

# FIRST LIGHT *M*ARITIME SOCIETY

## *Building on the History of Our Coast*

Dear Members:

Spring is here and the beauty of the light station always takes my breath away. This year it is particularly gorgeous as our live oak trees put out their tender, green foliage. We know spring is coming when our wonderful gardening volunteers reappear, boatbuilding picks up and we start the place blooming again. We love this cycle of new growth and rebirth.

Transformational growth is important in the lighthouse organization as well. We have countless improvements on the way. We have an extended lighthouse family that is focused on making our community a better place to live, work and play. You are part of that effort!

First, a huge thank you to St. Johns County, Sertoma Club of St. Augustine, and Publix Super Markets Charities for their continuing support of our Ancient City Explorers Summer Camp! Thank you to the literally hundreds of St. Johns County residents and volunteers who have donated supplies! We have ventured into our first on-line giving effort on indiegogo with Sertoma Club. Hip micro-givers can partake in benefits and help us reach our \$8,000 goal of scholarship funding for the Steven Senecal Scholarship Fund. Check out this new way to give, and help a child have a summer that makes a difference: [www.indiegogo.com/projects/sertoma-s-senecal-lighthouse-summer-camp](http://www.indiegogo.com/projects/sertoma-s-senecal-lighthouse-summer-camp).

We are also working this year to improve the visitors' experience at the Light Station. Our new Behind the Scenes tours are very popular! We hope you'll come and take one soon. Or enjoy our Members-Only Brown Bag Lunch lecture series with information and guest speakers just for you. We are committed to bringing you more authentic accounts of local heritage along with daily breathtaking views!

Inside the keepers' house, work is going on behind closed doors. We will say thank you this year to very special donors who have made our Victorian re-creation of At Home with the Harns in a post-Civil War household possible! Stay tuned for beautiful re-creation of the home of a Union War hero, his wife and daughters. It comes with exciting new interactive technology that will allow you to experience Light Station living like never before. I'm sure you would love to know more, but we aren't going to convey more until this fall! Members will get first chance to look and play.

A colossal thank you goes out to State of Florida Senator John Thrasher, Representative Doc Renuart and Representative Travis Hutson for their support and encouragement this year. As you read this we are preparing to restore the litharge in our Parisian Fresnel lens, paint the historic lighthouse and explore the American Revolution-era via a British Loyalist shipwreck exhibition. It's all because of support and encouragement from the State of Florida and from you; our donors, members and volunteers.

Of course the very first lighthouse volunteers were all Junior Service League members. And the JSL is due a big congratulations! Our parent organization, who started all of this 34 years ago, should be very proud to celebrate 80 years of all it has accomplished with the power of volunteerism in our community. We are enjoying telling your story on Facebook through Throwback Thursday all year long.

Finally, 2014 is our family celebration for the 190th anniversary of the first official State of Florida Lighthouse! Watch the mail for your invites to transformational moments. Spring has sprung and everything is green and growing!



*Kathy A. Fleming*

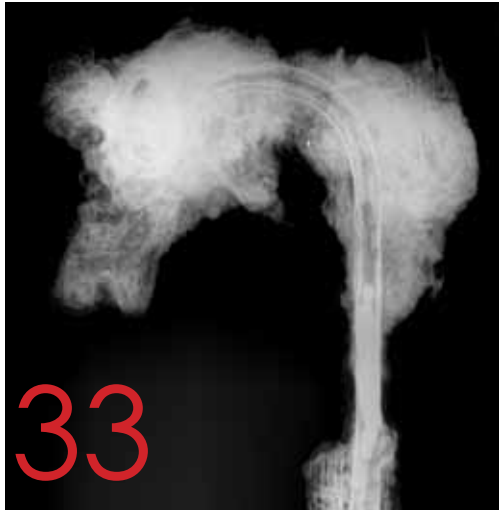
Kathy A. Fleming  
Executive Director, First Light Maritime Society

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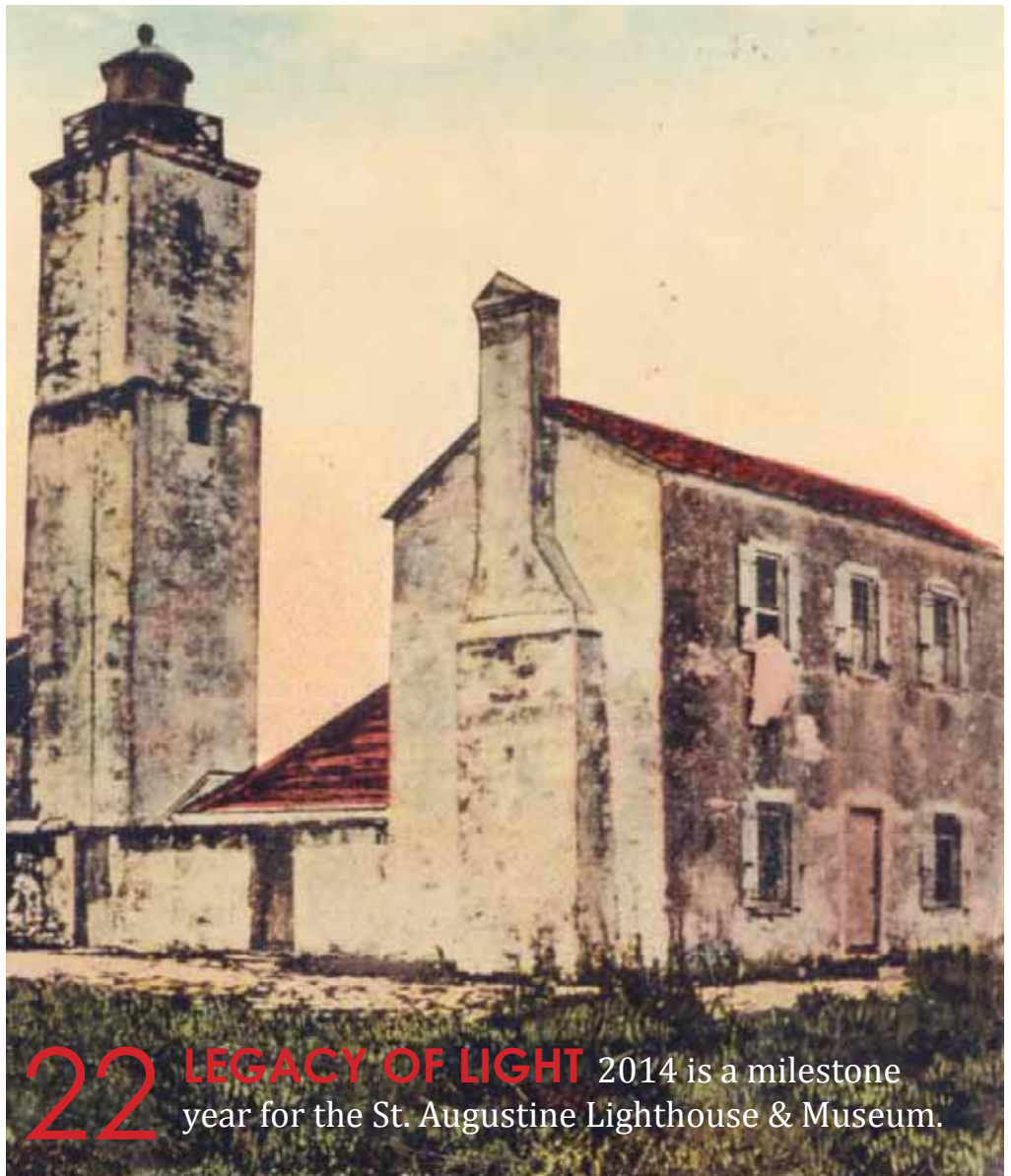
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## Spyglass

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creative activities that enhance and support  
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*Research and interpretive programs are aimed  
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keeping with the museum's educational,  
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THE MODERN DAY

# KEEPERS' *Log*

*What* does it take to  
maintain the 140 year-old  
St. Augustine Light Station?

STORY BY *Taylor Strekel and Chris McCarron*



*A view of the lighthouse grounds from  
the observation deck 140 ft. up*





*Volunteer Mike Horner dusts off the 1874 1st order Fresnel lens.*

Every Tuesday morning before the sun leaves the Atlantic horizon line for its daily arc across the sky, volunteers Mike Horner and Dennis Tisher climb the 219 steps to the St. Augustine Lighthouse & Museum's lens room for their weekly appointment with history.

With practiced precision and methodical work, the pair execute a checklist provided by the U.S. Coast Guard to ensure that the 140 year-old 1st order Fresnel lens is properly cleaned and inspected. From the wheels, motor and gears that turn the two-ton, nine-and-a-half foot tall lens to each of the 370 individual prisms, the duo ensures that preservation standards are met to extend the life of this historical treasure.

"When I came to volunteer here eleven years ago, I wanted to fulfill whatever the lighthouse needed and they told me they needed someone to be the back-up lens keeper," said Horner.

At the time, another volunteer named Paul Wilcox was maintaining the lens, but decided to try a different volunteer position at the lighthouse. Horner was trained by the U.S. Coast Guard and took over for Wilcox when he retired from as the lens keeper.

Tisher joined the team a few years later. As a former electrician, retired from Northrup Grumman, he's been working around machines his whole life. "He's a Godsend to have," said Horner. "If anything breaks down, he can fix it."

Where the lighthouse was once maintained by a small team of keepers assigned to duty by the U.S. Lighthouse Service, now the light station's history is preserved and maintained by Horner, Tisher and an entire team of dedicated folks.

The St. Augustine Light Station has a rich and expansive history dating back to the beginning of its construction in 1871 and has seen as many changes over the last 140 years. From the use of lard oil to kerosene and eventually electricity, the Saint Augustine Lighthouse has stood the test of time through dramatic changes in technology, two world wars, and even earthquakes.

Though the tower itself is built to be resilient, it would not be standing today if it were not for the men and women who have invested their time, money, and effort into restoring and maintaining one of Florida's most historically iconic landmarks.

Every day, site manager Brenna Ryan walks the light station grounds, checklist in hand. It is Ryan's responsibility to communicate with maintenance technicians David Popp and Dennis Miller in order to determine the agenda for the day and to make sure that the protocols set forth by the U.S. Coast Guard are being followed.



*Workers sandblast the tower from a hanging platform.*



"Our operations staff covers a lot of territory," said Ryan. "Not only do we keep the lighthouse and the grounds looking great for guests, we also have to work hard to carefully preserve these buildings against the harsh coastal climate and general passage of time."

One of the most important tasks included on the weekly checklist is the cleaning of the Fresnel lens. In the early years of the lighthouse, keepers had to deal with the heat of a constant flame and the resulting residue of lard and gas lights.

Today, the lighthouse is fully automated with a large electric light, but precautions are still taken. Volunteers Horner and Tisher use a Swiffer to dust the lens each week and then clean the lamps more thoroughly with alcohol twice a year.

On the operations staff, Popp is responsible for replacing the 1000 watt Edison light bulb inside the tower every few months when it burns out. Popp also hangs from the observation deck once a year to pressure wash the exterior of the tower.

The grueling task of cleaning the tower takes at least one full eight hour day and helps to preserve the lighthouse's paint job

which is usually redone every five to six years.

When Ryan receives conformation that the weekly lens cleaning has been performed, she then relays the information to the Director of Museum Conservation, Kathleen McCormick. Because the lighthouse lens is considered an artifact itself, McCormick's responsibilities include keeping detailed journals on the care and maintenance of the 140 year-old piece of art.



"Keeping a log of all the maintenance and preservation work on the lens is part of our continued work to keep the lighthouse operational as a private aid-to-navigation," said McCormick, who is one of only five people approved by the USCG to conduct repair work on any Fresnel lens.

The journals kept by McCormick include weekly maintenance as well as historical records from throughout the lighthouse's history and make proper documentation possible.

The St. Augustine Lighthouse & Museum was the first lighthouse transferred from the USCG to a private nonprofit under the National Historic Lighthouse Preservation Act in 2002. As such, the responsibility of maintaining the property, including the 1874 tower, 1874 lens, 1876 keepers' house and 1941 barracks falls on the light station's staff and volunteers.

Beyond the essential lighthouse staff and volunteers, the visitors who come and pay admission are equally essential to the long-term preservation of the lighthouse and its rich history.

As a privately owned, non-profit establishment; admission prices, tour fees and membership dues go straight into the cost of maintaining the large grounds and structures.

"It's a cycle of support," said Ryan. "We are all working toward the same goals to keep the lighthouse as a functional piece of history for future generations to enjoy."



**Above:** Ryan and McCormick consult a checklist. **Left:** Popp paints railings on the observation deck. **Right:** Miller paints a sign for the site. **Below:** Tisher dusts inside the Fresnel lens.



# TOUR SPOTLIGHT

## Navigating Lighthouses BY SAIL



**M**oments after pushing off from the St. Augustine City Marina, the crew of the Schooner Freedom swings into action and hoists the vessel's sails. It's an impressive, awe-inspiring site to see the canvas take shape and feel the shift in power as the wind carries the boat out into Matanzas Bay. Nothing but the ocean breeze and the gentle lap of waves against the hull breaks the soothing feel of sailing toward the sea.

Pairing the peaceful experience of a two-hour sail around the ancient city with the storied history of the St. Augustine Light Station is the perfect match for maritime and lighthouse lovers alike.

In conjunction with the Schooner Freedom, the St. Augustine Lighthouse & Museum is now offering a monthly tour that includes a sailing trip aboard the 76 foot vessel with an educational guide from the lighthouse as well as a ticket to visit the museum.

During the two-hour voyage, guests are treated to complimentary wine, beer and sodas. They are also welcome to bring a packed lunch to enjoy while the Schooner's Captain John and a representative from the

St. Augustine Lighthouse & Museum share the history of the Nation's Oldest Port<sup>sm</sup> and the lighthouse itself. With a gorgeous view of the lighthouse from sea, our guide will explain how sailors used lighthouses to guide their way and how the towers are still used as aids-to-navigation today.

Our first trip with the Schooner took place on March 11th with educator Paul Zielinski on board to speak with guests. It was a beautiful spring day as the Schooner glided through Matanzas Bay and sailed just outside the St. Augustine Inlet for a view of the oldest city unlike any other.

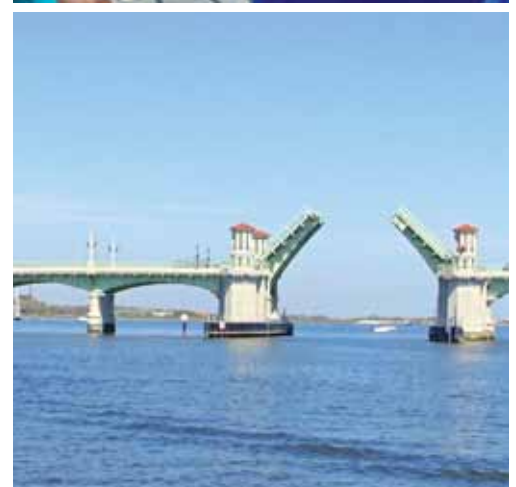
Future voyages are scheduled once a month through August (see dates below). The tour is \$50 and includes admission to the lighthouse, to make advance reservations call (904) 829-0745 or visit the lighthouse's website [www.StAugustineLighthouse.org](http://www.StAugustineLighthouse.org).

### UPCOMING TOUR DATES

Friday	May 9th	12:15 p.m.
Thursday	June 5th	12:15 p.m.
Thursday	July 10th	12:15 p.m.
Thursday	August 7th	12:15 p.m.



*Museum educator and guide Paul Zielinski*





# *A new* **HOME**

*By Paul Zielinski*

*It's starting to feel like home inside the new interactive Harn family parlor exhibit.*



*Inside the new exhibit, Victorian furniture and pieces like this U.S. Lighthouse Service uniform are painting a picture of what life might have been like for the Harn family.*



## NEW EXHIBIT



*Exhibit items have been handpicked to evoke the Victorian era from shoes and music instruments to light fixtures.*



There is a growing awareness among museum professionals that a successful museum not only exhibits its stories and collections but also involves its visitors in the discovery and creation of that content. The acceleration and democratization of technology has catalyzed the explosion of museum participation and interactivity. New technologies connect people to each other and to content through methods unavailable even five years ago. Mobile apps, touchscreen stations, and participatory activities are replacing static displays and text panels in modern museums where visitors increasingly expect these sophisticated interactive museum experiences.

A new exhibit is taking shape here at the St. Augustine Lighthouse & Museum, one that will

give visitors a new perspective on everyday life at our 19th century light station while taking advantage of these latest technological developments and philosophies. Our Collections, Interpretation & Programming (CIP) team is creating this innovative experience to introduce our guests to Light Keeper William Harn and his family.

William Harn, who served as Head Light Keeper at the St. Augustine Lighthouse from 1875 to 1889, was the first keeper to work only at the current tower, which lit for the first time in 1874. His wife Kate and five of their six daughters lived here as well, in the north half of the Keepers' House duplex. Keepers worked long hours operating and maintaining the lighthouse. Daily tasks for the keepers and their families included basic survival duties like cooking,

gardening, hunting, and sewing. Many things we take for granted today, like clean running water, would have required more work than we would expect.

The parlor was the center around which much of the family activity revolved in Victorian America and this exhibit will give our guests a look at this fundamental unit of the household. The Victorian parlor served many of the same purposes our living rooms or family rooms serve today. Families entertained guests, played games, read book and magazines, and used the room to reflect proper Victorian sensibilities. Visitors to the lighthouse in the late 19th century could expect the Harn women to greet them with a smile and glasses of lemonade.

The exhibit team has been busy acquiring items for the new exhibit. After William Harn's death in 1889, Kate and her daughters moved back to Kate's home state of Maine, taking their possessions with them. As such, we do not have many of the Harns' belongings. We are gathering antique furniture that would befit the Harns' middle-class status and sensibilities. The furniture is in the Eastlake style, incorporating a less elaborate geometric design that distinguished it from other Victorian patterns.



Victorian families benefited from the industrialization of the late 19th century and had access to more consumer goods. Specialized silverware, instead of staying a luxury of the elite, became available to the middle class. Odd pieces with food-specific names and purposes became popular. Items like the baked potato fork, the cheese scoop, and the tomato server were representative of the wide range of silverware mass-produced at the time and are just some of the pieces collected for inclusion in the exhibit. As our guests will learn, setting the table was a very different chore when the Harns lived here than it is today.

This new exhibit located in the Harns' parlor will highlight their experiences while living at our light station, especially their day-to-day chores and responsibilities. The exhibit's innovative design will create different experiences for visitors by allowing them to assume the identity of one of our historical "characters." Participants can play as William Harn, his wife Kate, one of his daughters, a male laborer, or a modern-day archaeologist with their character's viewpoints forming and molding their museum visit. Someone playing as Kate will have a very different experience than someone playing as William because those people had very different roles and responsibilities while living here.

Each "character" will have specific responsibilities to fulfill as well. Playing as William Harn, a person may be required to record their party's actions and observations in



the Keepers' Log as would have been the responsibility of the Head Keeper. A visitor playing as one of the daughters might learn about schoolwork from a 1880s reader and be required to answer a homework question. Some activities will require cooperation among visitors just as they would have among the Harns.

Visitors will have the option of choosing a character to play or taking a quiz that will match them to the character they most resemble. Either path will allow guests to control their narrative and gain access to the information that relates the most to

them. The goal is to give visitors the chance to explore the site as it interests them.

This exhibit will bring the Harns alive and immerse our visitors in their daily routines and responsibilities. Our hope is that this experience will mean more to our visitors than a simple museum exhibit. That living as a member of the keepers' families, even if for but a brief moment, will influence our guests in new and exciting ways and the stories of hard work, self-sufficiency and dedication that were integral to the operation of a lighthouse will make a lasting impression.



**Left:** A hall tree near the exhibit entrance. **Above:** The view from the Harn parlor. **Below:** A chair for the man of the house.

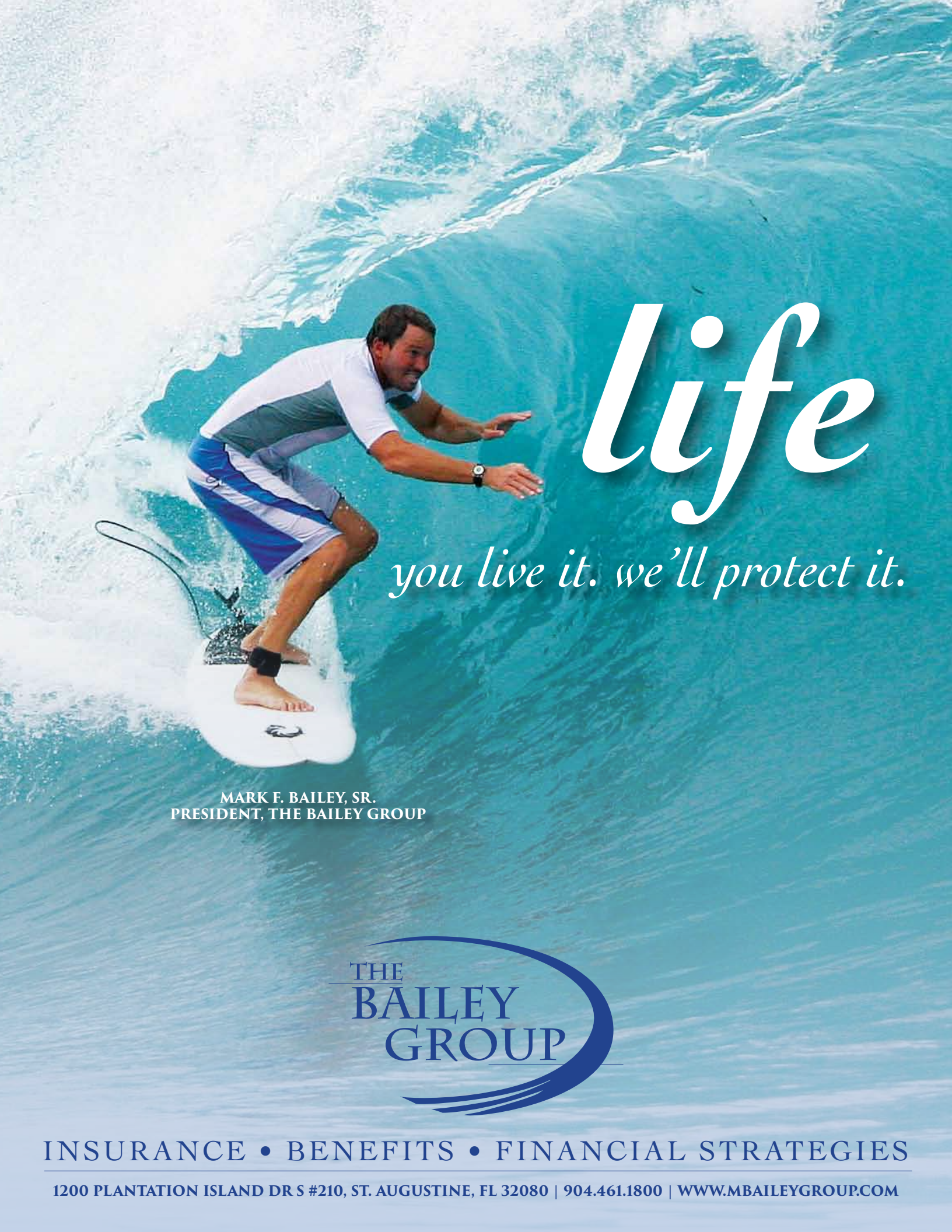


  
**Thank You!**  


*Creating this exhibit would not be possible without support from your membership dues, generous donations and admission fees.*

*Thanks for all that you do to help us discover, preserve, present and keep alive the stories of our Nation's Oldest Port.<sup>SM</sup>*





# *life*

*you live it. we'll protect it.*

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# Silver Treasures

*Can* you identify these pieces of Victorian silver that will be featured in the new Harn exhibit?



1



2



3



4



5





6



7

**1. Cake Breaker:** Used to slice delicate pastries like Angel Food cake.

**2. Lemon Fork:** This delicate little piece was for spearing lemon wedges.

**3. Folding Fruit Knife:** Individuals often had their own monogrammed knife for slicing fruit on the go or at the table.

**4. Butter Pick:** Passing the butter at the Victorian dinner table wasn't complete without passing the butter pick, too.

**5. Baked Potato Fork:** Don't be fooled by its devilish design, this delightful piece helps hold your baked potato in place.

**6. Sardine Fork:** Scooping those tasty little fish up was never easier with this miniature trident.

**7. Tomato Server:** This intricate piece also came in a smaller size just for serving cucumber slices.

**8. Cheese Scoop:** Forget toothpicks! The Victorians had a special instrument designated for the art of scooping cheese.

**9. Ice Cream Fork:** Though it looks like an early ancestor of the plastic spork, this piece served up tasty treats in the hot summer.



8



9





STORY BY *Education Staff*

*You* can make a difference in a child's life.

**F**ew memories are as near and dear to a child's heart than the memories captured at summer camp. Those long summer months fly by when you're sharing exciting experiences with new friends.

The St. Augustine Lighthouse & Museum's youth summer camp has a history of providing fun, educational activities for students to enjoy during summer break. From learning how to make and cast fishing nets to becoming archaeologists on a shipwreck investigation, summer camp at the lighthouse creates memories that will last a lifetime.

Each week-long session focuses on a different theme, with plenty of hands-on, interactive adventures and field trips that allow children to immerse themselves in history and engage in science, math and art.

From corporations like Publix Supermarkets Charities to local retailers, nonprofit groups to individual donors, it takes a village to provide St. Johns County students with those treasured summer camp memories and lessons.

This is especially true for underprivileged students in the St. Augustine area whose families cannot afford to send them to camp. With help from the Sertoma Club's Bill Senecal Scholarship Fund, the lighthouse makes sure many of those students have an opportunity to attend summer camp as well.

### How can summer camp help a child in need?

- Camp provides a **safe, supervised environment** for children during the summer.
- Students receive a **healthy meal and snack** every day, a critical need for students who receive free/reduced lunch during the school year.
- **Fun, physical activities** help children get active and fight childhood obesity.
- Educational programming combats "summer slide" by bridging the gap between semesters.
- Camp programming helps **close the academic achievement gap** for at risk students.
- Camp activities enhance students' mental health through time spent **enjoying Florida's natural environment**.

This year, the lighthouse will also be offering its first entry-level ship modeling camp for students in grades 5-8. Campers will learn the art and architecture of boat building on a miniature scale and learn the science of shipwrecks from lighthouse archaeologists.

Camp enrollment is open now and the lighthouse will be accepting donations to support educational summer camp programming through the start of this year's camp in June. For more information on camp programs, contact Katherine Ely at (904) 829-0745.



# CHANGE FOR **CHANGE**

*Every donation makes a difference. Suggested donations and their impact on the program are listed below:*

**\$1000**

Covers rental space for indoor camp programming and activities

**\$300**

Provides reusable water bottles for all campers for the entire summer

**\$225**

Provides supplies for a week's worth of fun, educational activities for 35 campers

**\$200**

Gives one child a week-long scholarship for camp

**\$150**

Sends 35 campers on a field trip to a local historical or cultural site

**\$70**

Supplies drawstring bags for 35 campers

**\$50**

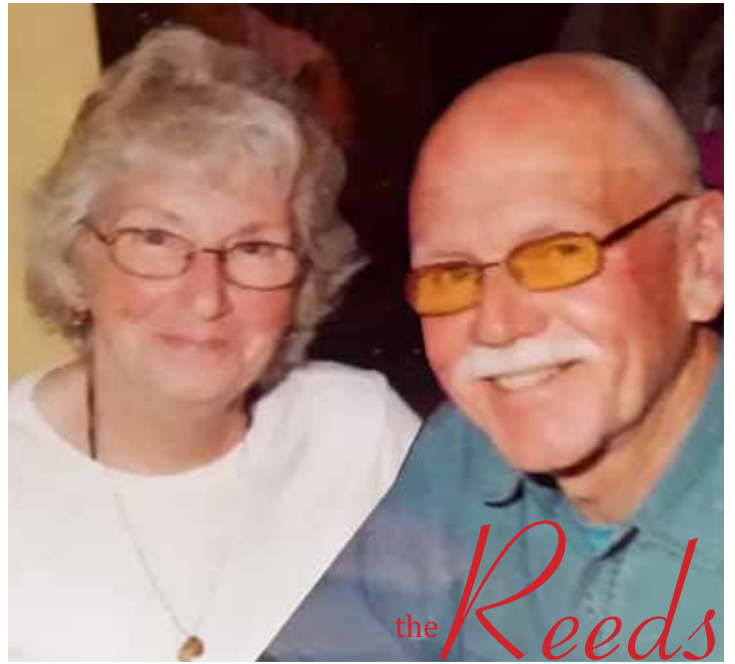
Provides one week of healthy snacks for 35 campers

**\$25**

Covers a week of healthy lunches for one camper



Visit [StAugustineLighthouse.org/SupportCamp](https://StAugustineLighthouse.org/SupportCamp) to make your contribution!



# GOOD *things come in* PAIRS

*How* did we get so lucky  
to have these wonderful  
volunteer couples?

STORY BY *Taylor Strekel*

Lighthouses have always been a constant in the lives of Dave and Janice Reed. From their early days growing up near the Mount Desert Rock Lighthouse in Maine and their familial ties to the St. Augustine Light Station, it's no surprise they wound up volunteering at the St. Augustine Lighthouse & Museum.

Dave, the great-grandson of St. Augustine's head light keeper William Harn, gets a feeling of closeness to his family when working at the museum. Harn was the head keeper in St. Augustine for 14 years. Dave's grandmother also spent much of her life between St. Augustine and Charleston, S.C., so a visit to the lighthouse always coincided with Dave's trips to visit her.

The Reeds have always been adventure lovers. Dave was in the military for 21 years. In their free time, they enjoy traveling, camping and volunteering at state parks. This sense of adventure created a desire for the couple to do something active when they retired. Upon moving to St. Augustine, it only made sense that they would become members of the lighthouse.

Dave usually helps out on the grounds or tower and Janice likes to work on projects with Director of Museum Conservation Kathleen McCormick. The lighthouse feels like a second home to them. Dave is, "Very proud to be a part of the lighthouse because it is a wonderful entity." He believes that preserving history and anything related to the ocean is a great thing.

The ocean carries special significance to the Reeds because their families both made a living by working near the water. They carry on the tradition by volunteering at the lighthouse. It allows them to connect with "Kindred spirits of the past."

The ability to experience an aspect of their ancestors' life up close also enables them to fully understand and appreciate their way of existence.





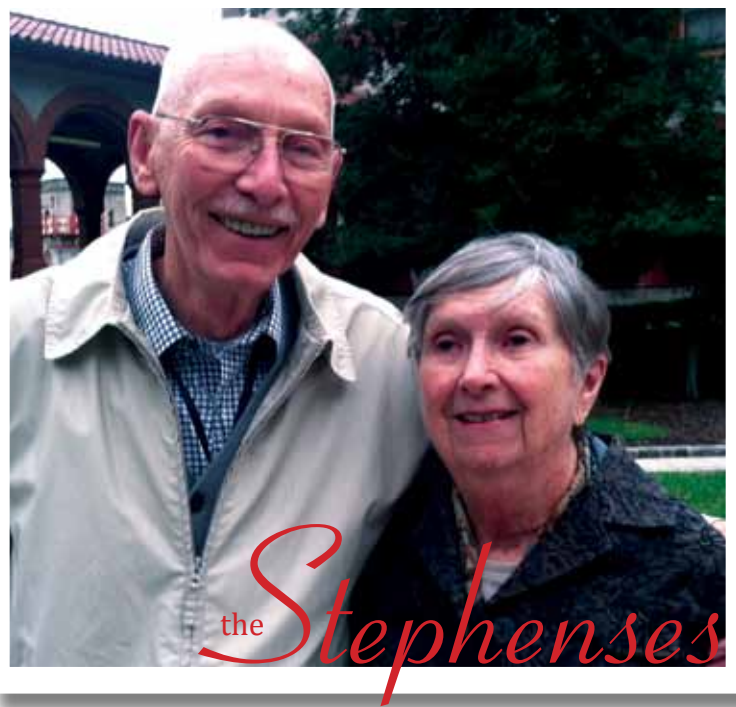
On a weekday afternoon, visitors can find John Ballard in the lighthouse conservation area airscribing artifacts while his wife Maureen is inside transcribing historical records. The couple each has skills and interests of their own, but share a love for volunteering at the lighthouse. They enjoy performing their separate duties and then chatting about their day on the way home.

The Ballards began volunteering at the lighthouse a few months after retiring to St. Augustine. John has always been fascinated with archaeology, so upon hearing about St. Augustine's active underwater archaeology community on a Lost Ships Tour he joined the St. Augustine Archaeology Association (SAAA). Shortly after, he became a volunteer and began assisting with the conservation of artifacts at the lighthouse.

"I really enjoy uncovering an artifact which has not been seen for over 200 years," says John. So far, he has helped conserve a pewter spoon, a large cauldron and many cannon balls from concretions found at the Storm Wreck site. It is a tedious process to uncover a single artifact that takes hours of careful work.

John's enthusiasm about the lighthouse encouraged Maureen, a retired environmental scientist, to join him. At the lighthouse, she transcribes handwritten documents from the British Colonial Records Office. Recently, Maureen worked on a letter from the Revolutionary War Period in England written by Governor Patrick Tonyn to Lord George Germain. She says, "It is very interesting to experience that period from the governor's viewpoint."

John's favorite thing about volunteering at the lighthouse is interacting with the lighthouse archaeologists. He says, "They are always enthusiastic about their work and willing to explain what they do to volunteers and visitors." Their passion is what drew him to the lighthouse in the first place. "Volunteering at the lighthouse is something that we hope we can do for the rest of our lives, and then a few days after that."



Bob Stephens has volunteered at many places, but feels most appreciated at the St. Augustine Lighthouse & Museum.

Bob and his wife Donna have been lighthouse volunteers for over a decade. The two usually work side by side because they have similar interests in history and archaeology. After 60 years of marriage, they have learned to work well as a team.

One of their favorite projects involved sorting through paperwork found by the grandson of a past lighthouse keeper, David Swain. The earliest document dated back to 1980. They worked every Saturday for one and a half years to categorize the files.

It was Donna who first wanted to be a part of the lighthouse after meeting staff archaeologist Dr. Sam Turner. She says that "Sam was very interesting and everyone was so nice," that she immediately wanted to volunteer her time.

Bob agreed to accompany her to a meeting with the volunteer coordinator and soon after, the pair began working on data entry for Dr. Turner and the lighthouse archaeology team.

Both agree that the most enjoyable part about being at the lighthouse is the atmosphere. Bob chimes in that "Everyone says 'thank you' in passing." Donna says, "The staff are all so pleasant and appreciative!"

The pleasure that the two get from working at the lighthouse is also something they love to share with others. During a recent visit, Bob brought his young grandson with him to climb the tower. On the way to the top, Bob shared his favorite story about the 1st order Fresnel lens with guests who were climbing as well. After telling the story a few times through, Bob was pleasantly surprised when his grandson jumped in to take over and finish the tale. Perhaps a new generation of lighthouse volunteers are around the corner for the Stephenses.





# WINDJAMMER CRUISES



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# BROWN BAG LUNCHES



**O**ur Lighthouse Tower Guild of dedicated and passionate lighthouse enthusiasts and supporters is offering a new monthly lecture series free to members and volunteers.

Each month features a different topic and guest speaker with a presentation in the keepers' house gallery. Bring your lunch and enjoy learning a new subject from lighthouse history to native Florida gardening and the legacy of Henry Flagler.

Upcoming guest speakers include Paul Zielinski, museum educator and expert on the science of light behind our 1st order Fresnel lens; and Rudy Kirk, a lighthouse volunteer and FNGLA certified horticulture professional. Rudy's lecture will include a tour of the lighthouse's maritime hammock nature trails where guests can see some of Florida's natural treasures up close.



## UPCOMING SERIES SPEAKERS

April 23rd	11:30 a.m.	Science of Light with Paul Zielinski
May 28th	11:30 a.m.	The Art of Collections with Kathleen McCormick
June 25th	11:30 a.m.	Florida Native Plants and the Maritime Hammock with Rudy Kirk
July 23rd	11:30 a.m.	Getting the Dirt on Henry Flagler with Dr. Thomas Graham
Aug. 27th	11:30 a.m.	LAMP Boatworks Tutorial
Sept. 24th	11:30 a.m.	Boat Modelers Discussion with Sue Callahan

*To reserve your spot at an upcoming Brown Bag Lunch or suggest a speaker for future dates, contact Dennis Kirk (904) 829-0745 [dkirk@staugustinelighthouse.org](mailto:dkirk@staugustinelighthouse.org)*



**F**rom the shaded lawn outside the keepers' house to the very top of the lighthouse tower, centuries of history are contained within the walls of the St. Augustine Light Station. For the last three decades, the stories of these hallowed grounds have been kept alive through the passionate work of staff, volunteers and the support of our growing membership.

As with many museums, members are a crucial component of our basic mission to discover, preserve, present, and keep alive the story of the Nation's Oldest Port.<sup>SM</sup> Becoming a member of the St. Augustine Lighthouse & Museum creates a network of advocates who share the exuberance for lighthouses, maritime history, and the sea.

"I support the lighthouse membership because I love the sea," said longtime member Peggy Warner. "I love the history of lighthouses and it is a privilege to have this

special landmark in our community. I lived aboard a sailboat for eight years and when we were in open water coming from Palm Beach, it was the lighthouse and the cross that were our points of interest."

Warner visits twice a week to climb the tower and says she can't believe how much her health has improved from the exercise.

"It's helped my respiratory system and deep breathing even more than yoga," said Warner. She also appreciates the lighthouse's continued connections with the U.S. Coast Guard. Two of her children retired from the U.S. Navy and Warner says the maritime branches of the military are dear to her heart.

Memberships at the lighthouse support our summer camp programs serving K-5 grade children including underserved and at-risk youth. During summer camp, students participate in hands-on activities while

experiencing art, foods, traditions, places, stories, and origins of the diverse people and perspectives that make up our nation. Memberships facilitate the activities of the Lighthouse Archaeological Maritime Program (LAMP). LAMP's maritime archaeologists are actively exploring shipwrecks off the coast of St. Augustine and conduct a field school each summer introducing undergraduate students to maritime archaeology. Memberships also contribute to our ongoing efforts to operate and maintain the St. Augustine Lighthouse & Museum as an active aide to navigation and museum.

"Our support for the lighthouse has deep roots," said Elizabeth Langland, a member whose mother was born in the lighthouse keeper's house for Minot Light in Massachusetts. "To someone considering membership, I would point out the importance of this working lighthouse and its wonderful programs and accessibility. Unlike

# Why *your* membership



*Member Peggy Warner climbs the tower twice a week and is amazed at how much it's improved her health over the last year.*

“ I love the history of lighthouses and it is a privilege to have this special landmark in our community. ”

- Peggy Warner



*matters.*

STORY BY *Dennis Kirk & Shannon O'Neil*

In the words of our members,  
why supporting the lighthouse  
*makes a difference.*

many lighthouses in the U.S. today, the St. Augustine light is easy to reach and, as part of an important historical area, attracts numerous visitors from all over the world. Thus, it plays a pivotal role in preserving the history and continuing to highlight the importance of lighthouses in the United States today.”

In return for their contribution to the lighthouse, members receive a wide range of perks including:

- Unlimited free admission for the members
- Summer Camp discounts and early registration
- Discounts of 20% for merchandise in the museum gift shop
- Tour and event ticket discounts of \$5.00
- Half price admission to Bok Tower Gardens or Clearwater Marine Aquarium

- Annual subscription to the *Spyglass* Magazine
- Invitation to members only events
- Federal tax deduction

We’ve also recently added members-only Dark of the Moon and Lost Ships tours that will be offered once a quarter free of charge. The next members-only Dark of the Moon tour is scheduled for May 15th at 7:30 p.m. and the Lost Ships will be held on May 3rd at 10:00 a.m.

But the best perk of lighthouse membership is knowing that you are helping discover, preserve, present and keep alive the history of the St. Augustine Lighthouse and the Nation’s Oldest Port<sup>sm</sup> for generations to come.

When anyone asks how to get involved at the lighthouse, the easiest way is through

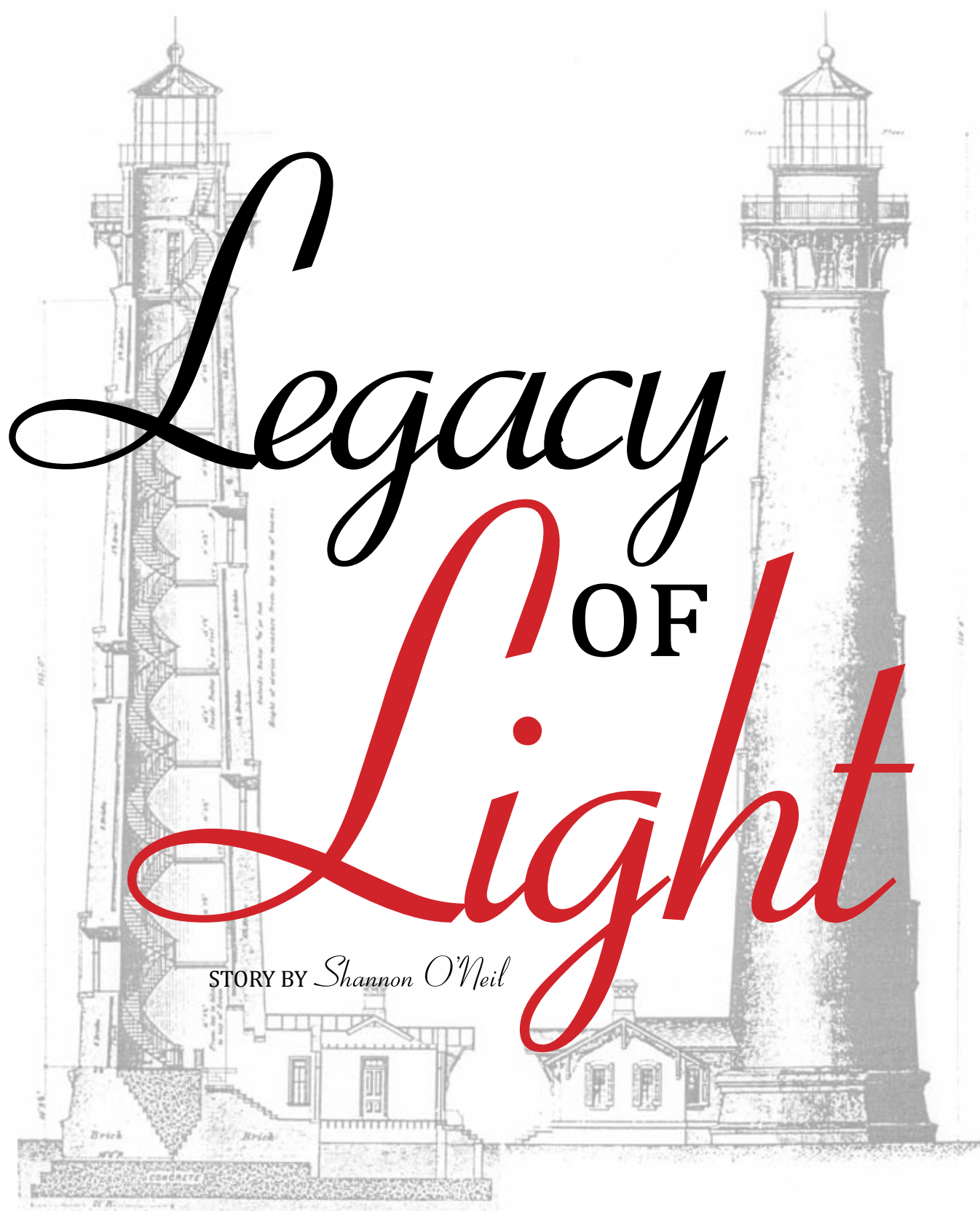
membership. Each membership is instrumental in sustaining our preservation activities, educational programs, archaeological research, museum exhibits, and much more.

“You have to have a lighthouse membership if you live in St. Augustine,” said Kirk Dougal, who joined the lighthouse four months ago when he first moved to town. “The lighthouse is a part of us.”

To find out more about a new membership, upgrade your membership or ask about member benefits, contact Dennis Kirk at (904) 829 0745 or [dkirk@staugustinelighthouse.org](mailto:dkirk@staugustinelighthouse.org).

You can also visit [staugustinelighthouse.org/membership](http://staugustinelighthouse.org/membership) to join our membership support network today.





STORY BY *Shannon O'Neil*

APRIL 5TH  
1824



*Florida's first lighthouse is officially lit.*

**E**vening ebbed from the Atlantic horizon, spilling like black ink across the North Florida sky. Amid the crescendo of crashing waves below, Juan Andreu climbed the 40-foot coquina tower on St. Augustine's shoreline with a bucket of whale oil and a quest to make history.

With practiced skill, Andreu put flame to wick and began lighting each of the ten whale oil lamps inside the tower.

When the last lamp was lit, it was official. St. Augustine was home to Florida's first lighthouse and Andreu was its keeper. The road to arrive at such a momentous occasion was not an easy one – not for Andreu or the lighthouse.

In 1777, Menorcan settlers in New Smyrna,

Fla., fled the harsh conditions of their indentured servitude to St. Augustine. Andreu, an infant at the time, was among those who escaped. He came of age in St. Augustine, while the growing city and the newly born United States of America came of age with him. Spain ceded East and West Florida to the United States in 1819, making Florida an American territory. Two years later, a \$5,000 appropriation allowed for enhancements to a Spanish watchtower on the northern edge of Anastasia Island.

Prior to the coquina tower, the Spanish erected a series of wooden structures dating back to 1586 when they built the first watchtower on Anastasia Island to look out for enemies at sea. In St. Augustine's first century, the Spanish colony attracted plenty of fierce opposition from French

and British settlers anxious to stake their claims in the new world. What the enemies didn't burn, the hurricanes ripped to shreds. By 1737, the Spanish finally saw fit to turn an existing wood and coquina into a more durable watchtower.

Forty years passed before the arrival of Andreu and his family. As Andreu aged, he learned his way around St. Augustine's treacherous harbor. His knowledge of the city's difficult inlet made him one of St. Augustine's most respected pilots and eventually earned him the nod as Florida's first Head Keeper.

What Andreu did on that dark night 190 years ago, April 5, 1874, was just the beginning of the St. Augustine Light Station's incredible story.



OCTOBER 15TH

1874



*The 1st order Fresnel lens is lit in the new tower.*

**F**ifty years after Juan Andreu launched the legacy of Florida's first lighthouse, Head Keeper William W. Russell climbed 219 steps and lit the wick on the light station's next chapter.

From his perch 150 feet above the ground, Russell looked to the west where the evening's shadows were quickly falling across St. Augustine. To the east, Russell gazed down upon the coquina tower at the water's edge where he'd lit the old lighthouse's lamp for the final time the night before.

Bucket of hot oil in hand, Russell turned his attention to the two-ton crystal gem atop the new tower. Once the lamp was lit, the flame's orange glow was picked up by each of the 370 handmade prisms inside

the lighthouse's nine-and-a-half foot tall 1st order Fresnel lens and cast out to sea.

Across Matanzas Bay, residents of the sleepy fishing village paused at their windows to look east. Comforted by the beam sweeping over the city, they laid their heads to rest that autumn night, October 15, 1874, with no idea that the new tower and its lens would still be watching over St. Augustine 140 years later.

Had they known, they would've slept easier for it surely boded well for St. Augustine's future. After so many decades of wars, hurricanes, and untimely tragedies, the city was in need of a new beacon of hope.

Many of those citizens still remembered the day 15 years earlier when Joseph Andreu, a cousin of Juan Andreu, fell to his death off

the old tower. His wife, Maria, assumed his duties as head keeper and held the position for another three years.

And St. Augustine residents certainly had not forgotten the three young girls who were tragically lost in an accident during the new tower's construction in July 1873. The whole community stopped to mourn the loss of construction supervisor Hezekiah Pittee's two daughters and playmate.

But with the new tower and its beautiful new lens burning in the eastern skies, St. Augustine residents could finally close the chapter a difficult past and begin preparing on for a bright future.

Within the next few years, Henry Flagler would arrive and a new era in St. Augustine history would begin.

APRIL  
1994



## *Restoration of the tower is completed.*

One hundred years passed for the St. Augustine Light Station in a blink. Keepers came and went, tides changed, coastlines shifted, but the light kept shining. Presidents came and went, world wars erupted, space shuttles launched, but the light kept shining. Shrimp boats came and went, St. Augustine grew, storms passed, but the light kept shining.

Not only did the light shine for the sailors at sea, the light also kept faithful watch over its city. And when the years finally took their toll it became our turn to take care of the light.

In 1980, the Junior Service League of St. Augustine embarked on an ambitious campaign to restore the light station that would span the next decade.

JSL members rallied the community to take action and save the icon. The keepers' house, which had been burned down to its brick shell in a 1970 arson fire, was first to be restored. Next came the lens. After a vandal shot out one of the flash panels, damaging 16 prisms in 1986, the U.S. Coast Guard planned to replace the historic artifact with an airport beacon. JSL members raised the funds and convinced the USCG to have the lens repaired – a feat that had never been attempted.

When the lens was reinstalled and the light was re-lit in 1993, the community rejoiced. A year later, in April 1994, the final restoration project was completed when the tower's bold stripes and red cap were sandblasted and repainted. St. Augustine's icon was back and as beautiful as ever.

Through so many changes over the last 190 years, the St. Augustine Light Station has remained a reliable constant in the city's skyline.

Under the flags of Spanish conquistadors, British colonists, dangerous privateers, staunch Confederates and proud Americans, St. Augustine has always been able to rely on the steady light shining from the northern tip of Anastasia Island.

It is our honor to preserve not only the physical pieces of the iconic St. Augustine Light Station, but the stories of all those who helped keep the lighthouse alive. From Juan Andreu to William Russell to the Junior Service League, these are the stories of our past and because of them, we know the lighthouse has a bright future.



## *Holding Strong for History*

**I**magine what it would be like to step out of the lighthouse, point across the courtyard to an empty patch of grass and say, "That's where the keepers' house used to be."

We may never truly grasp how close the light station came to losing irreplaceable pieces of history. From the keepers' house to the 1st order Fresnel lens, so much of the character that makes the St. Augustine Lighthouse unique wouldn't be here without the Junior Service League of St. Augustine.

This group of determined women battled the local, state and federal agencies to preserve our St. Augustine treasure. Over \$1.2 million was raised by the JSL to fund a fifteen year restoration project.

Starting with the award-winning rebuild of the keepers' house in 1980, the JSL turned the lighthouse legacy around. A suspicious fire in 1970 left only the brick shell and basement of a once beautiful Victorian-era house that many keepers and their families called home.

Under JSL's leadership, construction crews from A.D. Davis rebuilt the home and in 1988 it was repurposed as the lighthouse museum.

When the U.S. Coast Guard wanted to replace the broken 1874 lens with an airport beacon, JSL members stepped up and raised the funds to embark on the first ever restoration of a Fresnel lens.

Right down to the tower's iconic black and white stripes, the JSL fought to not only save the light station, but to return every detail of the property to its original glory.

This year, as JSL celebrates their 80th anniversary in St. Augustine, we are tremendously thankful that they chose to make our story such a special part of theirs.



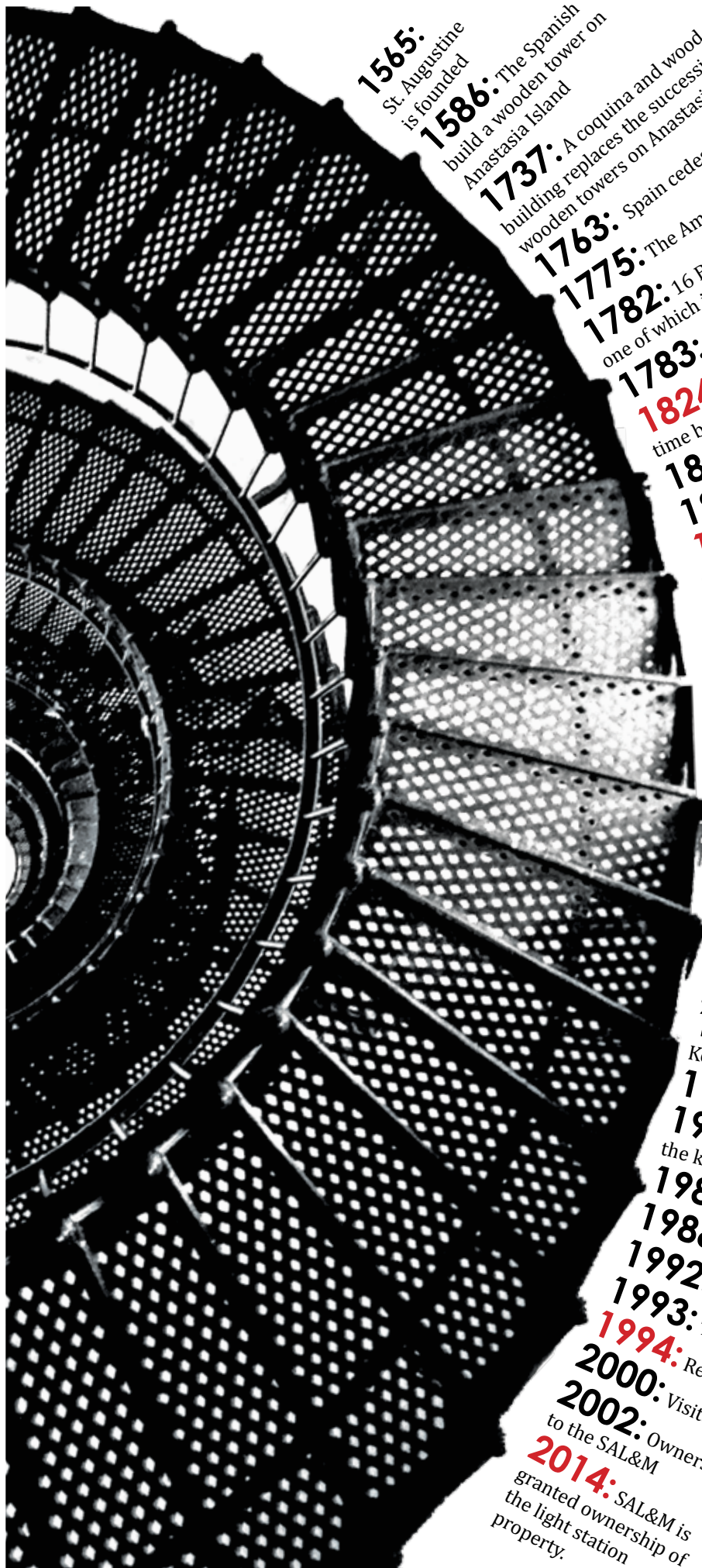
**Top:** The keepers' house in shambles after a 1970 fire.

**Above:** JSL members Nona Taylor, Teresa Combs and Judy Albright outside the keepers' house.

**Right:** Preservation work on the lighthouse lens and tower. **Below:** Restoration begins on the keepers' house.







**1565:**

St. Augustine is founded

**1586:**

The Spanish build a wooden tower on Anastasia Island

**1737:**

A coquina and wood building replaces the succession of wooden towers on Anastasia Island

**1763:**

Spain cedes Florida to Great Britain

**1775:**

The American Revolution begins

**1782:**

16 British loyalist ships wreck trying to enter St. Augustine, one of which is now being researched by lighthouse archaeologists

**1783:**

Great Britain cedes Florida back to Spain

**1824:**

Florida's first lighthouse is lit on April 5th for the first time by head keeper Juan Andreu

**1845:**

Florida becomes the 27th state

**1871:**

Construction begins on a new brick tower

**1874:**

The new 165 ft. tower is lit for the first time on Oct. 15th by head keeper William R. Russell

**1876:**

Construction is completed on the keepers' house, a duplex for two keepers' families

**1880:**

The old coquina tower succumbs to beach erosion and falls into the sea

**1885:**

Fuel changes from lard to kerosene

**1888:**

Brick summer kitchens are added

**1925:**

Electricity is added to the keepers' house

**1936:**

St. Augustine becomes the last tower to be electrified; the second keeper position is abolished

**1939:**

The U.S. Lighthouse Service is abolished and its duties are absorbed by the U.S. Coast Guard

**1941:**

Barracks are built by the USCG and four guardsmen are assigned to keep watch over the tower.

**1955:**

In July, the tower is completely automated. Keepers are replaced by lamplighters who visit daily

**1970:**

The keepers' house is gutted by a suspicious fire.

**1980:**

The Junior Service League of St. Augustine adopts the keepers' house as a restoration project.

**1986:**

A vandal damages the 1st order Fresnel lens

**1988:**

The JSL opens the Lighthouse Museum of St. Augustine

**1992:**

JSL members begin fundraising to repair the lens

**1993:**

The restored Fresnel lens is re-lit amid celebration

**1994:**

Restoration on the tower is complete

**2000:**

Visitors' Center opens

**2002:**

Ownership of the tower is granted to the SAL&M

**2014:**

SAL&M is granted ownership of the light station property.





COURTESY WIKIPEDIA IMAGES



# BEHIND THE *Artifact*

*How* are lighthouse  
archaeologists researching  
important pieces of the  
Storm Wreck puzzle?

STORY BY *Brian McNamara*



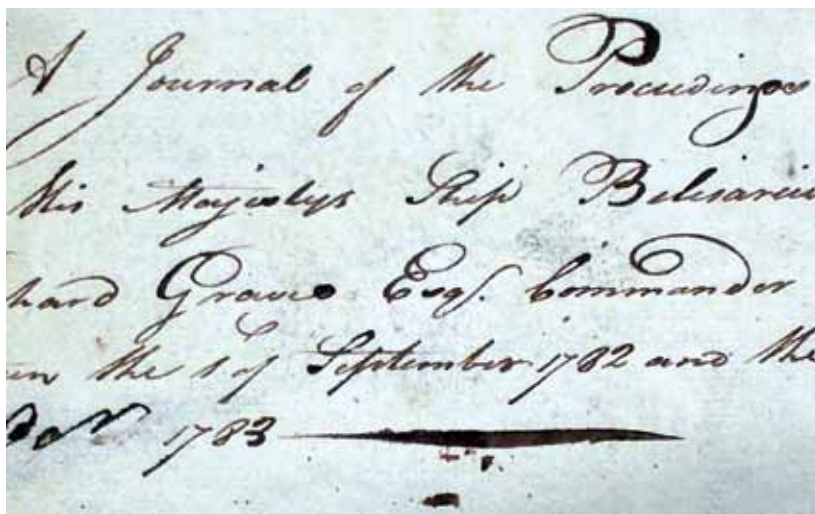




Life today is a well-documented enterprise. When it comes to even the simplest of actions, almost anything we do today leaves a paper (or digital) trail. Whether it is the insurance payment we make on our vehicle, groceries we purchase on the way home from work, or the emails we compose to friends and family; the transactions and communications we make on a daily basis leave a recorded footprint. In a world where information is widely available on Google and Facebook and identity theft is a potential threat for any of us, there is almost no limit to what someone could learn about our personal lives if they had unfettered access to these daily records.

Now rewind time. Let's go back to the year 1782, in the final days of the American Revolution. Two hundred and thirty two years ago, the British colonial bureaucracy was creating these same paper trails. Officials in all departments of British civil organization were under pressure to assemble a fleet of ships for the evacuation of Charles Town (today known as Charleston, South Carolina). Ships needed to be gathered, contracted, insured, and victualled to evacuate the remaining Loyalist population and British armed forces out of the former colony. A veritable hurricane of correspondence flew between the desks of General Sir Guy Carleton, the British Commander-in-Chief who was stationed in New York, and his officials throughout civilian and military circles all over North America in preparation for a final departure.

Somewhere among the reams of letters, forms, receipts and personnel lists there is a mention of a ship that we today only know as the Storm Wreck. This shipwreck has been the center of attention for LAMP archaeologists since it was discovered off St. Augustine's historic inlet in 2009. Analysis of artifacts recovered through the 2012 field season allowed us to identify this ship as one of sixteen participating in the final evacuation of Loyalist refugees from Charles Town that wrecked on 31 December 1782 while trying to cross the bar at the mouth of the St. Augustine Inlet. Our first trip to the British National Archives was made by LAMP Director Chuck Meide in January 2013, who returned with digital images of around 1000 pages of documents related to the evacuation of Charles Town, Savannah, and New York. These records included dozens of letters tracking the organization and progress of the evacuations, a list of over 100 ships used to evacuate Charles Town, and the logs and crew lists of several naval vessels escorting the fleet. Despite this wealth of documentary evidence, the name of the Storm Wreck remains elusive. Luckily, physical clues found on the shipwreck site continue to give us precious hints that, when combined with the documentary evidence, slowly narrow down our list of suspect ships. Once our excavations wrapped up for the 2013 season and our diving equipment has been hung to dry, our days have been spent transcribing documents and sorting, catalogu-





ing, and conserving artifacts. Details came to light that needed explanation, and that was the signal for LAMP researchers once again needed to hit the books.

Among the first truly diagnostic artifacts to be recovered from the Storm wreck, our carronade was the first piece to definitively provide a date and nationality for our ship. Carronades were a new type of cannon, smaller but more powerful relative to their weight, developed by the Carron Company in Falkirk, Scotland, during the American Revolution. On this carronade's right trunnion was the caliber ("9 P" for 9-pounder) and year of manufacture, 1780, which helped us date the shipwreck, but on its left trunnion we could not make out anything, even though we knew a serial number should be inscribed there. As we watched the carronade bubble away in the electrolysis treatment vat required to preserve it, we anxiously awaited the day when any possible markings still hidden by corrosion might be revealed. This happened after almost two years of electrolytic treatment, when during a routine chemical change and mechanical cleaning in August 2013 we were elated to see the newly revealed number "478" on the cannon's trunnion. Another diagnostic artifact, found the prior year, was a tunic button found within one of the many buckets of dredge spoil excavated from the Storm Wreck site. This button bears the number "71" which indicated the presence of the 71st Regiment of Foot, also known as Frasier's Highlanders. This



*Above: Dr. Lillian Azevedo on a dive with LAMP. Right: Loren Clark at the National Archives in Scotland.*

regiment fought famously throughout the North American campaign, finally ending its tour fighting a rearguard action as the British military retreated towards the city of Charles Town's harbor and awaiting shipping for evacuation.

Fortuitously, one of our former students, Loren Clark, has been undertaking graduate studies at the University of Southampton in England, and was already scheduling a trip to the National Archives of Scotland in Edinburgh, where we had expected to find documentation from the Carron Company foundry that had manufactured our cannon. What she found there in January of 2014 has proved more than we could have ever hoped for. Among the several folios of original documents she was able to access were bound sales inventory books from the Carron Company for the years 1778-1784, as well as several loose documents pertaining to the 71st Regiment of Foot.

Within the Carron records different patterns of cannon and carronades manufactured by the company were inventoried by type, weight, price, and destination. Loren noticed a problem almost immediately—all of the Carron serial numbers had five digits, not three like ours seemed to have. This mystery was solved when we searched the entire 1780 inventory book for any serial numbers that included our digits "478." There was only one 9-pounder carronade with those three digits, a specimen inventoried on July 31st with the serial number



34478. After re-examining photographs of our gun's left trunnion, we noticed the partial remnants of the numbers "34" positioned over the "478." We had found our gun! With our carronade now confidently identified in the invoice book we have found all kinds of interesting information. Carronade no. 34478 was one of "17 Carronades 9 pounders 6 diameters with Snugs at the Medium Weight of 3.3..26 Each." This average weight, listed in hundredweights (112 lbs), quarters (28 lbs), and pounds, equals 446 lbs, only 6 lbs heavier than the weight of the gun measured with a modern hydraulic hanging scale. The price listed for these carronades is 10 pounds, 3 shillings per ton, though the value listed for the lot of 17 guns actually represents a price of 10 pounds, 5 shillings per ton, suggesting that the Carron Company clerks rounded up their calculations to their employer's favor. At the listed price, the Storm Wreck carronade should have cost the ship-owner who bought it around 2 pounds, 5 pence. Our carronade, along with the rest of this lot of 17, was included with several other lots of ordnance to make a total shipment of "99 Guns & Carronades" which was carried from Scotland to London on the company ship Carron under command of "Robert Paterson & consigned to Mr. Robert Sinclair per Bill of Loading." When or to whom carronade number 34478 was sold after its arrival in the Carron warehouse in London remains unknown, though we hope with further exploration in the archives in London or Edinburgh we may pick up the paper trail.

The papers relating to Frasier's Highlanders have been even more fascinating. In one document I discovered that I was reading a formal letter of complaint, penned by Lieutenant John Ross of the 71st Regiment of Foot. He writes to the Scottish Lord Anker-ville to inform of the despicable conduct of Banastre Tarleton, commander of the British Legion accused of mismanagement at the Battle of Cowpens on 17 January 1781. Tarleton was made famous to Americans after his fictionalized, villainous portrayal as Colonel William Tavington in the Mel Gibson movie *The Patriot*. The real Tarleton absconded with command of a sizeable

detachment of 220 infantrymen from the 71st Regiment of Foot, who through the course of battle with the American militia commanded by Daniel Morgan were marched relentlessly through the swamps of South Carolina “being abandoned by the infantry of the Legion, almost at the first charge, and unsupported by the Cavalry of that before, whose personal example, persuasion, or any other endeavor of Tarleton, who behaved worthy of his former character, could never once bring to action . . . all the 71st being almost either killed, taken and wounded”. This historic battle, and unfortunate blow to the 71st Regiment of Foot, was the first major defeat of British forces in the American Revolution, and it was the harbinger of events to come, leading to this regiment’s final departure from Charles Town aboard a handful of ships on 17 December 1782.

I mention a handful of ships because we have records of the 71st leaving aboard at least two vessels for two different destinations. The bulk of the enlisted men were sent aboard Sally and were eventually transported to Jamaica, while a corps of officers was sent back to England aboard Moor to raise and train a new Second 71st Regiment. One of the most tantalizing documents among Loren’s findings is a victualling receipt for members of the 71st, aboard an unnamed vessel departing from Charles Town. One hundred and thirty soldiers were to be fed at a two-thirds allowance for forty six days, and were slated to be discharged at Deptford. The clerk who had originally filled out this form was hasty and failed to file the name the ship, but it is speculated we may be looking at the officers and staff sent aboard Moor. A possible alternative is that we have the disembarkation papers of the ship we call Storm, but only time and more research will tell.

A second LAMP research associate, Dr. Lillian “Lilli” Azevedo, also recently spent some time conducting archival research for us overseas. We first met Lilli in 2012 when she served as a guest lecturer for our Field School, and she returned to dive with us and lecture our students again during the 2013 season. While visiting family in England for Christmas, she spent time

on our behalf in the National Maritime Museum in Greenwich, and the British National Archives in Kew, both within the greater London area. Her findings included a third log book of the Royal Navy frigate HMS Bellisarius, that of the lieutenant (we had previously acquired copies of the captain’s log and the master’s log, both found in the British National Archives in Kew. HMS Bellisarius was the primary naval escort for the St. Augustine-bound portion of the Charles Town evacuation fleet. Lilli also found the printed book of signals and sailing instructions that was distributed

amongst the ships of the evacuation convoy. These new documents enable us to retrace the daily position and condition of HMS Bellisarius, along with the activities of the accompanying convoy. Daily recordings of latitude and longitude show us where the ship traveled and what she encountered each day of the evacuation, especially when compared to parallel records of the other two logs. We know HMS Bellisarius was chasing a privateer north of the St. Johns River on December 30, and was not a witness to the wrecking of sixteen evacuation ships on St. Augustine’s bar the following







BY CHUCK MEIDE & STARR COX

# X-RAY

# Revelations

What deep, dark secrets about the Storm Wreck has LAMP uncovered in these artifact x-rays?

## 1. Concretion 13S-310

This X-ray reveals numerous artifacts including 12 lead musket shot, a key, a button, wrought-iron nails, a spoon, a possible thimble and a possible wax seal stamp.

This concretion was recovered during the 2013 field season. The musket balls appear to be the right caliber for the three British “Brown Bess” muskets that were found on the wreck in 2012. The key is interesting in that it does not have teeth and so does not look like the classic “skeleton key.” Instead it terminates in a block-like end, and it therefore may have been meant for winding a clock or other geared device. The button is difficult to see in this image and the nails have all degraded completely though their hollow molds can be seen. The spoon is undoubtedly made of pewter, like the other spoons we have recovered from the wreck. The last two items remain somewhat of a mystery. The smaller object may be a sewing thimble, which might be made of brass. The final item may be a wax stamp. This would have had a metal face and displays a short handle made of wood. This was used to stamp an individual’s mark on a blob of wax and used to seal letters.

## 2. Concretion 12S-200

The most prominent object preserved within this concretion is a small, specialized hammer. Based on the shape of the hammerhead face (called a bell face) and the cross peen as opposed to a claw or ball peen, we have identified this as a cobbler’s hammer. A second X-ray from a different angle confirms the lack of a claw. The wood handle is intact, suggesting this was a tool carried by a shoemaker on board rather than shipment stock or part of a merchant’s cargo. Situated next to the hammer was a padlock. Almost all of the original metal of the padlock has corroded away, though its ghost-like image is clearly visible in the

X-ray. We should be able to replicate the missing padlock through casting. Padlocks date back to the Middle Ages and grew in sophistication through the 18th century, evidenced by the entry in Chambers’ Cyclopaedia published in 1728: “The lock is reckoned the master-piece in smithery; a great deal of art and delicacy being required in contriving and varying the wards, springs, bolts...” Also visible in this X-ray are clusters of iron nails and lead pellets.

## 3. Concretion 12S-252

This object was recovered in summer 2012 and X-rayed a few months thereafter. The X-ray reveals what appears to be a large iron hook set into a wooden handle. It could be a hook used for loading cargo on a ship or it could be an agricultural tool. When used by longshoremen or dock workers, these were typically known as cargo hooks, box hooks, loading hooks, or docker’s hooks. Also commonly known as baling hooks, they were used on farms to move bales of hay or cotton. They were often used in pairs, one in each hand to quickly grab and move a bale or box. This example is unusual in that typically these hooks had handles set at right angles to the hook. This X-ray clearly shows the wood grain in the handle, and also that most of the metal hook has corroded away. We will make a cast of the void in the concretion representing missing portion of the hook so as to replicate the entire artifact for study and display. The identity of the short, bright, white line on the handle, which might possibly be a pin or needle, remains a mystery.

*These artifact X-rays were made possible by generous donations from Flagler Hospital and Monahan Chiropractic. Thanks so much for supporting maritime archaeology research!*







# Mystery [SOLVED!]

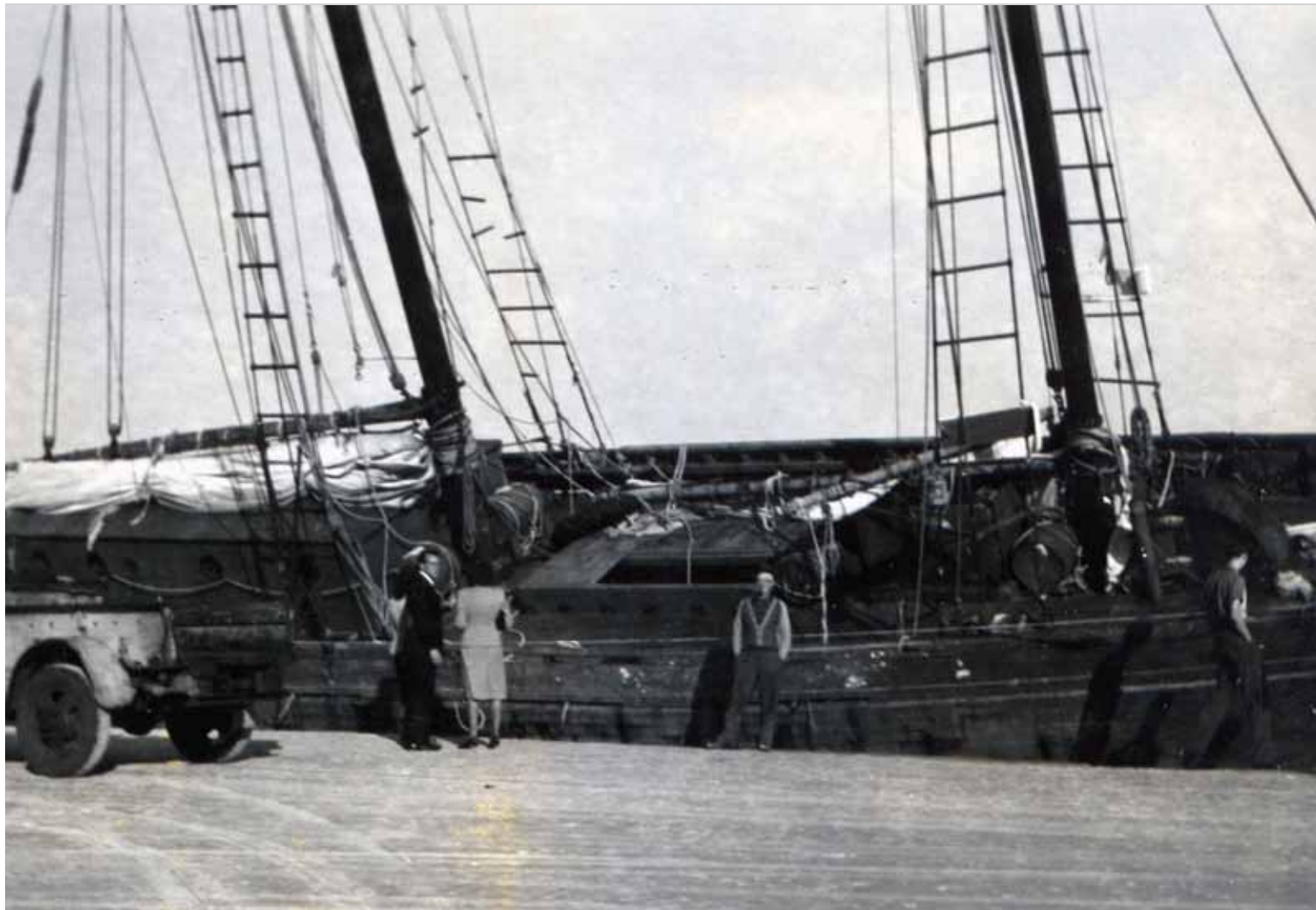
**AFTER FOUR YEARS** of research and multiple visits, researchers from the Lighthouse Archaeological Maritime Program (LAMP) have solved the mystery of a shipwrecked schooner at Ponte Vedra Beach.

**STORY BY** *Chuck Meide*









On New Year's Day LAMP got a call from First Coast News reporter Jessica Clark. She had been contacted by a local Ponte Vedra Beach resident, Carol Caruso, about a shipwreck exposed on the beach near Mickler's Landing. A significant patch of wreckage was exposed in the surf which had been previously buried in the sand. At low tide the outline of a ship could be seen pretty clearly. First Coast News ran a TV story on the wreck that day

The next day, LAMP sprang into action, and a group of archaeologists, students, and volunteers assembled on the beach at the start of low tide to document the newly exposed portions of the wreck. This was not a new discovery. LAMP archaeologists first found this shipwreck back in September 2008, when a local Fish & Wildlife officer Benjamin Boots told us about an obstruction in the surf that might just possibly be a shipwreck. An exploratory visit quickly confirmed the site as a historic shipwreck, which was named the Mickler's Landing Shipwreck and was reported to the state as

site number SJ5458 (the 5,458th archaeological site reported in St. Johns County). This was, in fact, the first shipwreck discovery LAMP made since I took the helm as director in 2006, so it has always had a special place in my heart. Since that time, the site has been periodically buried and exposed, most recently (that we know of) in April 2010.

This time around, however, we quickly realized that much more of the wreckage was exposed than had ever been before. Back when LAMP first found the wreck in 2008, a large section of iron plating was exposed, with some wooden planking, along with five iron frames or ribs. This time more of the plating was exposed, with more wooden planking, and a total of 42 iron ribs were visible above the sand! During our January 2014 visit, we used standard archaeological techniques to record the exact position of the ribs or frames and associated timbers. This allowed us to reconstruct the shape of the hull, and its orientation. The exposed wreckage spanned a distance of about 75

feet, though we believe more is still buried and therefore our ship would have originally been longer. Even though we timed our visit to coincide with low tide, we were still in deep enough surf that it was challenging to work and we had to time our drawing between waves.

There were many interesting construction features discernable upon close inspection, despite the waves which obscured the wreck. In addition to the section of iron plating, and free-standing iron frame ends, there were wooden planks and other, more substantial timbers which appeared to represent the keel and bow structure of the vessel. These were fastened with bolts fashioned from a mix of copper and probably zinc and other metals, known in the 19th century as "yellow metal." The outer hull planking was probably originally covered with sheathing of the same metal, which kept shipworms from eating the hull. This ship was built with a technique known as composite construction, which means both iron frame pieces and wooden timbers

**Previous Page:** Archaeologist Chuck Meide sketches the exposed keel of the shipwreck; volunteer Brian McNamara inspects one of the ship's ribs exposed on the shore line.

**Top left:** An archival image of the *Deliverance* wreck courtesy of the Collection of Beaches Museum & History Park, Jacksonville Beach, FL. **Top Right:** Meide speaks with Carol Caruso, who alerted First Coast News when the wreck was exposed. **Bottom:** Volunteer Stephen Matadobra and Dr. Sam Turner take measurements of the wreck. **Bottom Right:** Archaeologist Brendan Burke deals with pounding waves while inspecting the wreckage.



were used in the hull. Composite construction came about as a phase between traditional wooden ship construction and iron shipbuilding. Typically, a composite hull used iron frames on the interior and wooden planking on the exterior. It first became widespread in Britain in the 1860s, and dominated British shipbuilding for the next decade or so until supplanted by iron ship construction. While iron hulls replaced composite hulls relatively quickly in Britain, which was the epicenter of the Industrial Revolution, composite construction continued later in other shipbuilding countries, such as Canada, the U.S., and Norway. The composite construction of this hull suggests that it could have been built sometime between the 1860s and the early 20th century.

So what is the identity of this mystery ship? We did have a number of candidates. LAMP maintains a shipwreck database, listing all known wrecks between the Florida-Georgia line and Cape Canaveral. From this we compiled a list of ten vessels lost at Ponte

Vedra between 1866 and 1974. Of these, the most likely candidate was an unnamed two-masted schooner that was cast ashore near Mickler's Landing by a nor'easter in the fall of 1947. We had first learned about this lost schooner in by a local history book for sale in the Museum gift shop, *St. Augustine and St. Johns County: A Pictorial History*, by Karen Harvey, which featured a grainy photograph of the wreck. Both our wreck and the schooner in the photograph are located on the beach at Mickler's Landing, are about the same size, are roughly parallel to the beach with the bow pointed to the south, and are listing towards shore. It seemed likely that we had found a photograph of our ship!

The only problem was we knew very little else about the wreck in the photograph. One avenue of research would be newspaper records, and to start that search we contacted the National Weather Service to track down all tropical storms or nor'easters that occurred in the fall of 1947. We then used those dates to look up

issues of the *St. Augustine Record*. While we found stories on the storms, we never came across any reference to a beached schooner. Further research proved fruitful when we found two additional pictures of the same beached schooner in the photographic collections of the Beaches Museum & History Park in Jacksonville Beach. These photos were clearer and gave better views of the ship itself. Furthermore, the records provided new written information. According to the notes accompanying the archived film negative, this schooner was a "Bermuda boat" that was run ashore during a gale in December of 1947.

"Bermuda boat" was an interesting designation, and piqued my curiosity. I didn't think this referred to the type of boat (such as the famed 18th-century Bermuda sloop) but rather meant a vessel from Bermuda. This got me thinking. For some reason I remembered another of the boats that was listed in our database as having wrecked at Ponte Vedra Beach. It was the *Deliverance*, a British motor vessel also lost in 1947, the same year as the schooner. What if they were the same boat? We had originally dismissed *Deliverance* as a possible match, since it was described as a motor vessel and not a schooner. But a schooner in 1947 would quite likely feature an engine, even if it had been retrofit, and perhaps would have been described as a motor vessel when its loss was reported. Indeed, propellers can be seen at the stern of the schooner in one of the photos. And a boat from Bermuda, a British colony, would likely be British flagged. Of course this was still speculation based on evidence that was circumstantial at best—other than a hunch, I had nothing tying the *Deliverance* to Bermuda.

But something continued to nag at me, something about Bermuda and *Deliverance*. It took some time simmering on the back burner of my mind, but then it suddenly came to me. The ship's name itself, *Deliverance*, had a Bermuda connection. In 2002 I worked as an archaeologist in Bermuda, excavating a 1621 fort and documenting a number of shipwrecks, so I know something of its history. The first English settlers who colonized Bermuda did so accidentally,



when their ship, the *Sea Venture*, wrecked there in 1609. Among them was John Rolfe, the man who would go on to marry Pocahontas. The shipwrecked survivors built a new ship the following year, and with it made their way to Jamestown, Virginia, their original destination. That ship's name? *Deliverance*. To this day that remains an iconic name in Bermuda, and is commonly used for boats built or used on the island.

Bolstered with new enthusiasm, and now certain there was a connection between *Deliverance* and the beached schooner, we renewed our research with more vigor. We were rewarded when LAMP archaeologist Brendan Burke found online a newspaper reference to the loss of the *Deliverance*.

The notification had been picked up from Reuters by the *Straits Times*, an English-language newspaper in Singapore, on page 2 of the Monday, 15 December 1947 edition:

### Ship Aground

**JACKSONVILLE, Sunday** – *A British motor vessel, the Deliverance, which ran aground in heavy weather yesterday off Ponte Vedra Beach near here, appeared to be in danger of breaking up.*

*The skipper, Captain Wilson King, and eight of the crew remained aboard the vessel, which operates a regular service between Bermuda and Jacksonville, while a ninth man swam ashore for assistance.*

With this confirmation that *Deliverance* ran a regular route between Jacksonville and Bermuda, and was lost at Ponte Vedra Beach on 13 December 1947, we were convinced it was the same vessel as the schooner described as the “Bermuda boat” lost at Ponte Vedra Beach in December 1947.

One can only imagine what was going on in the heads of Captain King and his crew as they fought desperately to claw away from the threatening shore in the midst of a fierce nor’easter on what would be their last Bermuda-Jacksonville run. Driven south by relentless winds, the schooner finally succumbed and was driven ashore at Mickler’s Landing south of Ponte Vedra, where the derelict vessel lay stranded in the surf, until the pounding surf eventually broke her to pieces.

Today, just over 66 years later, all that remains of *Deliverance* are the corroded remnants of her iron skeleton and wooden skin which only occasionally peek out of sand and surf, once again providing beachgoers something to see and ponder as archaeologists scramble over her bones stretching tapes and writing notes, or as she lays alone in the surf, a silent testimony to the final days of sail along Florida’s First Coast.

### SHIPWRECKS LOST IN THE VICINITY OF PONTE VEDRA LISTED IN THE LAMP SHIPWRECK DATABASE

NAME	DATE
Brig <i>Neva</i>	Nov. 1, 1866
Ponte Vedra Wreck (SJ4871)	ca. 1850-1899
<i>Fortuna II</i>	Feb. 1, 1938
South Ponte Vedra Wreck	1943 or Earlier
Unnamed Schooner	1947
<i>Deliverance</i>	1947
<i>Majo</i>	Aug. 31, 1960
<i>John Wayne</i>	Jan. 1, 1965
<i>Patricia M.</i>	June 26, 1970
<i>Miss Lula</i>	June 3, 1974

**Clockwise from Top:** An archival photo of the *Deliverance* wreck courtesy of the Collection of Beaches Museum & History Park, Jacksonville Beach, FL; Archaeologist Brendan Burke and volunteer Brian McNamara investigate the wreckage; Dr. Sam Turner explains the composite construction of the ship’s hull with a sample of the decking.

