

# SPYGLASS

Museum Member Magazine

SPRING/SUMMER 2017

## MARITIME ARCHAEOLOGY

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Piecing together St. Augustine's  
historic trade, travel and foodways  
through underwater discoveries.

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# deLIGHTful finds

Visit our gift shop anytime this summer to grab yours!

■ From lighthouses across the country to the *Wrecked* exhibit, we have a t-shirt for everyone with the style and color just right for you! \$14-\$16 depending on style.



■ Michael, Amanda and Kim model their favorite t-shirts from the collection.



Lighthouse flips flops may not be ideal for climbing the 219 steps, but you'll want to try out the fun Lighthouse silhouette on the bottom at the beach afterwards! \$6.95

Letter from the Editor

**05** Our Executive Director wants to hear from YOU!  
Do you like the new look of Spyglass?

Spotlights

Volunteer and Member Spotlights shine on Rich and Sandee Leibson and Jerry and Jan Carlisle.

**06**

The Breadwinners

**08** Learn about the ladies of the Lighthouse

Bond...Bond-Wheeler

**10** Shipwreck of Mystery  
Sometimes the detective work necessary in the field yields results...sometimes it creates more questions.



ST. AUGUSTINE  
LIGHTHOUSE  
& MARITIME MUSEUM

**14** Exploring St. Augustine's  
Birthday Present

2016 Excavations on the Anniversary Wreck

Coast Guard Life in  
St. Augustine  
During WWII **18**

Oral histories and penned letters help us visualize the military experience in our coastal town.

**20** Legends of the Light  
Exhibit Preview

Ways to Engage

**22** Be in the know by reading updates, mark your calendar for upcoming events and get social with us on social media! There's no excuse to miss out on what's going on!

# SPYGLASS

SPRING/SUMMER 2017

## Board Members

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## Our Mission

To discover, preserve, present and keep alive the stories of the Nation's Oldest Port<sup>SM</sup> as symbolized by our working St. Augustine Lighthouse.

## Our Contributors



- Chuck Meide -  
Director of  
Maritime Research



- Brendan Burke -  
Maritime Historian



-Paul Zielinski-  
Director of  
Interpretation



- Barbara Holland -  
Collections Manager

SPYGLASS Magazine  
Spring/Summer 2017



# Welcome

## Letter From our Executive Director

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Dear Members and Friends,

Welcome to our newly updated Spyglass! We hope the new format will allow us to produce more frequent versions of the Spyglass, including a new digital version we are launching soon. Let me know what you enjoy most when reading this or any issue by reaching out to me at [kfleming@staugustinelighthouse.org](mailto:kfleming@staugustinelighthouse.org).

The St. Augustine Lighthouse & Maritime Museum organizes all its activities and programs under its non-profit Mission "to discover, preserve, present and keep alive the stories of the Nation's Oldest Port as symbolized by our working St. Augustine Lighthouse." What that means to us is that we are always engaged in education, historic preservation, in conservation of artifacts, in exploring shipwrecks and more. We climb higher and dive deeper for you to tell the stories about our community's maritime past. St. Augustine and Florida's Historic Coast hold an incredibly rich past, and sometimes the things we find surprise even us. We hope you enjoy learning about some new archaeological discoveries underwater just off shore from our Lighthouse in this Spyglass.

Also, stay closely tuned to our web page at [www.staugustinelighthouse.org](http://www.staugustinelighthouse.org), to your email and to your mail for announcements about the opening of our new Maritime Archaeology and Education Center this fall. You can still make a small donation to help us close out our final \$100,000 of our \$3 million dollar goal. We are very close! The Education Center will open this fall with a new exhibition called "Legends of Light" which will expand the stories we share. Visitors will finally be able to see inside our archaeological laboratory and talk to our scientists as they work. We are also continuing the restoration of our WWII-era structures, which when complete will house the Guardians of the First Coast exhibition. We so treasure those who served here during the war at the Coast Guard training station and have collected many of your artifacts to share this history with you. We will lovingly display your artifacts in their proper homes when we open our Maritime Heritage Park. Stay tuned for more!

We hope you'll come visit us again this year, and take full advantage of your Museum membership. Members matter to us. We deeply appreciate each and every one of you.

■ Yours in Light,

Kathy A. Fleming

A handwritten signature in black ink, appearing to read "Kathy A. Fleming".

Executive Director



# Volunteer Spotlight

Rich & Sandee Leibson

**H**ere at the St. Augustine Lighthouse & Maritime Museum we have over 250 extraordinary volunteers who dedicate their time and effort to help preserve and share the history of our town and the Lighthouse. Two volunteers in particular who go above and beyond for our Lighthouse are Rich & Sandee Leibson.

Rich grew up in Pittsburgh, PA and Sandee grew up in central New Jersey, where she spent many summers growing up at the Jersey Shore. They met in college in Northwestern Pennsylvania and have been married for almost 44 years!

Rich and Sandee have two daughters that they raised in Laurel, Maryland. Their youngest daughter attended Flagler College and while she was in school they bought a town-home in 2004 here in St. Augustine. After their daughter graduated they rented out the home, while still occasionally vacationing in St. Augustine. Over time, their love for the small town continued to grow and in 2013 they decided to retire and make the permanent move from Laurel, Maryland to St. Augustine.

Shortly after moving to here, they bought a family membership at the St. Augustine Lighthouse so that they could share it with everyone who came to visit them.

In 2014, they began volunteering for special events and whenever they were needed. "We both love history and historic buildings and the LAMP organization fascinated us as well" says Sandee. "As we got

to know the Lighthouse staff and volunteers better, becoming more familiar with the needs of the organization, we decided we would enjoy a weekly commitment."

On Thursday mornings, you can find Rich and Sandee opening the Keeper's House and then greeting visitors at the Base of the tower for the first shift. They both enjoy talking with the visitors from all over the country and the world, answering questions, telling stories, and making each guest's visit to the Lighthouse fun and interesting.

Sandee has a background in education, so it's fun for her to see the children who come to visit the Museum on school field trips. She tries to talk little ones into being marine archaeologists when they grow up because according to her, "Who knows? We may be talking to a future Chuck or Starr!" Rich particularly enjoys interacting with the children during the Tiny Clues program offered daily at 10 a.m. and 4 p.m.

Volunteers here have the chance to contribute to the community in many ways. They also get to enjoy a variety of benefits such as discounts on the local area's attractions, family memberships, and invitations to special events.

If you're interested in becoming a volunteer for the St. Augustine Lighthouse & Maritime Museum, visit our website at [www.staugustinelighthouse.org](http://www.staugustinelighthouse.org) or contact our Volunteer & Special Events Manager Loni Wellman at (904) 829-0745 ext. 213.



# Member Spotlight

Jerry & Jan Carlisle

**J**erry and Jan Carlisle have been members of the St. Augustine Lighthouse & Maritime Museum since March of 2001. They joined their very first visit. For eleven months out of the year they live just east of Cleveland, Ohio, and every March for the last sixteen years they have made the journey down south to spend the month here in St. Augustine.

Jerry grew up in Akron, Ohio while Jan grew up in Long Island, New York. The two met their freshman year of college at the College of Wooster during a speech class in their first semester, and by the end of their senior year, they were married.

Both Jerry and Jan are history buffs (as well as lighthouse enthusiasts!) and they first visited St. Augustine after having it recommended to them by a friend. They both fell in love with St. Augustine because of its rich historical past, its laid back vibes and the beautiful beaches.

When asked what their favorite part about being a member is, Jerry brought up how much the two of them have enjoyed the educational events and academic seminars that they have attended over the years. Jerry also mentioned how he appreciates that the St. Augustine Lighthouse has remained true to its core values as a non-profit.

When asked what their favorite membership event was, they both brought up the time that they joined the St. Augustine Lighthouse Archeological Maritime Program (LAMP) out on the exploration boat. While out on the water, they got an up close look at how Lighthouse archaeologists were using sonars to locate artifacts on the bottom of the ocean floor. These artifacts are now featured in our "Wrecked!" exhibit. "We loved learning about the sonars being used. It was a great experience to be able to see them up close!" said Jan.

The Carlisle's believe that the greatest benefit of being a member of the Museum is being able to support the expansion of educational programs for the community and for future generations.

Supporting our town's iconic Lighthouse is not the only benefit of becoming a member. Members of the Lighthouse receive a variety of discounts and perks including a subscription to the Spyglass Museum News magazine, invitations to special members-only events, discounts to the Museum store, and more!

To learn more about becoming a member visit our website at [www.staugustinelighthouse.org](http://www.staugustinelighthouse.org) or contact our Director of Development, Michelle Adams at (904) 829-0745 ext. 212.

# Updates

## Summer Camp

Our Spring Break Camp 2017 theme was “Blown Away!” Campers learned about wind - what it is, how to create it, and how to harness it. Everyone was surprised to learn that the sun makes wind. Through experiments, we found out that air has weight, heated air will rise, and how these properties affect air pressure. Next, we learned to measure the wind and air pressure by making weather vanes, barometers, windsocks and anemometers. With the creation of our wonderful weather stations, we tried to learn more about the weather by the wind that each camper produced – from running or by blowing. In the end, campers learned about the winds of tornados and hurricanes, found better wind sources to solve a problem, and became aware of how wind affected the Lighthouse Keepers of the past as well as our visitors today. The highlight of course was campers being “blown away” by observing the wind conditions from the top of the tower!

Summer Camp began in June with five camps of themed exploration including shipwreck survival and Florida tourism. We hope your kids will be joining us or be sure to plan for the next camp during winter break. Members receive a discount!

■ Jill Titcomb



Hands on activities at camp. ■



— Maria Andreu became keeper at the Old St. Augustine Lighthouse (pictured left) in 1859. Photo courtesy of the State Archives of Florida

# The Breadwinners

by Paul Zielinski

When you think about lighthouse keepers, what comes to mind? Maybe it's long, lonely nights spent climbing stairs and dutifully keeping the oil lamp burning for ships unseen. Perhaps you think about daytime spent painting the lighthouse or maintaining equipment in the rotation room. In whatever way you see it, lighthouse keeping was a hard life, especially from the perspective of today. How do you imagine people doing these tasks? What were they wearing? How did they look?

During the lighthouse boom of the 19th century, jobs requiring a rugged self-reliance would have been male dominated endeavors. The 19th century Industrial Revolution cemented social norms about men and women for the next two-hundred years. Men were the “breadwinners” and did these tough jobs. Women, despite also working in factories and on farms, were “the light of the home.” Indeed men made up the overwhelming majority of lighthouse keepers nationwide. Yet, when conditions permitted families to live at the light station, wives and daughters assisted with lighthouse operation and maintenance as well as in the chores of daily life.

Unfortunately, the work of keepers’ wives and daughters often went unrecorded and unpaid; the United States Coast Guard and its predecessor historically paid only the men. The names and actions of male lighthouse keepers are recorded in official registers and keepers’ logs. Historians can track them from place to place. Often, one does not hear about a woman on the property unless she passes away. A particular reference to Keeper Rantia’s wife in St. Augustine shares her passing. It is the first and last time we hear of her. Her actual name is not recorded here. Yet, keepers’ wives often assisted

their husbands in an unofficial, but no less critical, capacity. However, in some instances, keepers' wives show up in records officially, with their own titles and pay. It was not uncommon for women to become keepers themselves.

In the 1874 United States Treasury Register, which included a list of Lighthouse keepers, there are several keepers' wives listed as serving alongside their husbands as assistant keepers with their own pay rate. In the Sixth District, which included the St. Augustine Lighthouse, there are three female assistant keepers. Bridget Conner was assistant keeper to her husband Patrick at the Daufuskie Island Range Lights in South Carolina making \$400 per year (Patrick made \$560 per year). Sophronia Bradwell was assistant keeper to her husband John at the Wolfe Island Range Lights in Georgia where the Bradwells earned the same respective pay as the Conners. And, at the St. Johns River Light, Francis McDonald served as the assistant keeper to her husband Alexander making \$400 per year (Alexander made \$600 per year, an amount just over \$13,000 dollars annually today, but with housing, heating oil, water, etc. included.)

In some cases, keepers' wives and daughters took over as keeper when their husbands or fathers passed away or were no longer able to perform their duties. Ida Lewis of Lime Rock Lighthouse in Newport, Rhode Island is the most famous example of this. Ida, a keeper's daughter, took over for her father who had suffered a stroke. Her heroism in rescuing people on the water earned her national fame and for a time

she was the highest paid keeper in the United States with a yearly salary of \$750.

At the St. Augustine Lighthouse, Head Keeper William Harn passed away from tuberculosis in 1889. He had probably contracted the disease during his service for the US Army during the American Civil War. No doubt, his family had been helping him out over the better part of two decades as his health continued to deteriorate. Harn's wife Kathryn Skillin Harn became Second Assistant. The position allowed her to support her six daughters until she secured William's Civil War pension. Having spent 14 years as the wife of the Head Lighthouse Keeper, Kate (as she became known in the Keeper's Log) was supremely qualified to step in as an assistant keeper. This she did for six months. She then moved her family into St. Augustine for a few years before moving back to her home state of Maine.



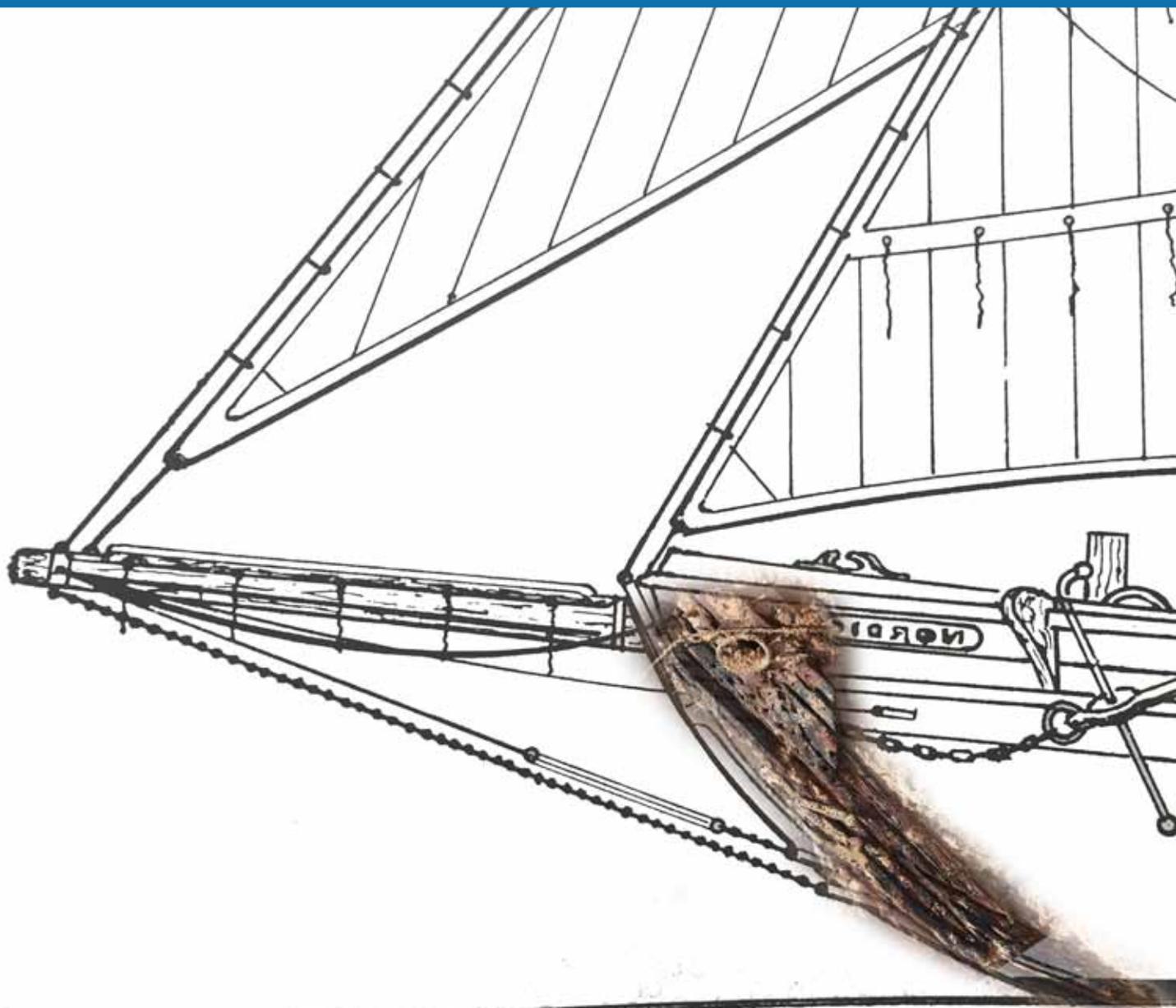
1920s photo showing the Harn Women, with Kate Harn in middle row, far left.

Before Kate Harn, and before even the current St. Augustine Lighthouse, another woman served as keeper in the Ancient City. Florida's First Lighthouse had a keeper named Maria de Los Delores Mestre Andreu, a Minorcan, who became Head Keeper at the

Old St. Augustine Lighthouse after her husband Joseph Andreu fell to his death in 1859 while whitewashing the coquina tower. A graphic account of the accident is recorded in the local newspaper, as is Maria's appointment. As far as we know, the light never went out. Maria was the most qualified person to continue the job, and she did.

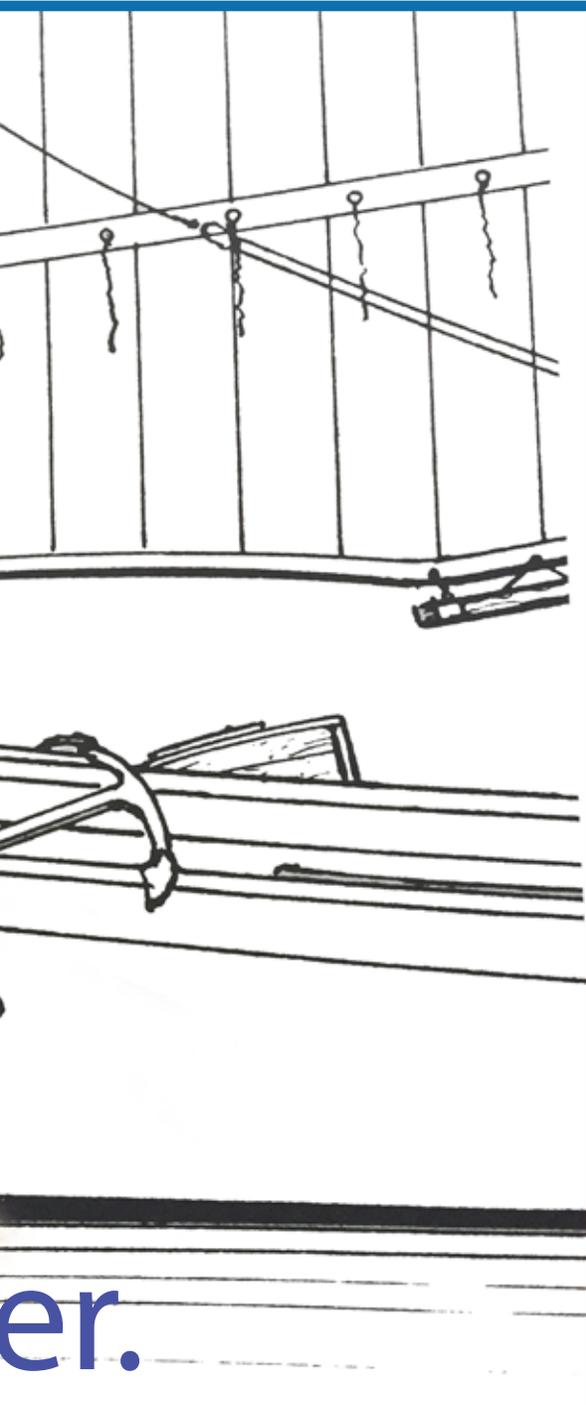
The United States Coast Guard recognizes Maria Andreu as the first Hispanic-American woman to serve in the USCG or its predecessor services. She is also identified as the first to command a federal shore installation. Mrs. Andreu served in this capacity until the American Civil War when Confederate sympathizers including another Minorcan, Harbormaster Paul Arnau, paid a worker named Mulligan to remove the fourth order Fresnel lens at the top of the tower. Arnau then hid it, and the lens from Cape Canaveral Lighthouse, from Union forces. Maria Andreu most likely aided the clandestine act, as she would have had to provide access or at the very least be aware of the plans. Andreu did not stay in St. Augustine; she moved to Georgia to be with her family. Arnau was held in a Union gunboat in the harbor until he gave up the location of the lost lenses as St. Augustine peacefully surrendered to Union Forces.

In whatever way women came to tend the light, they proved to be every bit the equal of their male counterparts. Many, like Kate Harn and Maria Andreu, earned their own money and supported their family through their efforts at times of great change in our nation and in our communities.



# Bond..Bond-Wheel Shipwreck of Myster

Sometimes the detective work necessary in the field yields results...sometimes it creates more qu



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estions.

By Brendan Burke

**H**idden within every beach are the skeletons of wrecked ships. Beneath picnic blankets, under the feet of surf fishermen, and beside our toes in the surf zone are silent timbers from ships of exploration, commerce, pleasure and war. From time to time these bones are exposed by lazily shifting sands or a pounding tempest tearing apart the shoreline. Suddenly, a bare patch of sand becomes a place of intrigue. Passersby and scholars alike begin to reconstruct – from a few eroded planks – ships from the age of sail and stories of seafaring that form the backbone of our love for maritime history. The mystery and intrigue of shipwrecks is simply captivating.

During the balmy Christmas week, Susie Bond and Clark Wheeler went for a walk on the beach near a place we know as “The Hammock”. Accustomed to miles of sugar sand, dunes bearded with waving sea oats and a rambling rift of high tide seashells, Bond and Wheeler were in for a surprise. Midway during their walk, Susie and Clark encountered giant timbers teased from the smooth sand by high tide. These timbers had been shaped by the human hand and retained their original skeletal articulation. The form was unmistakable – shipwreck. Diligently reporting the find to the Florida Public Archaeology Network, St. Augustine Lighthouse Archaeological Maritime Program was alerted and dispatched a team to investigate.

On January 17, Lighthouse archaeologists joined Mr. Wheeler to relocate the wreck. Finding the wreck re-covered by sand, staff and volunteers shoveled several tons of sand from nearly twenty-five feet of wreckage. This is where the real fun begins. As the action slows to a methodical tempo of documentation, we deployed buckets of water to clean timbers of sand, troweling away pockets of it from crevices and in between timbers.

- Ghosted onto the lines of the Nordic, the Bond Wheeler shipwreck timbers strongly resemble a schooner from the turn of the 19th century. The graceful curve of the bow was a style introduced to schooners during the 1880s and was known as an ‘Indian Head Schooner’. Sharp and able to cut waves, the curved bow allowed shipbuilders to design vessels with a smaller bowsprit, making the job of handling the head rig much safer. The final step in this evolution was known as a ‘knockabout’ bow, which carried no bowsprit at all, with forestays stepped on the stemhead. Nordic’s lines are taken from the Historic American Merchant Marine Survey and are courtesy of the Smithsonian Institution.

Taken in 1900 in Massachusetts, these fishing schooners, also known as 'smacks' take part in an annual race. Based on attributes of wreckage from the Bond-Wheeler Site, we believe the vessel may have looked like this. Fishing smacks like these sailed off Florida's coast during the late 1800s and early 1900s as traders and to follow shoals of winter mackerel. Image courtesy of the Library of Congress.



As maritime archaeologists we rely on the joinery of ships' bones to tell us where and why a ship was built; how builders fastened wood, iron, or bronze to create a floating body. Regardless of whether a wreck was a small skiff or a titan of the waves, the science and story of the past is hidden in detail. Recognizing and identifying scores of esoteric forms and functions of a ship are important steps in making sense of a jumbled wreck and are all part of our job. After poring over the wreck for a week, documenting each timber in detail and taking samples of timbers for species identification, we returned to the lab to begin analysis. Before leaving, we reburied the timbers and the site will once again sleep deep beneath the sand; the Army Corps will soon replace dunes and beach lost to Hurricane Matthew, including over this site.

Examining the wreck, we found a typical fastening pattern for timbers, what appears to be a maze of wooden spikes called treenails (pronounced trunnel), iron drifts and iron spikes. However, there is no random placement to each fastener and

some placements bespeak larger patterns found throughout the vessel. For instance, no planking remained but several plank nails were still in place and from them we know that plank thickness on this vessel was 3". Iron spikes – not bronze – and wood treenails were dominant. Interestingly, no old fastener holes were identified, indicating the planking on the vessel was largely original and there was no evidence of repair or plank replacement. A cast-iron hawsepipe, lining a large hole in the bow through which anchor tackle passes, indicates this ship carried anchor chain and not rope. An innovation not common until the mid-1800s, iron replaced lead for hawsepipes when anchor chain replaced rope.

Ultimately, we hope to find a reference that unlocks the mystery of the Bond-Wheeler Site. The fingerprint of this shipwreck points to a coastal schooner; perhaps a fishing smack venturing south from New England for a warm winter mackerel season a century ago. Her concave stem suggests a

design that postdates 1897 and became known as "Indianhead" schooners, especially among fishing schooners on the Atlantic coastline. Maybe she carried lumber from the dense forests of the south and was broken miles from the shore, her bow section the only evidence of her loss? Could she have been a rag-tag tramp supplying some aspirant South American filibuster during the 1870s? Who knows? We hope to, and maybe one day a newspaper, or a passed-down memory from a local, will solve the mystery sealed within these silent wooden bones.

We would like to thank Mrs. Bond and Mr. Wheeler for bringing this wreck to our attention and ensuring it was not lost to history. The Florida Public Archaeology Network helped coordinate documentation and recordation of the site. Additionally, Ken Adams, Ed Coward, Kevin Carrigan, Allison Faynot and Megan Liebold each generously donated their time and skill to help make the project successful. Thank you!



Top to bottom:

Museum staff works to uncover the remains of the Bond Wheeler site.

Director of Heritage Boatworks Dr. Sam Turner, Museum Volunteer Kevin Carrigan, and Director of Maritime Research Chuck Meide record the cast iron hawsepipe. Note the heavy dune erosion caused by Hurricane Matthew.



Florida winters occasionally bring fog to the beach. On January 18th, Lighthouse archaeologists are seen recording the Bond-Wheeler site. Olivia McDaniel is in the foreground recording fastener locations on the hawse timbers while (L-R) Director of Maritime Research Chuck Meide, Museum Volunteer Ed Coward, and Conservator Andrew Thomson record the vessel's forefoot.



Stitched together from several pictures, this mosaic shows the wreck as exposed by Lighthouse archaeologists on January 19th, 2017. Note the large oval feature towards the right of the picture, a cast-iron hawsepipe protecting the wooden hull where the anchor chain enters the bow. The long metal rod is a 'stay' for the head rig and would have been attached to the hull on its lower end, and to the bowsprit on its upper. These stays are known as "martingale" and "whisker" stays, depending on what they connect.





Maritime Historian, Brendan Burke, dives in off *Empire Defender*, generously on loan last year from Mike Potter of Noah's Ark Repair Services in Cocoa, Fla.

# Exploring St. Augustine's Birthday Present: 2016 Excavations on the Anniversary Wreck

Director of Maritime Research, Chuck Meide, unwraps for us all what this gift means for St. Augustine

*As soon as he woke the captain realized something was terribly wrong, even before he recognized the howling of the wind and the cavalcade of bare feet slapping on wooden planks. Sailors began pounding on the door of his tiny cabin, calling for him frantically. The ship was lurching and pitching as he pushed his way past the panicked seamen and through the lashed stacks of iron cauldrons and rows of wooden barrels that formed the bulk of the ship's cargo. Even with his decades of sea legs he was almost thrown off the ladder as he threw himself onto the deck.*

*"It's the mate! He claimed he needed to wait for neither captain nor pilot to take the ship into St. Augustine!" The ship had been waiting, at anchor for days off the St. Augustine bar, for a better tide and a fresher northeast wind more favorable for crossing. There was certainly a northeast wind now, but it must have built suddenly,*

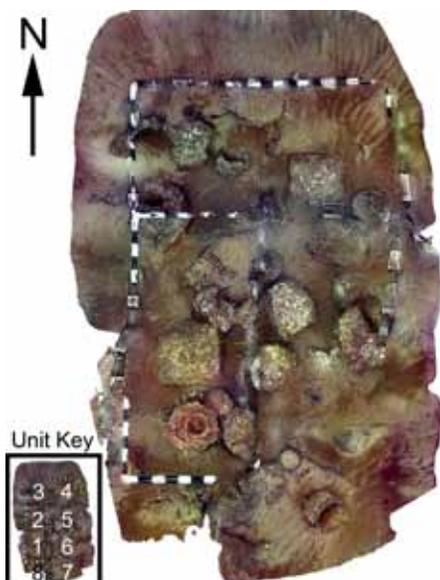
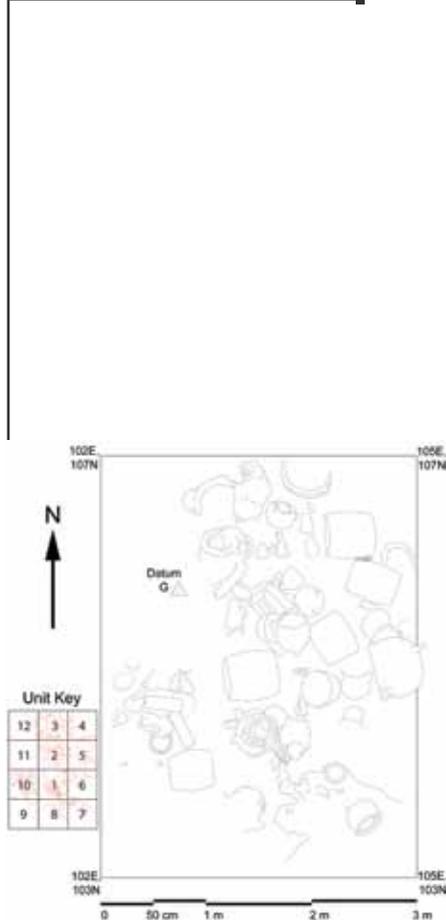
*for it was raging, raking the deck and sending the ship skidding across the waves. The crash of surf was deafening. They were too close to the breakers! The captain rushed to the helm where the mate clutched unwittingly to the wheel. At the same time the captain's eyes scanned the low strip of beach, barely visible under the slender moon and perilously close, and then a twinkle showed him the position of St. Augustine's lighthouse. His eyes widened as he roared "we're too far north!" and reached for the wheel. "We are nowhere near the channel, she will strike unless . . ."*

*But it was too late. With a horrendous noise like a thousand sails rending the ship struck the bar. The captain was thrown off his feet and into the mate. A shower of wooden pulleys and spars clattered down like a deadly rain. An explosion of white foam and black water momentarily engulfed everything and swept away forever the broken*

*pottery, rigging, and besotted mate. Another sailor leapt to the captain's aid, trying to help him stand, but the entire ship lurched suddenly and sickeningly and they slid down the deck into the bulwark, only saved from the plunging sea by grasping frantically at a snagged mass of rope. "Man the pumps!" the captain screamed into the wind, dimly aware of a cacophony of clanging and banging from within the hold, where scores of iron cauldrons and wooden casks were violently flung back and forth, splintering bulkheads and bursting boxes of pewter plates, ceramics, and shoe buckles. "Carpenter says it's no good, sir, the pump well's staved in," screamed a sailor in his ear, when the main mast, like an ancient oak felled by a team of axemen, came crashing down like thunder. The captain knew there was no saving this ship. It was yet another victim of the dreadful St. Augustine bar.*

**From top to bottom:**

Site plan drawn and digitized showing the excavated area and the objects uncovered; 3D photo-model generated from underwater video showing the main excavation area.



*Of course we don't really know if the shipwreck happened quite like the story above, but...*

it might have. As they say in the movies, that story is based on actual events. As archaeologists we are not only scientists but storytellers, and our job is to do the best forensic investigation we can in order to piece together and bring to life these forgotten stories of our nation's oldest port. The colonial shipwreck known as the Anniversary Wreck was discovered by Lighthouse Archaeological Maritime Program (LAMP) archaeologists in July 2015 when testing potential shipwreck targets that we had originally identified during our 2009 remote sensing survey (see "New Discovery Made," in the Spring 2016 Spyglass). That survey, which led to the discovery of the Storm Wreck in 2009, has in the last two years resulted in the discovery of three more shipwrecks. When we realized that this magnetic target was indeed a new shipwreck, we named it in honor of St. Augustine's 450th anniversary being celebrated that year. And what a birthday present it was! After digging only two days, the finds were unbelievable. Cauldrons, pewter plates, barrels, and broken pottery; we had unearthed a sunken mother lode! It was the kind of discovery that makes archaeologists giddy for the entire following year, as we eagerly awaited the next field season to get digging and really

explore our new find.

We got our chance the following summer. The 2016 field school, the tenth we have run at LAMP, brought together twelve students from universities across the country, along with graduate student supervisors from as far away as Canada and the Netherlands. During 22 days of diving between July and September, we logged a total of 342 dives for a total of 276 hours and 40 minutes of bottom time. Twelve one-meter square units were excavated and a total of 184 artifacts and other field specimens were collected and catalogued. Those catalogued include 40 sediment samples which will be microscopically analyzed for tiny organic remains such as seeds or insect wings.

*And what a birthday present it was!*

What kinds of things did we find? The most abundant artifact type was the cast iron cauldron or cooking pot - at least 28 were found! Their sheer numbers indicate they were cargo items, as this is considerably more cookware than would have been needed to feed the crew or passengers of any sailing ship. We also encountered at least seven barrels. Their wooden staves have deteriorated and so we actually have the remains of their contents, probably iron tools or hardware, concreted into barrel shapes. Seven pewter plates were also found. Pewter flatware was popular throughout

the 1600s and 1700s, and the rim styles on these date to 1720-1800. We also recovered a dozen shoe buckles, made of brass and identical in form, which again suggests they were a cargo item.

We also found twenty-one pieces of broken pottery. Potsherds are like signposts to archaeologists, because styles changed in popularity over time and they are therefore very datable. Most of these were British brown salt-glazed stoneware. They feature a rich, brown exterior, and probably represent large storage jars or jugs. The Spanish began importing these wares to St. Augustine around 1750 and they were used through the 1800s.

Another interesting discovery was a group of three oblong blocks of stone, measuring about 15 inches long. These were probably intended as building material for St. Augustine, where there was no natural source of stone other than coquina. Other finds included brass tacks and straight pins, lead shot, a wooden knife handle, a glass wine bottle base, three pieces of coal (probably for heating or cooking on board ship) and a number of unidentified, concreted, iron objects, which will be x-rayed once our new Maritime Archaeology and Education Center is completed this fall.

The first season of excavation has generated a significant amount of information and a better understanding

of the Anniversary Wreck is coming to light. Excavation has revealed a vast deposit of artifacts beneath surf and sand which indicate that this ship was a cargo-laden merchant vessel making its way towards St. Augustine when it ran aground and broke up on the bar. Almost all of the objects found by archaeologists were imports that would have been valued in St. Augustine's markets, and could have been acquired in no other way than by ship.

Most of the artifacts appear to be of British origin. This does not necessarily mean that the ship was British, as an early American vessel might be plying similar wares, or a Spanish vessel might have been trading illegally with British colonies. Such smuggling was common in Spanish St. Augustine, as archaeologist Kathy Deagan has demonstrated in her excavations of colonial St. Augustine households. But it seems likely that this ship was English. The artifacts suggest a date range of 1750-1800, a period of cultural transformation in St. Augustine as it shifted from Spanish to British and then back to Spanish control. Simultaneously, this was the pinnacle of the consumer revolution in the colonies, when new consumer goods became widely available and led to dramatic changes in lifestyle and standards of living.

This shipwreck has immense archaeological potential. It is the first colonial merchant vessel discovered in St. Augustine, and it features a wealth of well-preserved artifacts. Further excavation will lead to a better understanding of its physical extent and cultural milieu. Once its date and nationality are refined, researchers can bring a sharp focus on the cargo items and better understand this ship's contribution to local consumer choices at the dawn of global capitalism. The archaeology of the Anniversary Wreck will allow us to ask meaningful questions about the past in order to explore the aspirations and necessities of St. Augustine's colonial population during a time of great social change.

Top to bottom: field notes showing the object scatter; various found fragments; shoe buckle found among the objects.



# Coast Guard Life in St. Augustine During WWII



One night in 1942 Chicago Joe, a pen name to protect the innocent, was sitting on a bench in Lincoln Park with his best girl talking about their future. He was excited to start a new life with her. He would be getting promoted and could afford a nice ring. She however was more interested in the men walking around them in uniform than the proposal that he was making. She turned to Joe and said "you would look awfully good in a uniform, don't you think Joe?" He took the hint and decided to join the Armed Forces. At the recruitment office he found that the best fit for him would be to join the United States Coast Guard. A month later Joe found himself on a train to New Orleans with a promise that she'd be waiting for him

-Shield Magazine, 1940



■ Guardsmen outside of the barracks downtown.

by Barbara Holland

“Joe’s” story, published in *Shield Magazine*, is one of several firsthand accounts of the United States Coast Guard during World War II that we hold in the St. Augustine Lighthouse & Maritime Museum’s Collection. During the war, the Coast Guard set up a training station at Henry Flagler’s famous Ponce de Leon Hotel, known as Ponce Training Center, between 1941 and 1945. This is where recruits, in their first few months of military training, received their “boot”. Thousands of Coast Guard recruits were trained in St. Augustine. The men drilled on the grounds of the Castillo de San Marcos, stood watch over the inlet, manned patrol boats, and marked ships from the top of the Lighthouse.

From top to bottom: Parade march at the Castillo; Breeches buoy training. Both photos courtesy of the St. Augustine

Hib Casselberry, who recruited with his brother, was stationed in the Ponce Training Center and remembers his first night in town. The men were marched from the train station in cold weather. He said that “being from South Florida, he wasn’t used to the cold weather of the north.” When they finally arrived in the hotel the recruits went to the mess hall for breakfast. It was a lavish room with mural ceilings, “much fancier than any “boot” had seen.” After breakfast the newly-enlisted were assigned rooms. Six men were assigned to each room. Hib remembers the time of making the bunks as the time the men got to know each other. They learned where everyone was from and why they had joined the Guard. After getting settled the Guardsmen were marched out for drills on the brick streets around town.

The men learned various lifesaving maneuvers including the use of breeches buoys, which were set up on the grounds of the Ponce. Made of a lifebuoy with canvas breeches attached that are suspended by a rope, a breeches buoy was used for ship to ship or ship to shore rescues (pictured left bottom). A Lyle Gun was used to propel the line to the ship in danger. Once the line had been attached, the breeches buoy was deployed and would transfer one person at a time to safety. One new recruit, Max Fix, remembers training with the breeches buoys. He referred to them being extremely uncomfortable and in the Florida heat “chaffed something awful.” However uncomfortable, he did concede that it was fun to zip down the rope, not that he was looking forward to using the technique in the field.

Guardsmen who had finished training and stationed in St. Augustine were given patrol duties along the beaches and on Anastasia Island. A 24-hour watch was set up at the top of the Lighthouse tower. The primary tool used by these Guardsmen was the marking board. Each ship that passed St. Augustine’s harbor was marked by degrees from the tower. Other assigned tasks included calling in weather reports and maintaining the Lighthouse. Emery Stevens was one of six men stationed at the St. Augustine Lighthouse. In an oral history he recalls his time standing watch on top of the tower. *“When we was on duty. Of course, someone always had to be up there. But when you were on duty you stay here and you weren’t allowed off the property while you were on duty. But you could come in and rest while someone else was up there. Because we had to mark every ship that ...a... If we saw a ship out there. And it had an arrow on it; not a compass but a board that marks it. And we had to mark that ship and radio it in.”* All reports were given to the Captain of the Port.

After the war, the Coast Guard closed the training center. Although now gone, it has left a historical mark on the town. Blending together the oral histories of the area’s residents with the many photographs, archives and artifacts in the Museum, the overall impact the Coast Guard had in the area is coming fully to light. We are looking forward to our upcoming restoration of the Coast Guard Barracks, which will exhibit and honor the significance of this impact.

# Legends of the Light

## Exhibit Preview

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by Paul Zielinski

**R**ight now, the sounds of construction punctuate the Light Station grounds, as a new building takes shape. The Maritime Archaeology & Education Center (MAEC) will house education space, a maritime archaeology wet and dry lab, and a new exhibit space. Behind the scenes, the Museum Interpretation Division is working with exhibit designers to create an engaging and informative exhibit detailing the history of the St. Augustine Lighthouse and the people that lived and worked there.

The new exhibit, “Legends of the Light”, will tell the stories of the Lighthouse keepers and their families who called the St. Augustine Light Station home. Visitors will learn about the first night William Russell lit the light at the top of the tower. They will see photographs of the Old Spanish Watchtower and get to examine a model of it as it looked before the ocean claimed it in 1880. The exhibit also highlights the stories of Maria Andreu and Kate Harn, two keepers’ wives who themselves served as keepers at the St. Augustine Light Station after the passing of their husbands.

The exhibit design includes populating both the MAEC and the interior of the Lighthouse with these stories. Exhibit panels will tell the stories while items like a fourth-order Fresnel lens bring them to life. The MAEC will also feature a display of ten ship models from the Museum collection. The labels for these ship models include information on the ship, some relevant information from the time period the ship represents and a silhouette of a lighthouse the ship would have seen and used for guidance.

The MAEC will serve as a destination for children who are less than 44” tall and are unable to climb the Lighthouse. It will be home to an educational cart shaped like the Lighthouse, complete with educational toys and activities.

Once inside the Lighthouse, climbers will encounter story panels on several landings during their trek up the 219 steps to the top of the tower. Panels will share the history of the Lighthouse and of the keepers and their families through

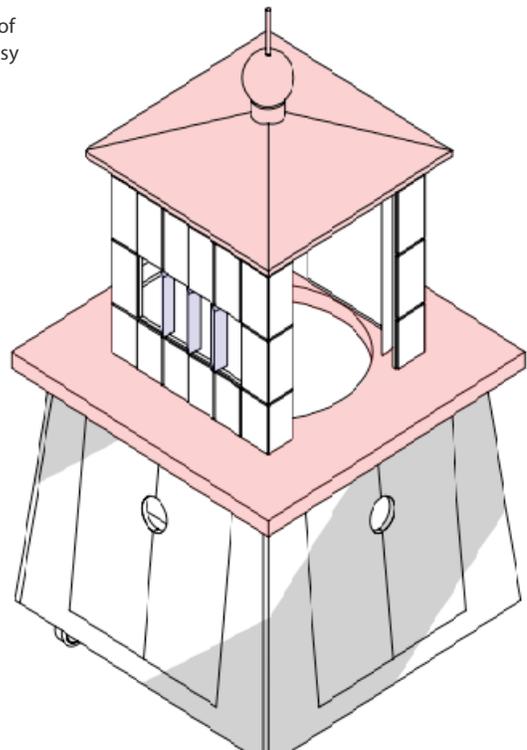
personal stories, making the climb more informational and interactive as visitors take a break during their ascent. Each panel will show how many steps visitors have climbed and how many they have left to go. Upon reaching the top of the tower, climbers will have a newfound appreciation for the history of the St. Augustine Lighthouse and the hard work that the keepers and their families put into making a safe passage to the ancient city.

For this exhibition, our staff has reunited with Architecture is Fun (AIF), the creative team behind Wrecked! exhibit inside the Keepers' House that tells the story of the 1782 British loyalist shipwreck as revealed by Lighthouse maritime archaeologists. Sharon and Peter Exley, the team at AIF, have delivered another gripping exhibit design, full of eye-catching graphics and compelling stories. Their exhibits are interesting, unique and interactive, and this one is no exception.

Legends of the Light will share the stories of the Lighthouse and its surrounding waters. Visitors will learn about the people who lived and worked here, witnessing their successes and challenges. Climbers and non-climbers alike will enjoy an engaging experience and hopefully gain a greater appreciation for the significance of all lighthouses and the ships they guide.



These renderings give an idea of the new exhibit and are courtesy of our creative partner in this project, Architecture is Fun!



# Updates

Construction

Construction has become a way of life around the Lighthouse grounds as of late. However, it is a welcome change of pace as we eagerly await the completion of our new Maritime Archaeology and Education Center. The World War II-era garage is receiving a well-needed renovation which will eventually house our themed cafe of the same era where visitors can enjoy some delightful refreshments after meandering through the maritime heritage park. We are starting to see the visitor viewing area in the conservation lab coming together and the education center portion of the building complex is taking shape. The Lighthouse grounds will be transformed and you won't want to miss all there will be to do and see here. Everyday as new progress is made we are discovering a new piece to our site's story. Just recently during a routine dig to make way for new drainage pipes, a possible Harn-era midden was found. Artifacts from this time period is largely under-represented so this find could have immeasurable implications for our future research.

As the construction is nearing the end, so is our campaign appeal for the last \$100,000 of this project. If you would like to become part of the story here at the Lighthouse, contact us for ways to donate. Your contributions make it possible for us to "discover, preserve, present and keep

■ Tonya Creamer



■ Aerial view of the construction progress, early June.



## Come & Visit

\*denotes members only event

June 13	Dark of the Moon tour*	8:30 p.m.
July 13	SkipJack Launch	5:30 p.m.
July 13	Maritime Commerce and the Origins of Globalization with Captain Thomas G. Anderson, PhD., MD, USN, Ret.*	7:00 p.m.
Aug 17	The Storytelling Sims*	7:00 p.m.
Sept TBD	Maritime Archaeology & Education Center Grand Opening	TBD

■ Please contact Michelle Adams for questions or to attend an event. We look forward to seeing you soon!

P: 904.829.0745 ext. 212

E: madams@staugustinelighthouse.org

# Are you socializing with us?

If not, here's what you missed


**staugustinelighthouse** "Write it on your heart that every day is the best day in the year."  
 ~Ralph Waldo Emerson  
 Photo courtesy of Kaelyn Nicole Harvey




**staugdom** Have you ever wondered which of our ghosts you are most like? Take our quiz to find out which ghost frequenting the Lighthouse you may be:

<https://www.playbuzz.com/sam.../which-lighthouse-ghost-are-you>




**stauglighthouse** To start your Monday off right, we're beginning our Construction update series. Take a peek each week to see what's been accomplished on the construction front. Here, the new viewing space in the conservation room. #constructionupdate #update #upcloseandpersonal #behindthescenes #conservation #maritimearchaeology #staugustine




**staugustinelighthouse** When Atlantic Beach Elementary School asked the St. Augustine Lighthouse & Maritime Museum for someone to come and talk to the kids about shipwrecks, Director of Maritime Research Chuck Meide was the perfect archaeologist for the job! He went to Atlantic Beach Elementary from kindergarten through 5th grade, and the school is where his parents met—they were both teachers there! The kids loved having an Atlantic Beach Elementary grad come to talk about shipwrecks, diving and archaeology.



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