, and that the descendants of these horses are still there today. There is documentary proof of the approximate location of this legendary vessel which has been around for many years; even prior to the publication of "Misty of Chincoteague" which has made them so popular. As a result of our work, we have proven without a doubt that a Spanish vessel did in fact wreck in the area indicated by legend. This proves then that at least half of the legend is true, that a Spanish ship did in fact wreck.

It is certainly hard to disprove the second half of the legend, that horses came ashore from the wreck, knowing the accuracy of the first part.

The public has a great affection for these horses as over a million people visit the nation Seashore annually, and many come just to see the horses. This year over forty thousand people attended the roundup and pony swim. The most popular (and the most documented) theory of the horses' origin is from a Spanish shipwreck. Every year the newspapers carry stories about the horses and their legend.

The National Park Service holds that they were left by colonists to graze and were abandoned. In their report they say they can find

RECEIVED

SEP 4 1984

USFWS

Chincoteague NWR

Mr. Robert Jentzen
page 2
August 31, 1984

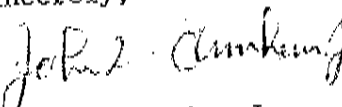
no documentary evidence of a Spanish "galleon" shipwrecked, (Warships replaced galleons in the 18th Century) when in fact there is a great deal of documentary evidence to support this, which only goes to show how limited and restricted their research is (I have their report).

I understand that the Wildlife Service does not fund archaeological digs, but the Service or the National Park Service does have the several thousand dollars which is all that is necessary to test the site. Coring into the site to verify that the vessel is there is all that is necessary. This limited testing would have no environmental impact. I also anticipate that many artifacts can be found in the woods behind the wreck, as the Spaniards had to camp there for several days before leaving. Spanish artifacts have already been located in this area according to reliable sources.

The reason I am writing is to find out if the Wildlife Service plans to evaluate this site and if not, is there anything that our organization can do to assist the government in this project. We would volunteer to do whatever we can.

I look forward to hearing from you.

Sincerely,


John L. Amrhein, Jr.

cc; Dennis Holland, Manager
Chincoteague National Wildlife Refuge
P.O. Box 62
Chincoteague Island, Virginia 23336

\$1.25 ea

Talked to Con Motlett

9/13/84

8:15

re: his Gadge

Amrhein wants to know if we
are going to do anything
w/his Gadge - No!

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
WASHINGTON, D.C. 20240ADDRESS ONLY THE DIRECTOR,
FISH AND WILDLIFE SERVICE

SEP 28 1984

Mr. John L. Amrhein, Jr.
P.O. Box 534
Ocean City, Maryland 21842

Dear Mr. Amrhein:

This responds to your letter of August 31, 1984, to Director Jantzen, concerning the Spanish shipwreck Galga, believed to be located on Chincoteague National Wildlife Refuge.

The Fish and Wildlife Service did not formally comment on the report "Discovery of an Historic Spanish Shipwreck on Chincoteague National Wildlife Refuge, Assateague Island, Virginia," which you provided to a number of individuals and agencies for information in December 1983. However, the Service has an extensive file covering your interest in investigating the location of the Galga and searching for treasure on the refuge.

To summarize the Service's position with regard to the Galga, we have no plans to pursue investigation of possible shipwreck sites. According to the refuge manager, the general area you have identified as containing possible shipwreck sites is an area closed to the public and managed for wildlife resources. Therefore, there is no danger of disturbance to any historic resources that may be present. Since the refuge is aware of your preliminary findings, any land altering activity in that area in the future will take into consideration the possibility of shipwreck sites.

Should you wish to pursue identification of the location of the vessel, several permits are required. A special use permit, which must be obtained from the refuge prior to any activity on refuge lands, is issued only for activities compatible with refuge management plans. As previously explained to you, a permit for archeological investigation must also be obtained under the Archaeological Resources Protection Act of 1979, as amended. These permits are issued only to professionally qualified individuals and institutions for site testing or excavation. After October 1, 1984, this permit process will be handled by the regional offices of the Service. If you wish to pursue testing of the possible locations of the Galga shipwreck on refuge lands, these permits must first be secured. Mr. Dennis Holland, the Refuge Manager at

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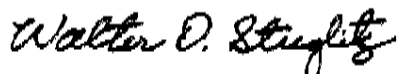
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Chincoteague, will provide you with information about special use permits. Mr. Edward Moses, Refuge Supervisor responsible for the Chincoteague National Wildlife Refuge, and Mr. Peter Suich, Regional Historic Preservation Officer, responsible for the issuance of archeological permit in Region 5, will provide you with additional information about the permit requirements. They should be contacted at U.S. Fish and Wildlife Service, Region 5, One Gateway Center, Suite 700, Newton Corner, Massachusetts 02158 (Telephone: 617-965-5100).

Although your most recent letter does not discuss your specific plans following identification of the shipwreck site, earlier correspondence indicated that salvage of treasure from certain areas of the refuge was also being investigated. As you are aware, a contract covering salvage activities must be negotiated with the General Services Administration after other necessary permits are obtained from the Service.

We hope this information clarifies the Service's position with regard to your search for the Galga shipwreck site.

Sincerely,



Walter O. Stieglitz
Service Historic Preservation Officer