

SHIPWRECK CLAIMS  
MADE BY  
INDIAN RIVER RECOVERY CO., INC.

CORNELIA

The info on the Cornelia was updated on May 13, 1986  
by letter to Judge Wright

The brig, Cornelia, Captain Robert Smith cleared customs at Philadelphia for Gibraltar on or prior to February 3, 1757 per the Pennsylvania Gazette of February 3, 1757, Page 3, Column 1. In the Pennsylvania Gazette of February 17, 1757, Page 3, Column 2 it was reported that the above referenced Cornelia, Captain Smith lost her rudder and received other damage at Reedy Island. In the March 3, 1757 Pennsylvania Gazette, Page 3, Column 2 it said that the Cornelia was ashore at the Cross Ledge and it was said to be full of water.

On March 10, 1757 at Page 2, Column 3 of the Pennsylvania Gazette it was reported that the Cornelia, Captain Smith mentioned previously as being ashore on the Cross Ledge has got off.

Apparently the Cornelia did not sink as suggested by Robert Marx.

SANTA ROSEA LEA

The Santa Rosalia has already been described by this amicus curiae, however, he emphasizes the correct spelling which is the clue to tying this vessel in with the same Santa Rosalia which cleared Baltimore in July of 1788. See Exhibit F taken from the Book of Saints which confirms the proper spelling for Saint Rosalia.

THE FAITHFUL STEWART

One contemporary account found in the Pennsylvania Gazette of September 14, 1785, page 2, Column 2 described the shipwreck (Faithful Stewart) as lying four leagues south of Cape Henlopen, and lying 100 yards off the beach where she was beat to pieces. The State of Delaware has just erected an historical marker about ½ mile north of Indian River Inlet which describes this vessel, The Faithful Stewart (not the Faithful Stewart), which describes the circumstances of her loss.

THE THREE BROTHERS

The only references to this vessel trace back to Walter and Richard Krotee's Shipwrecks Off The New Jersey Coast (See Exhibit E). In this book the authors are unsure of the date, so it is reasonable to assume the authors did not examine any contemporary records to document the date (or possibly the existence) of this shipwreck. The naval records of the American Revolution, 1774 - 1777 make no reference of such a shipwreck. The existence of this shipwreck has never been affirmatively established to the knowledge of this amicus curiae. There were however several vessels known as the Three Borthers operating during the American Revolution, but nothing could be found indicating any one of these wrecked on the Delaware Coast. In the Krotee's book, Page 89, it gives identical coordinates, (38° 38' 00" N, 75° 03' 00" W) for the Three Brothers and The Faithful Stewart.

Shipwrecks Claims (Cont'd)

ADELINE

The amicus curiae has no knowledge of this shipwreck, however should any information come to him he will supplement this brief with all relevant information.

John L. Amrhein, Jr.  
Brookview Drive  
Salisbury, Maryland 21801

September 24, 1985

The Honorable Judge Caleb M. Wright  
U.S. District Court  
For The District Of Delaware  
844 King Street  
Wilmington, Delaware 19801

Re: CA 85-312 CMW

Dear Judge Wright,

On September 9, 1985 I filed my Supplemental Brief Of Amicus Curiae. In this brief I was attempting, in part, to demonstrate that the source for the "Santa Rosea Lea" shipwreck was Robert Marx's Shipwrecks Of The Western Hemisphere, and that this "source" is in error, not only on the "Santa Rosea Lea" but some of the other sister cases filed by Indian River Recovery Company in Federal Court. I pointed out various inconsistencies between Marx's book and historical fact. I mentioned at the time that nothing had been located on the Adeline, 1824, CA 85-313 CMW.

However, some information has come to light which further supports my thesis that IRRRC has relied on Robert Marx for the "Santa Rosea Lea" (Santa Rosalia). Please note:

Marx describes the Adeline as follows,

Entry 175 "Year 1824. American merchantman Adeline, Captain Israel, sailing from North Carolina to Philadelphia, wrecked December 9 at Cape Henlopen".

Compare this to contemporary documentation found in the National Gazette And Literary Messenger of Saturday, December 13, 1823, Philadelphia, Pa. Page 3, Column 1 (at Library of Congress),

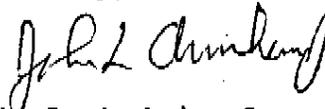
"The schooner Adeline, Israel, of and for this port, from Cape Haytien, was drove ashore on the pitch of Cape Henlopen in a violent gale Monday last, from NNE. The vessel it is feared will be lost; cargo saved in a damaged state, crew all safe."

Since IRRRC says this vessel wrecked in 1824 and so does Robert Marx, even though in fact it wrecked in 1823, it is clear that Marx is the source used by IRRRC, which was my original contention. I would also like to point out

that since this vessel was described as being ashore on the pitch of Henlopen, it more than likely is now buried beneath the ever growing spit at Cape Henlopen, and not lying in eighty feet of water. It is most clear that IRRRC has not discovered, arrested, or salvaged anything from the Adeline. As a salvage prospect, the Adeline appears to be totally worthless.

I respectfully request that this letter be attached as Exhibit G of my Supplemental Brief of Amicus Curiae and it be judicially noticed. A copy is being sent to the Clerk Of The Court. I remain at your disposal.

Sincerely,



John L. Amrhein, Jr.

JLAjr/daa

cc: Bayard J. Snyder, Esq.  
Michael Foster, Esq.  
Clerk of Court

NOTE TO CLERK: Please file as Exhibit G of Supplemental Brief of Amicus Curiae CA 85-312 CMW