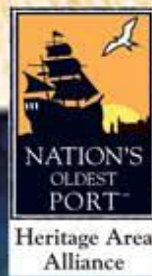


Nation's Oldest Port National Heritage Area Feasibility Study



*Prepared by the St. Augustine Lighthouse & Museum, Inc.
and the Nation's Oldest Port National Heritage Area
Alliance*



FEASIBILITY STUDY FOR THE NATION'S OLDEST PORT NATIONAL HERITAGE AREA



Heritage Area Alliance

Prepared by the

St. Augustine Lighthouse and Museum, Inc. and the

Nation's Oldest Port Heritage Area Alliance

March 6, 2013

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CHAPTER 1

INTRODUCTION

This feasibility study is an introduction to a unique, scenic, and historic maritime landscape. From the Native Americans who lived here first, to the diverse peoples who call the area home today- this region has been shaped by the sea that borders it. Here is where Ponce de Leon's navigator took his northernmost compass reading before he landed in 1513 to name La Florida. Here is the same landscape that attracted Jean Ribault's French colony to Fort Caroline, near modern day Jacksonville, FL, in 1562. Here also is where the Spanish, under the command of Pedro Menendez de Aviles, created a settlement in 1565 that became St. Augustine, the Nation's oldest and continually occupied European city. About 60 miles from the ancient city's shallow but historic port of call, the powerful Gulf Stream makes its final turn east, flowing from the Caribbean trade routes back toward Europe and significantly Spain, the world's foremost maritime power in the 16th century. This special, multi-cultural geographical region has influenced the growth and establishment of our nation, along with Northeast Florida's traditions and history, from its maritime normative environment to its tourism based economy. It is set to celebrate its 450th birthday in 2014.

The proposed National Historic Area encompasses the title "Nation's Oldest Port National Heritage Area". The name provides recognition of the area's ties to its coastal landscape and its settlement patterns. The region is home to literally thousands of cultural resource sites, historic structures, natural species, recreational opportunities, arts and cultural organizations, and scenic vistas. Because of the sheer volume of resources in the region, this study is not meant as a comprehensive listing of all the area has to offer. Rather, its purpose is to point out a significant number of them, resulting in a more comprehensive understanding of the importance of the area's history and its connections to the coastal geography. The hope is that we can achieve Congressional designation in time for St. Augustine's 450th Birthday Commemoration in 2015 by beginning the process during the 500th Birthday of La Florida in 2013.

The Saint Augustine Lighthouse & Museum, Inc. (SAL&M) has acted as the not-for-profit parent of this project since 2007. The staff and Board of Trustees of the SAL&M wish to gratefully and warmly thank the literally hundreds of volunteers and community scholars, business men and women, and public servants who have participated in discussing, researching, writing about and documenting the significance of this area's resources and what we value in this unique region, for the purposes of this feasibility study.

Questions serving as the basis of this feasibility study:

1. What is a National Heritage Area?
2. What are the nationally distinctive stories, or themes, of this region?
3. What significant, publically accessible resources help illustrate these stories or themes?
4. What are the potentials of National Heritage Area designation for helping preserve, enhance, and interpret these resources?
5. How will the region's stakeholders benefit from a National Heritage Area designation?
6. How broad is local support for a National Heritage Area?

What is a National Heritage Area?

The following language is used by National Park Service officials to describe National Heritage Areas.

“National Heritage Areas are places where natural, cultural, historic and scenic resources combine to form a cohesive, nationally important landscape arising from patterns of human activity shaped by geography. These patterns make National Heritage Areas representative of the American experience through the physical features that remain and the traditions that have evolved in them. These regions are acknowledged by Congress for their capacity to tell important stories about our nation. Continued use of National Heritage Areas by people whose traditions helped to shape the landscape enhances their significance” (– National Park Service at www.nps.gov/history/heritageareas/, retrieved on-line by White, L, September, 009.)

Local entities representing multiple stakeholders manage National Heritage Areas with planning and interpretation assistance and expertise from the National Park Service. Through annual Congressional appropriations administered by local national park unit partners, up to \$10 million in 50-percent match funding is available to each National Heritage Area over a period of 15 years. This seed money helps cover basic expenses, such as staffing, and also leverages money from state, local, and private sources to implement locally selected projects.

The above information was taken from the following sources where additional information may also be found.

<http://www.nps.gov/history/heritageareas/>

<http://www.nationalheritageareas.us/>

<http://www.nationalheritageareas.us/docs/2004MGM2.pdf> for the economic impacts of Heritage Areas early in the NHA program.

Proposed Boundaries

The boundaries of any National Heritage Area are non-regulatory and are used for purposes of marketing and description only. We have attempted to choose transportation corridors as boundary markers be they rivers, the sea or highways that contributed in earnest to the growth and cultural development of the region. In only one instance has a political line been used as a boundary; that is the southern boundary line of the border of Flagler County. Inclusion inside the boundary and the NHA program is completely voluntary.

The Working Group of the Nation’s Oldest Port National Heritage Area Alliance (NOPNHA) for the proposed National Heritage Area has indentified the following proposed boundaries from public input during dozens of community meetings:

- To the east: Three miles into the Atlantic Ocean, encompassing State of Florida territorial waters. This area encompasses several inlets which have been pivotal to trade and settlement and military protection of historic communities in this region. These inlets include: Ferindina Beach where Florida’s seafood industry began at the mouth of the St. Mary’s River; Nassau Sound on the Nassau

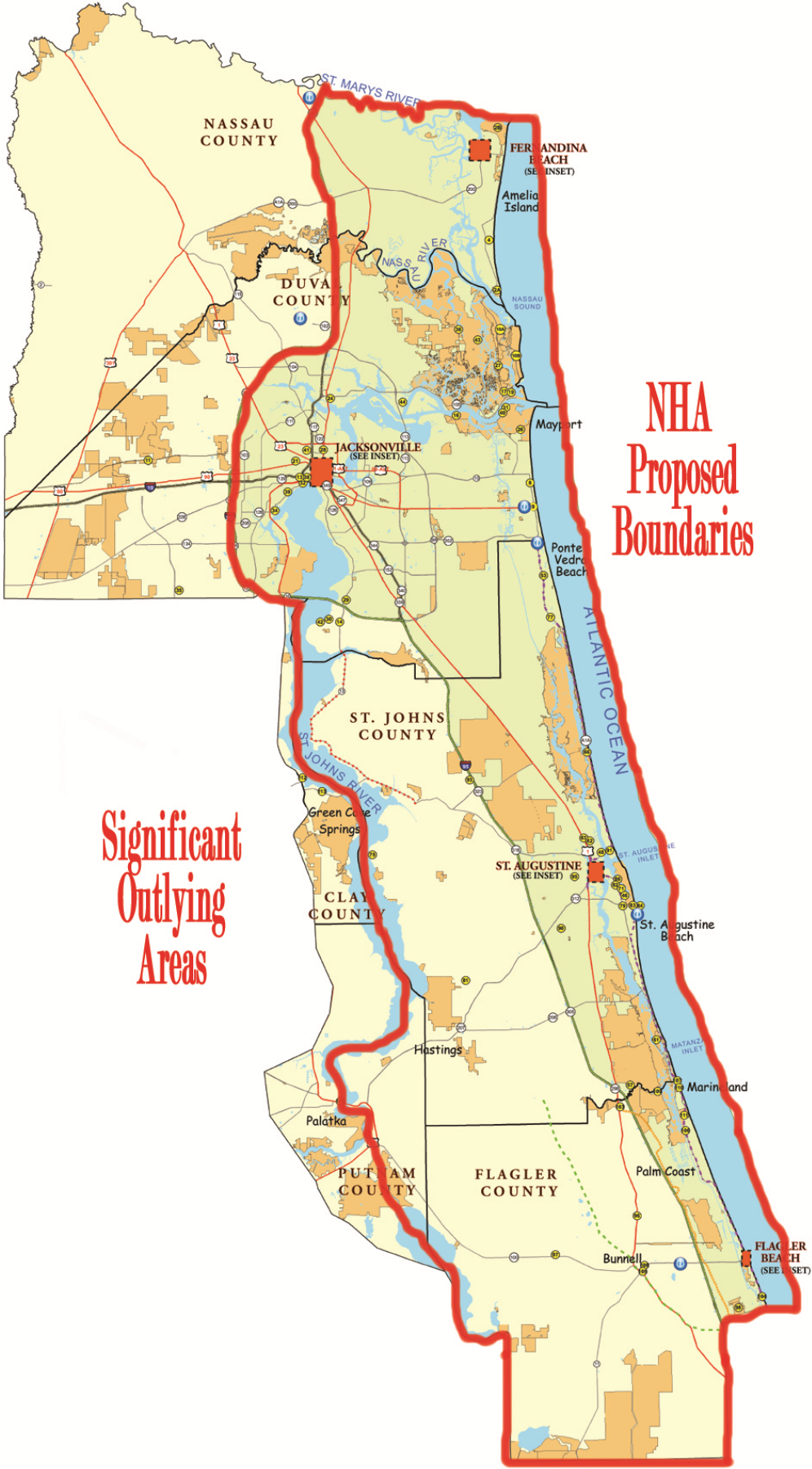
River; the historic Mayport Inlet with its historic fishing village at the mouth of the mighty St. Johns River; the historic, ever-changing, St. Augustine inlet, used for protection and defense by Pedro Menendez De Aviles founder of the Nation's oldest continually occupied European settlement; the naturally occurring Matanzas Inlet; and the historic, but minor Pinon Inlet just above it.

- To the north: The middle of the St. Mary's River which forms the border between Georgia and Florida, stretching southward across Duval, St. Johns County and Flagler Counties and incorporating three interlocking watersheds, the Matanzas, Tolomato, and Guana watershed areas. This stretch of natural beauty in a riverine and estuarine environment also encompasses Scenic Hwy AIA and the historic, Old Kings Road.
- To the west: the outer loop boundary of I-95 and 295 near Jacksonville Florida, Touching Nassau and Clay Counties continuing down the Middle of the St. Johns River past the river bend just east of Paltaka, FL in Putnam County, including the agricultural richness of western St. Johns County, then along State Road 20 to the Flagler County boundary encompassing all of Flagler Beach.
- To the south: To the Flagler County line, encompassing all of the City of Flagler Beach and allowing incorporation of the remaining parcels of the Flagler County Blueway http://www.dep.state.fl.us/lands/ARC/Agendas/2011/Oct/ITEM_6Flagler%20County%20Blueway.pdf and of the natural areas historically used for production of naval stores and lumber.

External to or crossing these boundaries may lie significant contributing but outlying sites or areas that may, with additional study, be included inside the boundaries in the future, and can remain eligible for funding at the discretion of the NOPNHA Alliance inside the parameters of the current boundary management plan. Participation in the NOPNHA Alliance is open to representatives of these areas. A management plan is to be created as a next step to this feasibility study after Federal designation occurs. Participation and cooperation are the best routes to having your site or area included and recognized as part of the National Heritage Area.

Similarly, if you do not wish to be part of the National Heritage Area, even inside the boundaries you do not have to be so included. All participation is deliberate and voluntary

Please see below for a map of the proposed boundaries. Again, no regulations or laws or restrictions are created because of these boundaries.



**NHA
Proposed
Boundaries**

**Significant
Outlying
Areas**

CHAPTER 2

PUBLIC SUPPORT FOR AND PUBLIC BENEFITS OF THE NATIONAL HERITAGE AREA

Multi-Year, Totally Voluntary, Community-Based Initiative

With the development of the 450th Birthday Commemoration of St. Augustine, many people have posed significant questions. Why only celebrate this unique culture on the national level once every few decades? Why isn't there a permanent apparatus to celebrate the unique cultural landscape of the entire region? A meeting between the office of U.S. Senator Mel Martinez and the leadership at the St. Augustine Lighthouse and Museum occurred in early 2007, birthing the idea of a National Heritage Area for Northeast Florida. What was originally going to be centered in the St. Augustine area expanded down into Flagler County and upward to Jacksonville and Amelia Island. This change resulted from the realization that one cannot tell the story of America's oldest maritime region without talking about the French settlement in Jacksonville, FL, which was an impetus for settlement, or the unique, sustainable natural resources of Fernandina Beach to the north and Flagler County to the south. What started out as an idea discussed in theory by a few people has now turned into a region-wide movement involving historians, historical societies and museums, tourism boards, local governments, natural resource enthusiasts, and business groups. The following sections demonstrate the comprehensive approach that this initiative has taken from inception to present.

Benefits of a National Heritage Area

Today, a diverse network of local partners are working together toward the designation of a Nation's Oldest Port National Heritage Area based on the long-term benefits this special recognition would offer to the region. Through voluntary participation and local management - without affecting property rights - some major benefits to residents, visitors, and existing national park units will include the following.

Benefits of National Heritage Area Designation

- A community prescribed, entirely voluntary approach to cultural and natural resource preservation, including potential conservation, encouragement of tourism and economic regeneration, without negative impact from excessive regulation and without negative impact on private property rights. If you would like to see legislation regarding America's National Heritage Areas, you can start at this link: <http://www.nps.gov/history/heritageareas/LEG/>
- Encouragement of dialogue about shared community values surrounding heritage as a tool for cultural, educational and economic development.
- Creation of regional, reciprocal partnerships to achieve success with locally-led recreation, natural, education, cultural, arts, and tourism projects.
- Encouragement of interdisciplinary and public/private partnerships across the region.

- Management and strategic planning advice along with limited financial assistance for voluntary community projects involving historic, cultural, natural, outdoor, recreational and scenic resources.
- Expanding opportunities for lifelong learning about regional resources by local citizens and the public, as well as encouragement to get out and explore what is special in one's own area. This is particularly useful for the many Floridian communities with a large population of new residents or snowbirds.
- Increased sustainable heritage tourism and the resulting economic boost.
- Job creation in tourism, preservation, restoration, and education.
- Inclusion in nationwide marketing for National Heritage Areas, including the ability to use the National Park Service logo.
- Potential limited financial assistance for community projects related to history, heritage, tourism, historic preservation, conservation, natural resource protection, marketing, etc.

Coalition Building

Presentations to Local Stakeholder Groups and Local Leaders

- Florida Sea Grant, Guana Tolomato Matanzas National Estuarine Research Reserve, Lighthouse Archaeological Maritime Program, St. Augustine Lighthouse and Museum, and St. Johns County Historic Resources, January 8, 2008.
- Historic Preservation Advisory Committee of St. Augustine, 2008
- St. Augustine Attractions Associations, June 27, 2008
- Historical Area Council, 2008
- Florida Department of Military Affairs, July 11, 2008
- St. Johns County Rotary Club, July 30, 2008
- NHA Working Group, August 12, 2008
- Historic Resource Review Board (St. Johns County), August 4, 2008
- Flagler Beach Rotary, August 14, 2008
- St. Johns River Water Management District/GIS representative Elizabeth Daneman, September 28, 2008
- Ponte Vedra Community Coalition, September 29, 2008
- National Park Service – Castillo de San Marco National Monument Superintendent Gordie Wilson and Flagler College Leslee Keys at NHA Public Meeting, September 30, 2008
- Town of Marineland, Mayor, October 1, 2008
- Anastasia Books Owner Sandra Parks, October 5, 2008
- NPS Castillo de San Marcos National Monument Superintendent, October 6, 2008
- St. Johns River Water Management District Northern Coastal Basin Manager, October 7, 2008
- St. Johns County Board of County Commissioners, met with individual commissioners - Ron Sanchez and Ken Bryan, December 18, 2008
- St. Johns County Commissioner Cyndi Stevenson, December, 2008
- National Federation of Independent Business / Michael Cunningham, January 12, 2009
- St. Johns County Recreation and Park Department Director Troy Blevins, January 13, 2009

- Friends of Scenic and Historic A1A Coastal Byway meeting/workshop, January 15, 2009
- St. Augustine Yacht Club, January 15, 2009
- North Shores Improvement Association and Vilano Beach Main Street Group, February 9, 2009
- St. Augustine Archaeological Association, February 6, 2009
- Flagler College Director of Corporate, Government and Foundation Relations Leslee Keys, February 11, 2009
- Ancient City Tours Owner and Author Karen Harvey, March 16, 2009
- St. Augustine Historical Society Executive Director, April 6, 2009
- Historic St. Augustine Area Council/ St. Johns County Chamber of Commerce, April 10, 2009
- St. Augustine Beach Civic Association representative Robert Samuels , April, 2009
- Flagler County History Coalition, April 18, 2009
- Florida Agricultural Museum Executive Director, May 1, 2009
- St. Augustine Port, Waterway and Beach District Commission, May 19, 2009
- City of St. Augustine (John Regan and Dana Ste. Claire), May 21, 2009
- Flagler County Commissioner Milissa Holland, May 22, 2009
- City of St. Augustine and St. Augustine Port, Waterway and Beach District Commission, June 11, 2009
- Flagler County Historic Resources Volunteer Group / Palm Coast, June 16, 2009
- St. Augustine Port, Waterway and Beach District Commission, June 16, 2009
- City of St. Augustine Beach Commission, August 3, 2009
- St. Augustine Port, Waterway and Beach District Commission, August 21, 2009
- City of Palm Coast Commission, September 1, 2009
- St. Augustine Port, Waterway and Beach District Commission, September 15, 2009
- St. Johns County Environmental Planning Division Director Jan Brewer and St. Johns River Water Management District Land Manager J. B. Miller, September 16, 2009
- City of Flagler Beach Economic Development Task Force, November 2, 2009
- Flagler County Project Engineer, Amy Kennedy, November 20, 2009
- Florida Department of State - Division of Historical Resources / Barbara Mattick, November 30, 2009
- U.S. Coast Guard Auxiliary representative Vic Aquino, December 17, 2009
- Flagler County Tourism Development Council, January 20, 2010
- South Beach Business Council – St. Johns County Chamber of Commerce, January 27, 2010
- St. Augustine Maritime Heritage Foundation representative Roy Jaeger, January 27, 2010 and February 18, 2010
- Slow Food First Coast, January 28, 2010
- St. Johns County Cooperative Extension Service/University of Florida, January 28, 2010
- Flagler County Cooperative Extension Service / University of Florida, 2010
- St. Johns County Public Library Director Debra Gibson, March 17, 2010
- Menorcan Society President Carol Lopez Bradshaw, April 16, 2010
- Florida Living History/Los Companeros de la Cocina representative Davis Walker, April 24, 2010
- National Park Service Timucuan Ecological and Historic Preserve’s Park Archaeologist John Whitehurst, April 27, 2010
- Visit Jacksonville Interim Director Mya Surrency, May 2, 2010
- International Heritage Development Conference – National Park Service Southeast Division representative Chris Abbett, June 30, 2010

- Gullah Geechee Cultural Heritage Corridor and Nation's Oldest Port Heritage Area Alliance members, August 5, 2010
- Visit Jacksonville Partnership Director Kimberly Morgan, August 6, 2010
- Regional Tourism and Visitor and Convention Bureau representatives (Flagler and St. Johns Counties) and National Park Service staff (Castillo De San Marco National Monument and Gullah Geechee Cultural Heritage Corridor), August 6, 2010
- St. Augustine Foundation Board Member Cecile Marie Saestre, August 9, 2010
- U. S. Senator George LeMieux's staff Adele Griffin, Jacksonville, FL, August 26, 2010
- North Florida Transportation Planning Organization's Marci Larson, Jacksonville, FL, August 26, 2010
- NHA Presentation to Visit Jacksonville Partners (Ancient City Tours, Clara White Mission, Cummer Museum of Art and Gardens, E2Ride Bike Tours, Museum of Science and History, Jacksonville Cultural Council, Jacksonville Historical Society, Jacksonville Maritime Museum, Jacksonville Recreation and Parks, Jacksonville Economic Development Council, North Florida Regional Council, Riverside Avondale Preservation, Visit Jacksonville), Jacksonville, FL, August 26, 2010
- City of St. Augustine Department of Heritage Tourism Director Dana Ste. Claire, St. Augustine, FL, August 27, 2010
- St. Augustine Maritime Heritage Foundation and Florida Public Archaeology Network planning for Maritime Trail within NHA, St. Augustine, FL, August 30, 2010
- St. Augustine, Ponte Vedra and the Beaches Visitor and Convention Bureau, St. Augustine regarding draft Bylaws for Heritage Area Alliance, St. Augustine, FL, August 30, 2010
- Congressman Anders Crenshaw staff Nathan Riska, Jacksonville, FL, September 1, 2010
- Cultural Council of Greater Jacksonville and Jacksonville Historical Society, phone call, September 23, 2010
- Amelia Island Tourist Development Council, Amelia Island History Museum, City of Fernandina Beach, October 18, 2010
- North Florida Transportation Planning Organization, Jacksonville, FL, October 19, 2010
- Jacksonville Preservation Planner, Jacksonville, FL, October 19, 2010
- Jacksonville Recreation and Parks Director, Jacksonville, FL, October 19, 2010
- St. Augustine Historical Society Research Librarian Charles Tingley and Preservation Consultant Marsha Chance, phone call, October 20, 2010
- St. Augustine Independent Restaurant Association and Romanza regarding Heritage Area Map's trails on agricultural and culinary heritage and coastal arts and architecture, St. Augustine Beach, FL, October 21, 2010
- North Florida Regional Council, Jacksonville, FL, November 4, 2010
- Jacksonville Preservation Planner Joel McEachin, Jacksonville Parks and Recreation Director Shorty Robbins, Clara White Mission Director Ju'Coby Pittman Peele, Jacksonville, FL, November 4, 2010
- Flagler College's Leslee Keys regarding Florida Humanities Council planning grant project partnership with Nation's Oldest Port Heritage Area Alliance, St. Augustine, FL, November 6, 2010
- St. Johns County Commissioner Cyndi Stevenson and St. Johns County Tourist Development Council Director Glenn Hastings, St. Augustine, FL, November 8, 2010
- St. Johns County Historic Resources Coordinator Robin Moore and Jacksonville Preservation Planner Joel McEachin regarding supporting resources / historic resources, St. Augustine FL and McEachin linked by phone, November 9, 2010
- Independent author and anthropologist Pat Griffin regarding Multicultural Frontier theme, St. Augustine, FL, November 9, 2010

- St. Augustine Lighthouse and Museum, Inc.'s Kathy Fleming, Lighthouse Archaeological Program's Chuck Meide, and Nation's Oldest Port Heritage Area Alliance's Leslie White regarding maritime landscape rationale for proposed boundary, St. Augustine, FL, November 10, 2010
- Slow Food First Coast's Richard Villadoniga regarding Heritage Area Experiences Map / Agricultural and Culinary Heritage trail, November 10, 2010
- NHA Working Group meeting regarding new partners, revised bylaws, boundary discussion, feasibility study themes, and Heritage Area Experiences Map and themed trails, Palm Coast, FL, November 12, 2010
- City of St. Augustine Commissioner Nancy Sikes Kline regarding National Heritage Area initiative progress, related map, trails and foods guide project, phone call, December 6, 2010
- Meeting with Adele Griffin, Regional Director for U.S. Senator George LeMieux, December 16, 2010
- Meeting with Janet Owen, Vice President of Government Affairs for the University of North Florida, December 18, 2010
- Meeting with Adele Griffin, Regional Director for US Senator Marco Rubio, October, 2012
- Meeting with Michele Barth, Mayor Alvin Brown's Office, City of Jacksonville, FL, October, 2012

Letters of Support from Local Business and Tourism Organizations

- Avenida Inn St. Augustine, November 19, 2007
- St. Johns County Chamber of Commerce – Historic St. Augustine Area Council, June 8 2009
- St. Johns County Chamber of Commerce, June 11, 2009
- St. Augustine and St. Johns County Board of Realtors, July 17, 2009
- Anchor Light Inc. & Crocodeli, August 12, 2009
- Ponte Vedra Beach Chamber of Commerce & Visitor Information Center, September 10, 2009
- Kelly's Photography, September 22, 2009
- Camachee Cove Yacht Harbor, December 30, 2009
- North Shores Improvement Association, January 15, 2010
- Vilano Beach Main Street Waterfronts Town Center Partnership Group, January 15, 2010
- St. Johns County Chamber of Commerce – South Beach Business Council, January 18, 2010
- Flagler County Board of County Commissioners Tourist Development Council, January 21, 2010
- St. Augustine, Ponte Vedra and the Beaches Visitors and Convention Bureau, February 18, 2010
- St. Johns County Economic Development Council, March 8, 2010
- Jacksonville Economic Development Commission, October 12, 2010
- Amelia Island Tourist Development Council, October 19, 2010
- St. Augustine Attractions Association
- St. Johns County Tourism Development Council
- Visit Jacksonville
- Visit Florida
- St. Augustine Independent Restaurant Association (Lorna MacDonald)
- Jacksonville Restaurant Association (Corky Bergamo)
- Museum of Science and Industry
- North Florida Transportation Planning Organization
- North Florida Regional Council
- Romanza

Letters of Support from Organizations and Nonprofits Involved in Historic Preservation, Nature Conservation, and Environmental Education

- St. Augustine Lighthouse and Museum, Inc., September 27, 2007
- Naval Order of the United States, November 1, 2007
- Friends of A1A, August 27, 2008
- Historic Tours of America, February 11, 2009
- Flagler County Historical Society, May 18, 2009
- American Association of University Women – Flagler County Branch, May 22, 2009
- Flagler Beach Historical Museum, Inc. June 17, 2009
- St. Augustine Archeological Association, June 26, 2009
- Guana Tolomato Matanzas National Estuarine Research Reserve Management Advisory Group, June 26, 2009
- Heritage Crossroads: Miles of History, September 22, 2009
- Slow Food First Coast, September 23, 2009
- Friends of the GTM Reserve, October 1, 2009
- Florida Department of State – Division of Historical Resources and State Historic Preservation Officer, December 31, 2009
- Florida Heritage Book Festival, January 8, 2010
- Navy League of the United States, March 11, 2010
- E2Ride Bike Tours, September 21, 2010
- Riverside Avondale Preservation, October 1, 2010
- Friends of Beaches Branch Library, October 10, 2010
- San Marco Preservation Society, November 3, 2010

Additional Outreach To:

- Amelia Island Museum of History
- Audubon of Florida
- St. Augustine Historical Society
- St. Augustine Art Association
- St. Augustine Cultural Council
- African American Cultural Center – Palm Coast
- Palm Coast Historic Resources Group
- Florida Public Archaeology Network
- Florida Living History
- Jacksonville Historical Society
- Jacksonville Museum of Science and History
- Clara White Mission
- Cummer Museum of Art & Gardens
- Cultural Council of Greater Jacksonville
- Jacksonville Maritime Museum
- Riverside Arts Market
- Friends of the Flagler County Public Library
- Friends of the St. Johns County Public Library
- St. Johns County, Cultural Resources Review Board

OBTAINING LOCAL POLITICAL SUPPORT

Extensive outreach has been conducted to officials from Washington, Tallahassee, and locally in Northeast Florida to solicit support. Numerous letters of support from elected officials and governmental entities follow this section. Whether it is from the local members of Congress, the members of the regional Florida Legislative delegation, or local elected officials, the responses have been overwhelmingly positive as the National Heritage Area for the region moves forward.

Presentations to Local Governments, Tribes, and State Officials

- Town of Marineland, October 1, 2008
- Flagler County Board of County Commissioners Chairman Milissa Holland, May 22, 2009
- Florida Division of Historical Resources Director and State Historic Preservation Officer, May, 2009
- City of St. Augustine Commissioner Nancy Sikes Kline, April 19, 2009, 21, 2009,
- City of St. Augustine Beach Commission, August 3, 2009
- City of Palm Coast Commission, September 1, 2009
- City of Flagler Beach – Economic Development Committee, November 2, 2009
- City of Fernandina Beach Council Member Arlene Filkoff, October 18, 2010
- St. Johns County Commissioner Cyndi Stevenson, November 4, 2010

Resolutions and Letters of Support from Local Governments

- St. Johns County Board of County Commissioners Vice Chairman/Commissioner District 4 Thomas Manual, October 24, 2007
- City of St. Augustine City Commissioner/Vice Mayor Donald Critchlow, October 30, 2007
- Town of Marineland Mayor, July 15, 2009
- Flagler County Board of County Commissioners, Resolution No. 2009-37, July 20, 2009
- City of St. Augustine Beach, August 3, 2009
- City of Palm Coast, Resolution 2009-153, September 1, 2009
- City of Flagler Beach, Resolution 2009-72, December 17, 2009
- City of Jacksonville Mayor John Peyton, October 7, 2010
- City of Fernandina Beach, Resolution 2010-153, December 21, 2010
- City of St. Augustine, Inclusion of Heritage Tourism staffer, Dana Ste Clair from 2007 – 2012
- City of St. Augustine, Discussion of NHA with City Manager, John Regan, November 2012.

Letters and Signatures of Support from Local Citizens

- Barbara and Ray Hamel, November 8, 2007
- Karen Strandhagen, November 13, 2007
- James “Ed” Long, November 15, 2007
- Charles C. Wolfe, November, 2007
- Lenora Silver, Ed.D., November 19, 2007
- Bob and Donna Stephens, St. Augustine, FL, January 22, 2008
- Christine Newman, Registered Professional Archaeologist and NHA Working Group Member, September 28, 2009
- Kristee Booth, DeLand, FL, January 27, 2010
- Verna Brown, St. Augustine, FL, January 27, 2010

- Randy Brunson, St. Augustine, FL, January 27, 2010
- Victor Aquino, St. Augustine, FL, January 27, 2010
- Marsha Chance, St. Augustine, FL, January 27, 2010
- David Dinkins, St. Augustine, FL, January 27, 2010
- G. Lane Feezor, St. Augustine, FL, January 27, 2010
- Roy Jaeger, St. Augustine, FL, January 27, 2010
- Susie Kontul, St. Augustine, FL, January 27, 2010
- Gayle Logan, St. Augustine, FL, January 27, 2010
- Rick McCausney, St. Augustine, FL, January 27, 2010
- J. B. Miller, St. Augustine, FL, January 27, 2010
- Andrea Samuels, St. Augustine, FL, January 27, 2010
- Robert Samuels, St. Augustine, FL, January 27, 2010
- Wendy Thomson, St. Augustine, FL, January 27, 2010
- Brian Urquhart, St. Augustine, FL, January 27, 2010
- Christy Yates, St. Augustine, FL, January 27, 2010
- Janet Zimmerman, St. Augustine, FL, January 27, 2010

Letters of Support from Local, State and Federal Managers

- Barbara Goodman, Park Manager, Gamble Rogers Memorial State Recreation Area, July 17, 2009
- Scott M. Stroh, Florida Department of State - Division of Historical Resources and State Historic Preservation Officer, December 31, 2009
- Paul Crawford, Park Manager, Anastasia Island State Park, December 10, 2010
- Florida Department of Environmental Protection, Division of State Parks

Letters of Support from State Officials

- State Representative William Proctor (District 20), October 23, 2007
- U. S. Senator Bill Nelson, October 26, 2007
- Senator Mel Martinez, November 15, 2007
- Scott M. Stroh, State of Florida Historic Preservation Officer, December 31, 2009

Public Outreach

Since the designation effort began, it has been very important to conduct the necessary outreach to stakeholders and to the general public on the concept of the proposed Nation's Oldest Port Region National Heritage Area. Meetings with stakeholders and the public have been held throughout the region to educate and solicit input on what a heritage area in the region should represent and how it can be incorporated into the historical landscape of the region.

Newsletters and other media over the last few years have also been helpful in reaching out to the public to complement the effort to educate the entire region on the potential benefits of the National Heritage Area for the entire region.

Meetings

- South Ponte Vedra Beach, April 15, 2008
- St. Augustine/Anastasia Island, September 30, 2008
- Marineland, October 1, 2008
- St. Augustine, April 10, 2009

- Palm Coast, May 22, 2009
- Ponte Vedra Beach, June 22, 2009
- St. Augustine Beach, January 27, 2010
- Jacksonville, August 26, 2010
- Amelia Island / Fernandina Beach, October 18, 2010
- Palm Coast, November 12, 2010
- Jacksonville Florida meeting with Visit Jax, October 2012.
- Conference Call with Stakeholders, December 14, 2012

Contact with Local Legislators

- Communication with Senator Mel Martinez and State Director Kevin Doyle, starting in early 2007 and lasting throughout the term of Senator Martinez.
- Emails with Michelle Barth, staff of U.S. Senator Bill Nelson, January 25, 2010, March 9, 2010 throughout her tenure with Senator Nelson.
- Meeting with Katie Ross, staff of U.S. Senator Bell Nelson, October, 2012 and November 11, 2012.
- Meeting and emails with Adele Griffin, staff of Senator George LeMieux, August 26, 2010
- Meeting with Adele Griffien, staff of Senator Marco Rubio, October 2012.
- Meeting and emails with Nathan Riska, staff of Congressman Ander Crenshaw; September 1, 2010 and December, 2010. Follow up conversations fall of 2012.
- Repeated Meeting and emails with Wiley Deck, staff of Congressman John Mica
- Meeting and email with Ken Johnson, staff of Congresswoman Corrine Brown
- Repeated Meeting and emails with Allison Johnson, staff of State Representative Bill Proctor
- Meeting and emails with Gwen Carmichael, staff of Representative Mike Weinstein
- Presentation to the St. Johns County Legislative Delegation at their annual meeting in Jacksonville, December 2010
- Email Communication with Senator Nelson, December 14, 2012
- Email Communication with Mayor Alvin Brown, Jacksonville, FL December, 14, 2012

Nation's Oldest Port National Heritage Area Working Group / Heritage Area Alliance Meetings

- St. Augustine Lighthouse and Museum, Inc. and Leslie White Consulting, August 21, 2007
- South Ponte Vedra Beach and St. Augustine, FL, January 8, 2008
- South Ponte Vedra Beach, FL, April 16, 2008
- Vilano Beach, FL, June 5, 2008
- Marineland, August 2008
- Resource Data Sets Committee, St. Augustine, FL, October 7, 2008
- Conference call, December 2, 2008
- Conference call, February 24, 2009
- Conference call, March 24, 2009
- St. Augustine, April 10, 2009
- Theme writers meeting, St. Augustine, August 10, 2009
- Palm Coast, FL, May 22, 2009
- Conference call June 11, 2009
- Marineland, FL, August 12, 2009
- Natural resource theme, St. Augustine, FL, September 16, 2009

- Ponte Vedra Beach, FL, September 21, 2009
- St. Augustine Beach, FL, January 27, 2010
- Boundary mapping, phone conference, March 29, 2010
- Grant writing committee, St. Augustine, FL, April 26, 2010
- St. Augustine, FL, April 27, 2010
- Local and heritage foods committee, St. Augustine, FL, April 28, 2010
- Supporting resources committee, St. Augustine, FL, April 29, 2010
- Cultural Council of Greater Jacksonville and Jacksonville Historical Society, conference call, September 23, 2010
- Palm Coast, FL, November 12, 2010
- ,Conference Call set up by St. Augustine Lighthouse & Museum to entire delegation for update on the project, December 14, 2012

Information Booths at Local Events

- Bird Island Festival, October 5, 2008
- Creekside Festival, Flagler County, October 11-12, 2008
- Creekside Festival, Flagler Beach, July 4, 2009
- Florida Heritage Book Festival, June 2010
- St. Augustine Lighthouse and Museum Lighthouse Festival, March, 2009 – 2012
- Brochure distribution to St. Johns County Chamber of Commerce, St. Johns County Visitors and Convention Bureau, Flagler County, and Visit Jacksonville.

Articles in Local Newspapers / Websites

- “Public Meeting for National Maritime Heritage Area Workshop,” The Keeper’s Blog – Saint Augustine Lighthouse.com/blog/, March 31, 2008
- “National Maritime Heritage Area Workshop, April 15,” StAugustinelighthouse.com, April 3, 2008
- “Area Plans Embrace of A1A Corridor,” St. Augustine Record, July 8, 2008
- “NHA Public Meeting,” St. Augustine Record, Fall 2008
- “The Nation’s Oldest Port National Heritage Area: Important to Our Community, What Is Special About Where We Live, How Can We Make It More Desirable?,” North Shore News, March 2009
- “Chamber Sponsors National Heritage Area Event,” St. Augustine News - Historic City News, March 22, 2009
- “National Heritage Area Effort Continues,” St. Augustine Report, April 14, 2009
- “National Heritage Area Effort Continues,” St. Augustine News – Historic City News and Media, April 14, 2009
- “Proposed National Heritage Area Public Meeting,” Historic City News, June 17, 2009
- “We’re the Oldest Port as well as the Oldest City,” St. Augustine Record, July 19, 2009
- “Port May Become Heritage Area,” St. Augustine Record front page, November 3, 2009
- “TDC Gets Behind Heritage Area Push,” Flagler County News and Newsjournalonline.com, January 3, 2010
- National Heritage Area “Designation as National Heritage Area: What It Means for Our Community,” St. Augustine Record, February, 2009
- “Local Heritage Foods Focus of New Guide,” Historic City News, April 18, 2010
- “Food Guide Underway; Meeting Set Wednesday,” StAugustine.com – Special to the Record, April 26, 2010

- “Gannett Fleming Supports Pursuit of Federal Designation for Nation’s Oldest Port,” Gannett Fleming National Corporate News, May 2009
- “Local and Heritage Foods Guide Being Developed,” St. Augustine Record, May 20, 2010
- “Local and Heritage Foods Guide Underway,” St. Johns Cultural Council website front page, June 2, 2010
- Heritage Area Experience Map
- “New Heritage Area Experiences Map Will Guide Visitors with a Wide Range of Interests to Local Spots,” Florida Times Union Shorelines Insert and Florida Times Union Jacksonville.com, September 9, 2010

Financial Contributions and In-Kind Support

Over \$600,000 of staffing and in-kind support has been provided by the Saint Augustine Lighthouse and Museum between 2007 and 2012. The support has included staffing, travel, office supplies, utilities, office space and professional council from Wexford and Associates, Inc. The Saint Augustine Lighthouse and Museum, Inc. is a private 501c3 not-for-profit corporation with a mission to *“discover, preserve, present and keep alive the stories of the Nation’s Oldest Port, as symbolized by our working St. Augustine Lighthouse.”*

Pro-bono legal services are provided to the St. Augustine Lighthouse for licensing and brand protection of the Nation’s Oldest Port logo and brand by Smith, Gambrell, and Russell of Jacksonville, FL. The resulting benefit is over \$15,000 worth of in-kind services to the museum and this project.

Visit Florida provided funding for a Nation’s Oldest Port Heritage Experiences Map with support from Flagler County Tourist Development Council, Amelia Island, St. Augustine Ponte Vedra on Florida’s Historic Coast, the First Light Maritime Society (a DBA of the ST. Augustine Lighthouse), the University of Florida, Florida Partnership for Water Agriculture and Community Sustainability in Hastings, Visit Jacksonville, Where Florida Begins, The St Johns River Water Management District and the Friends of Agricultural Extension Foundation.

Local Organizations Involved in the Designation Initiative

While numerous organizations have taken part in meetings and given feedback, there are a few that have been particularly instrumental in the process. The First Light Maritime Society, which runs the St. Augustine Lighthouse and Museum, Inc. and the Lighthouse Archaeological Maritime Program, managed the overall effort with input from the volunteer members of the Nation’s Oldest Port National Heritage Area Working Group. A new nonprofit corporation, the Nation’s Oldest Port Heritage Area Alliance, Inc., will be created as the first step in developing a local entity that will: (1) manage the designation effort after the completion of this feasibility study; (2) prepare the management plan after designation; and (3) manage the National Heritage Area after completing and receiving approval of a management plan with leadership and support by the St. Augustine Lighthouse & Museum, Inc. The Alliance will elect interim board members and officers and has adopted interim bylaws. An expanded Introduction and Background of the board of directors and permanent bylaws will be developed following designation.

Other groups that have been essential in the overall development of the designation are the region’s tourism, marketing, and development organizations (Visit Jacksonville, St.. Augustine Ponte Vedra and the Beaches Convention and Visitors Bureau, St. Johns County Tourist Development Council, Amelia Island Tourist Development Council and the Flagler County Tourist Development Council) of the four county region. Florida Agricultural Museum, Guana Tolomato Matanzas National Estuarine Research

Reserve (GTM NERR), St. Johns County Public Library, and Jacksonville’s Museum of Science and History provided meeting space. Representatives of the City of Palm Coast Environmental Planning Division, Friends of A1A Scenic and Historic Byway, GTM NERR, Heritage Crossroads, St. Augustine Lighthouse and Museum, and St. Johns County Environmental Division – Historic Resources made presentations to community groups and organizations regarding the local National Heritage Area initiative. Local experts volunteered their time to author the nationally significant themes of the region. St. Johns River Water Management District and Gannett Fleming, Inc., obtained and plotted resource data sets for base and proposed boundary maps.

Nation’s Oldest Port National Heritage Area Working Group

- Met regularly since January 2008.
- Informal working group open to public participation.
- Number of participants varied from 14 to 26 people at individual meetings.
- Many active participants will be integrated into the local coordinating entity currently under formation (Nation’s Oldest Port Heritage Area Alliance), its committees, and ex-officio advisors during this feasibility effort and after designation.

St. Augustine Lighthouse and Museum, Inc.

- Florida nonprofit corporation founded in 1988. The St. Augustine Lighthouse and Museum, Inc. received its 501(c)3 tax-exempt letter from the Internal Revenue Service in 1988, and was previously from 1980 a community service project of the Junior Service League of St. Augustine, Inc, which received its Internal Revenue Service designation in the 1930s.
- Served as coordinator and financial administrator of the feasibility study, process, and subsequent documentation.
- Provided and obtained funds and in-kind support for the preparation of this feasibility study, supporting materials, and public outreach from individuals, municipalities, counties, corporations, the Friends of Agriculture Foundation, the St. Augustine, Ponte Vedra and the Beaches Visitor and Convention Bureau, the St. Johns County Cooperative Extension Service, and VISIT FLORIDA.
- Secured necessary input and expert contributions for the feasibility study by reaching out to local resource managers, scholars, and tourism and marketing professionals and organizations who prepared sections of the feasibility study.
- Continuously reaches out in the Northeast Florida Region to preserve, promote, share and keep alive the maritime heritage and stories of the Nation’s Oldest Port region and Florida’s First Coast.
- Will continue a coordination role through the Nation’s Oldest Port Heritage Area Alliance, Inc., by providing the leadership and support of a Heritage Area Coordinator, as part of its staff or on contract for the first five years of the organization’s existence. The coordinator will be hired by and work for the SAL&M, but will interface with the Heritage Area Alliance, as organizational liaison.
- As the entity that spearheaded the feasibility study, the St. Augustine Lighthouse and Museum, Inc will participate as a permanent member of the Heritage Area Alliance Executive Committee.

Nation's Oldest Port Heritage Area Alliance, Inc.

- Formed to assist with the completion of the feasibility study.
- Established to fulfill requirement in future designation legislation for identification of coordinating entity that will prepare a management plan post-designation.
- To be incorporated as a Florida private nonprofit in the months following designation.
- Structured as a 15 person Board of Directors, all volunteers.
- Has drafted bylaws.
- Is submitting application for tax-exempt status with the Internal Revenue Service
- The Heritage Area Alliance volunteers and in particular its board of directors will help prepare the Management Plan, assist in developing a cooperative agreement with the National Park Service, and will coordinate the Nation's Oldest Port National Heritage Area . The St. Augustine Lighthouse & Museum, Inc. will act as a coordinator and guide for these activities as required.

PREPARATION OF THIS FEASIBILITY STUDY

Program legislation (the National Heritage Partnership Act) is under consideration to standardize the National Heritage Area Program and the criteria for feasibility studies and designations. While there is no formal process or criteria for determining the suitability and feasibility of a National Heritage Area, the National Park Service provides suggested guidelines in the form of critical steps and criteria for becoming a National Heritage Area. These steps follow:

1. Completion of a suitability/feasibility study
2. Public involvement in the feasibility study
3. Demonstration of widespread public support among heritage area residents for the proposed designation
4. Commitment to the proposal from key constituents, which may include governments, industry, and private, non-profit organizations, in addition to area residents

Our Local Group has achieved all of the above. A number of local scholars participated in the projects themes, and documented above are many letters of support, meetings and outreach programs held while conducting this study.

The Duval, St. Johns, and Flagler County Region exemplify all of the following criteria helpful in determining an area's eligibility for National Heritage Area status. Our feasibility study documents and analyzes these points:

1. The area has an assemblage of natural, historic, or cultural resources that together represent distinctive aspects of American heritage worthy of recognition, conservation, interpretation, and continuing use, and are best managed as such an assemblage through partnerships among public and private entities, and by combining diverse and sometimes noncontiguous resources and active communities.
2. The area reflects traditions, customs, beliefs, and folk life that are a valuable part of the national story.

3. The area provides outstanding opportunities to conserve natural, cultural, historic, and/ or scenic features.
4. The area provides outstanding recreational and educational opportunities.
5. Resources that are important to the identified theme or themes of the area retain a degree of integrity capable of supporting interpretation.
6. Residents, business interests, non-profit organizations, and governments within the proposed area that are involved in the planning have developed a conceptual financial plan that outlines the roles for all participants including the federal government, and have demonstrated support for designation of the area.
7. The proposed management entity and units of government supporting the designation are willing to commit to working in partnership to develop the heritage area.
8. The proposal is consistent with continued economic activity in the area.
9. A conceptual boundary map is supported by the public.
10. The management entity proposed to plan and implement the project is described.

CHAPTER 3

NATIONAL HERITAGE AREA MARITIME CONCEPTS AND PRIMARY INTERPRETIVE THEME

This chapter begins the historic and natural documentation of themes for the heritage area. The different papers presented in this section are written by a number of Florida scholars working in tandem with each other. Participates are fully listed in the previous chapters. However, every effort has been made to list them here as well.

Juan Ponce de León and the Discovery of Florida Reconsidered

By Dr. Samuel Turner, the Lighthouse Archaeological Maritime Program, Inc.

Introduction

Juan Ponce de León was born in the small agricultural town of Santervás de Campos in the province of Valladolid in 1474.¹ As a youth he received training in the military arts and apprenticed to a Spanish knight named Pedro Núñez de Guzmán, a leading member of the military order of Calatrava. Ponce served with Pedro Núñez de Guzmán in the wars against the Moors in Spain and was present at the fall of the Kingdom of Grenada in 1492, the year Columbus sailed for the New World. With Pedro Núñez de Guzmán's help, Ponce, aged nineteen, obtained passage in the Spanish fleet that sailed for the New World in 1493. This was Christopher Columbus's second voyage and it resulted in the founding of La Isabella on the Island of Española discovered by Columbus the previous year. Consequently, Ponce witnessed and participated in the founding of Spanish civilization in the New World.

Eleven years later in 1504, Ponce commanded a company of Spanish soldiers from the city of Santo Domingo, the principal port of the island of Española, who were engaged in the subjugation of the last independent Indian province on the island, Higüey. The province, in eastern Española on the Mona Passage, was given to Juan Ponce to govern following victory in 1505.² There he founded the town of Salvaleón de Higüey. A port at the mouth of the Yuma River serviced the settlement. Sometime between 1504 and 1506, aged thirty to thirty-two, Juan Ponce married Leonor, the daughter of an innkeeper in Santo Domingo.³

At this time, 1505-1506, Ponce had news of gold on the neighboring island, San Juan Bautista, today known as Puerto Rico, which lay across the Mona Passage. He organized a prospecting party and founded a gold mining settlement called Caparra in the hills overlooking what is today called San Juan Bay. By 1508 he had solidified and signed a mining contract with Nicolas de Ovando, the governor of Española acting on King Ferdinand's behalf. The contract gave him the right to mine but did not bestow any political office. This new venture was a great step up. The presence of gold would guarantee followers and produce considerable wealth for himself and his retainers. As he had in Salvaleón de

¹ Robert Weddle, *Spanish Sea: The Gulf of Mexico in North American Discovery 1500-1685* (College Station, Texas A&M University Press, 1985), 39; Samuel Morison, *The European Discovery of America: The Southern Voyages A. D. 1492-1616* (New York, Oxford University Press, 1974), 502; Aureio Tió, *Fundación de San Germán y Su Significación en el Desarrollo Político, Económico, Social y Cultural de Puerto Rico* (San Juan, Biblioteca de Autores Puertorriqueños, 1956), 86.

² Archivo General de Indias (AGI), *Relación de la Cuenta que se hizo con Christoval de Santa Clara Receptor de la Hacienda del Patrimonio Real de esta Isla Española, 1505-1508, Justicia, Legajo 990*, in John Fleury, *Historia de Nuestra Señora, la Virgen de Altagracia* (Santo Domingo, Editora Corripio, C. por A., 2005) 371-372.

³ Troy Floyd, *The Columbus Dynasty in the Caribbean 1492-1526* (Albuquerque, University of New Mexico Press, 1973), 82.

Higüey, Juan Ponce established both farms and cattle ranches that would allow him not only to provide for his own mining ventures, but to sell to others as well.

All was going well until the arrival of Diego Columbus, the new governor of the Indies in August 1509.⁴ Diego Columbus was the eldest son and heir of Christopher Columbus. He was raised in the court of Ferdinand and Isabella and became the head of their household guard. Diego was incensed that King Ferdinand had essentially violated the contract that was drawn up between Christopher Columbus and the Catholic Monarchs at Santa Fe previous to his father's momentous voyage in 1492. According to the terms of the contract, Christopher Columbus, and his heirs, had the right to appoint political officials in those lands he discovered during his voyaging. It was an enormous dominion and the details of the contract gave incredible power to the Columbus family. Diego considered Ponce's mining contract with King Ferdinand an infringement of those rights.

Upon his arrival in the Santo Domingo, Diego Columbus appointed political officials to the island of Puerto Rico. These were Juan Cerón and Miguel Díaz de Aux. These men arrived in Puerto Rico in October 1509, with hundreds of immigrant followers intent on gaining wealth through mining and other businesses with Indian labor.

King Ferdinand responded to the situation on Puerto Rico by appointing Juan Ponce governor. The decree was placed secretly on a vessel in Santo Domingo by Miguel de Pasamonte, the king's treasurer on Española, without the knowledge of Diego Columbus and taken to Puerto Rico and delivered to Juan Ponce. Juan Cerón was adamant the king had no authority to appoint the governor. Cerón would not acknowledge Juan Ponce as governor, consequently Juan Ponce had Cerón and Miguel Díaz detained and sent to Spain under arrest to explain their attitude to the king in person. Meanwhile, the train of events initiated by Diego Columbus's settlement venture on Puerto Rico culminated in the Indian rebellion of 1511.⁵

Juan Ponce's tenure as governor was short. Diego Columbus sued the king in the *Cortes*, or advisory council, over numerous issues including that of appointing his own political officials in lands discovered by his father. He won on a number of counts including the right to appoint his own political officials.

The Voyage of Discovery

Forced by the *Cortes* to remove Juan Ponce from the office of governor, the king granted him a license to explore and discover the lands reputed to lie to the north and in particular the Island of Bimini. Always competitive and jealous of the king's efforts on Juan Ponce's behalf, the Columbus faction made a counter proposal for the same voyage of exploration and discovery. They proposed that Bartolomé Columbus, Christopher Columbus's younger brother, undertake the voyage on terms more financially favorable to the king. However, preferring to support Juan Ponce rather than facilitate the agenda of his problematic governor of the New World, the king declined the offer.⁶

The Lucayos, the island group today called the Bahamas, were first discovered by Christopher Columbus in 1492. Since that time they had become a source of Taino slaves for the mines, farms, and ranches of Española. By 1513 they had been virtually depopulated by Spanish slavers and those who had left, possibly to Florida, to escape their reach.⁷

⁴ Samuel Turner, *Inter-Island Trade and Spanish Colonial Expansion from Española 1512-1517* (PhD Diss., King's College, University of London, 1998), 397.

⁵ Floyd, *The Columbus Dynasty*, 102-103.

⁶ Vicente Murga Sanz, *Juan Ponce de León: Fundador y Primer Gobernador del Pueblo Puertorriqueño Descubridor de la Florida y del Estrecho de las Bahamas* (Barcelona, Editorial Universitaria, Universidad de Puerto Rico, 1971), 100.

⁷ Donald Keith, *The Molasses Reef Wreck* (PhD Diss., Texas A&M University, 1987), 288.

During the course of one of these slaving voyages by a mariner named Diego de Miruelo, a large land to the north had been accidentally discovered when his vessel was driven there in a storm. He traded with those he encountered but took no captives.⁸ This was curious behavior for a slaver but he may have observed that the Floridians were a more dangerous adversary and felt himself under-armed for such a venture. He may also have realized that his slaving license issued to him by the government in Santo Domingo did not include this new land and that he would have legal problems upon his return if he took captives.

Shortly thereafter, slavers went directly to this new land in search of slaves. The first slaving voyage to follow Miruelo did not have a license for that region but the Lucayos only. Its owners were condemned by the authorities in Santo Domingo who then attempted without success to have the Indians repatriated.⁹ Thus the initial discovery in the north became common knowledge and ultimately led to Juan Ponce's licensed voyage of discovery in 1513.

The Fleet

Juan Ponce's fleet consisted of three vessels. The makeup of the fleet is not completely certain in terms of ship types. Sixteenth century customs documents and historical sources from the late 16th century are in disagreement. We have conclusive evidence regarding two of Juan Ponce's vessels. These were the caravels *Santiago* and the *Santa María de la Consolación*. One of these, the *Santiago*, had been brought over from Spain possibly with the voyage of exploration in mind. The second, the *Santa María de la Consolación*, was likely purchased in Santo Domingo in 1512 since no documentation exists for it arriving from Spain under the ownership of Juan Ponce.

In an extensive study of the merchant traffic between Spain and the Americas between 1504 and 1650, the French scholars Huguette and Pierre Chaunu, documented a total of five vessels named the *Santa María de la Consolación* sailing between Spain and Santo Domingo between 1504 and 1512, when Juan Ponce made preparations for his voyage of discovery to Bimini.¹⁰ In the first instance, a vessel arrived in 1508 but was never documented as returning to Spain during that sailing season nor any subsequent. In 1509, two vessels bearing that name arrived in the New World capital but both returned to Spain that season with the same ship masters. The last two cases were in the year 1512. Neither of these two vessels made the return voyage that season and remained in the New World. It is likely that Juan Ponce purchased one of these two vessels for his expedition. Being fresh from the moderate climate and colder waters of Spain, either of these new arrivals would have been ideal candidates for an extended voyage of discovery in the warm waters of the New World. The vessel that had arrived in 1508 is also a possible candidate but four years of operation in the warm waters and hard climate of the Caribbean would have taken a heavy toll on her had she survived.

The third vessel of the fleet was the *San Cristóbal*. The discussion of this vessel is a good time to introduce the only written Spanish source that discusses Juan Ponce's 1513 voyage of discovery based on primary source documents made during the course of the voyage. Antonio de Herrera y Tordesillas, wrote *Historia General de los hechos de los Castellanos en las Islas y tierra firme del Mar Oceano* in the late 16th century.¹¹ This work, of many volumes, treated all Spanish New World history up to that point. It was

⁸ Garcilaso de la Vega, *La Florida del Inca: Historia del Adelantado Harnando de Soto, Gobernador y Capitán General del Reino de la Florida, y de otros Heroicos Caballeros Españoles e Indios* (Mexico & Buenos Aires, Fondo de Cultura Económica, 1956), 14.

⁹ Carlos Deive, *La Española y la esclavitud del indio* (Santo Domingo, Ediciones Fundación García Arévalo, 1995), 244.

¹⁰ Huguette and Pierre Chaunu, *Séville et l'Atlantique (1504-1650) Première Partie: Partie Statistique*. Tome II (Paris, Librairie Armand Colin, 1955), 20-27, 28-35, 48-53.

¹¹ Antonio de Herrera y Tordesillas, *Historia General de los Hechos de los Castellanos en las Islas y Tierrafirme del Mar Océano*. Tomo III (Madrid, La academia de la Historia, 1935), 317-326.

by its nature a general history and so could not dwell too long on any particular voyage. Consequently, the treatment of Juan Ponce de León's voyage, as well as others, was somewhat abridged by necessity.

In his writing of the 1513 voyage, Herrera often referred to the *San Cristóbal* as a *bergantín*, a galley-like craft that was used for close inshore work such as watering and lightening cargos off the beach to larger vessels offshore.¹² Customs documents from the island of Puerto Rico from 1514 however identify the *San Cristóbal* as a caravel. This document was made upon the vessel's return from its explorations to the north.¹³ It seems most likely that the vessel is a caravel since an extensive study of these customs documents spanning the years 1512-1517 show that the Spanish were very consistent in the identification of craft by type.¹⁴

The fountain of youth myth for which Juan Ponce is so famous was, in fact, a Taino Indian legend. A spring was said to exist on the island of Bimini, and a river in what became known as Florida, that would restore youth to those who bathed in their waters. Many Tainos from Cuba were said to have gone to the lands of Florida to look for this river not too long before the arrival of the Spanish in the New World. These were said to have stayed there and founded a settlement.¹⁵ Such contact would explain the development of trade between Florida Indians and the islands to the south.

This interesting and powerful myth made an impression on the Spanish of the day and has continued to be retold by generations since. It seems natural that, when exploring a land said to contain such a wonder, one might look for it. The myth has been exaggerated and romanticized to the point that many believe that the search for the "Fountain of Youth" was Juan Ponce's principal objective during his voyage. It was not. It was gold he sought. But it is an entertaining legend never-the-less!

The caravels *Santiago* and *Santa María de la Consolación* began the journey in Juan Ponce's port of Yuma in Salvaleón de Higüey. It seems likely enough that a number of the expeditionaries came from Española where they were documented in the vessel's clearance documents made for customs purposes. The documents were drawn up in late January 1513 and the vessels sailed, arriving in the port of San Germán on the west coast of Puerto Rico in early February.¹⁶

Both inter-island and trans-Atlantic traders used the port at Yuma. The crews of these vessels were referred to collectively as *gente de mar*, or mariners. The men composing the crews of Juan Ponce's caravels were different however. These are described in two separate categories in the documents. The first was the typical *gente de mar* found on all ships. The second group however was called *gente de tierra*, or landsmen. This group, for the most part, was the soldiery needed by any expedition that was going into places unknown or, as was likely with the lands to the north being exploited by slavers, known to be hostile.

Arriving in San Germán in early February of 1513, the two caravels discharged cargo and were then joined by the third vessel of the fleet, the *San Cristóbal*. Ponce's fleet took some three weeks to make preparations and await favorable sailing conditions. In the afternoon of March 3rd, 1513, the small fleet left port and sailed to Aguada, the westernmost extension of the island and consequently an excellent navigational landmark.¹⁷ This lay just up the coast. They spent the next day making all final preparations, and departed to sea that evening on a course of northwest by north.

The small fleet raised the first of the Lucayo Islands on March 8th. They sighted and explored a number of islands until March 11 when they anchored and made repairs at an island called Amaguayo. Three days later, on the 14th, they arrived at Guanahani, the first landfall of Christopher Columbus in the

¹² Herrera y Tordesillas, *Historia General*, 319.

¹³ Archivo General de Indias (AGI), *Relaciones de Navíos, Contaduría, Legajo 1071*, in Murga Sanz, *Juan Ponce de León*, 299.

¹⁴ AGI, *Relaciones de Navíos, Contaduría*, 1071, 1072; Turner, *Inter-Island Trade*, 367.

¹⁵ Herrera y Tordesillas, *Historia General*, 327.

¹⁶ AGI, *Relaciones de Navíos, Contaduría*, 1071, ff 231-239.

¹⁷ Herrera y Tordesillas, *Historia General*, 318; Alonso de Chavez, *Quatri Partitu en Cosmografía Practica, y Por Otro Nombre Espejo de Navegantes* (Madrid, Instituto de Historia y Cultura Naval, 1983), 285.

New World.¹⁸ Here they carried out work to prepare one of their vessels for crossing the windward gulf. Departing the island they steered a course to the northwest.

It should be noted that the true identity, and therefore the geographic location of this island is still debated today. Consequently to use Guanahani, or the island some believe was once called Guanahani, as the departure point for the last leg of Juan Ponce's voyage of discovery to Florida is problematic. By assuming, as many historians do, that today's San Salvador island (the name was changed from Watling Island by the Bahamian Government in 1925 to fit the prevailing 1492 Columbus landfall theory) is the original Columbus landfall known as Guanahani, all their subsequent calculations including course headings, and current drift are quite possibly erroneous.¹⁹

On Easter Sunday, which was March 27, 1513, land, described as an island in the Herrera account, was sighted to the west. Evidence strongly indicates that despite appearances to the contrary, this was the first sighting of the Florida coast and not of an island. In Antonio de Herrera's account of the voyage, taken from the now missing log, the land was not recognized by any of the expedition pilots or crew. The statement is interesting because it indicates that mariners Juan Ponce had chosen for his expedition were completely familiar with the Lucayo Islands. This should not come as a surprise since the entire island group had been nearly depopulated by Spanish slavers. But this coast, seen March 27, 1513 was new and unknown to the men who composed the crews of Juan Ponce's fleet. The fleet sailed along the new and unknown coast out to sea maintaining their heading to the northwest, paralleling the land.

This sighting of the Florida coast on Easter Sunday is where many writers on the subject of the discovery of Florida err in their interpretation of the only known written record available. This stems from a simplistic approach to the Herrera text. Because the land is described as an "island" many historians assume that it must be one of the numerous Bahama islands. The theories regarding the identity of this "island" include Great Abaco, Grand Bahama, Man of War Cay, and Eluthera.²⁰ This is not to say that all scholars of the subject make this assumption. Henry Harrisse, writing in the last quarter of the 19th century, also interprets Herrera to mean the first sighting of the coast of Florida occurred on Easter Sunday, March 27.²¹ An important point to remember is that Florida was considered by the Spanish to be an island after its official discovery in 1513. It was not until some years later that it was determined to be part a greater land mass.²² This sixteenth century misunderstanding of geography continues to confuse scholars to this day. However, since the Lucayo island group had been so thoroughly depopulated by slavers by 1513, it seems a little naive to believe that there yet remained some of these islands unexplored and un-plundered. It is certain that Spanish slavers would have been familiar with the principal populated islands and many of the numerous cays.

A close examination of the Herrera text and the way it was written also shows that the first sighting on March 27 and the latitude reading and anchoring the evening of April 2nd are all tied to a single discovery event. There are six distinct episodes of navigation in the run up to the discovery of

¹⁸ Herrera y Tordesillas, *Historia General*, 318.

¹⁹ Weddle, *Spanish Sea*, 41; Edward Lawson, *The Discovery of Florida and Its Discoverer Juan Ponce de León* (Nashville, Cullom & Ghertner Co., 1946), 24; Douglas Peck, *Ponce de León and the Discovery of Florida* (Pogo Press, 1993) 35; Morison, *The European Discovery of America*, 506, L. Scisco, "The Track of Ponce de Leon in 1513," *Bulletin of the American Geographical Society*, Vol. XLV, No. 10, (1913): 724.

²⁰ Weddle, *Spanish Sea*, 41; Robert Fuson, *Juan Ponce de León and the Spanish Discovery of Puerto Rico and Florida* (Blacksburg, The McDonald & Woodward Publishing Company, 2000), 114; Lawson, *The Discovery of Florida*, 24; Peck, *Ponce de León*, 36; Morison, *The European Discovery of America*, 506; Scisco, *The Track of Ponce de Leon*, 724.

²¹ Henry Harrisse, *Discovery of North America: A Critical, Documentary, and Historic Investigation* (Amsterdam N. Israel, 1969), 147.

²² Harrisse, *Discovery of North America*, 135.

Florida between particular geographic locations, specifically islands, up to the arrival at the “island of Guanahani. There they carried out work on one of the vessels to get it ready for deep sea.

These passages are shown and translated below.

*Fueron navegando hasta que el martes a ocho del dicho [March] llegaron a surgir a los bajos de Babueca, a una isla que dicen del Viejo, que está en vientidós grados y medio.*²³

“They navigated until Tuesday the eighth of the said [month of March] when they arrived on the Babueca bank at an island called Of The Old One which lies at twenty-two and a half degrees”.

Otro día surgieron en una isleta de los Lucayos, dicha Caycos,
Another day they arrived at a small Lucayan island called Caycos.

Luego surgieron en otra dicha la Yaguana, en veinticuatro grados.
Later they arrived at another called Yaguana at twenty-four degrees.

A los once del mismo llegaron a otra isla dicha Amaguayo,...
On the eleventh of the same they arrived at another island called Amaguayo,...

Pasaron a la isla dicha Maneguá, que esta en veinticuatro grados y medio.
They traveled to the island called Maneguá that lies at twenty-four and a half degrees.

A los catorce llegaron a Guanahani, que está en veinticinco grados y cuarenta minutos...”.²⁴

On the fourteenth they arrived at Guanahani which lies at twenty-five degrees and forty minutes.

The text has a simple and repeating construction: -travel/arrival, -destination name, and -geographic fix, not necessarily in that order. It is not entirely consistent either for in the case of Caycos and Amaguayo islands a geographic fix was not given though the islands were identified by name. While at Guanahani, they worked preparing one of their vessels for the journey across the windward gulf as discussed above. This is an important point for it tells us that they knew they were departing the island group and expected to be at sea for some time.

Juan Ponce’s fleet departed Guanahani sometime after March 14, (Herrera does not tell us the date) and they raised land March 27. If we examine the text construction for the next episode of navigation we see that it is quite different.

Partieron de aquí [Guanahani]corriendo por el Noroeste y domingo a 27, que era día de Pascua de Resurrección, que comúnmente dicen de flores, vieron una isla y no la reconocieron, y el lunes a 28 corrieron quince leguas por la misma vía, y el miércoles anduvieron de la misma manera, y después con mal tiempo hasta dos de abril, corriendo Luesnorueste yendo disminuyendo el agua hasta nueve brazas a una legua de tierra que estaba en treinta grados y ocho minutos, corrieron por luengo de costa buscando Puerto y la noche surgieron cerca de tierra a ocho brazas de agua.²⁵

²³ Herrera y Tordesillas, *Historia General*, 318.

²⁴ Herrera y Tordesillas, *Historia General*, 318.

²⁵ Herrera y Tordesillas, *Historia General*, 318-319.

They departed here [Guanahani] running to the northwest and Sunday the 27th, which was Easter Sunday, which they commonly called the day of flowers, they saw an island and they did not recognize it, and Monday the 28th they ran 15 leagues along the same course, and Wednesday they traveled in the same manner, and later with foul weather until the second of April they ran west-northwest with the water shallowing to nine fathoms one league from land that was at thirty degrees and eight minutes, they ran along the length of the coast looking for a port and that evening they arrived near land in eight fathoms of water...

The wording of the text does not follow the familiar -travel/arrival, -destination name, and -geographic fix, discussed above. This is because the arrival was protracted. In this case its -travel/arrival, destination, continued travel, continued travel, more travel, geographic fix, arrival. The destination name, *La Florida*, was applied after the landing discussed below.

The island sighted Sunday, March 27, was the same island Juan Ponce named La Florida on April 3.²⁶ As discussed above, the belief that there were any islands in the Bahamas chain that were not known and depopulated by 1513 is a naive point of view. Lawson writing in the early 1940's also made an excellent point: if the Spanish had indeed been in search of the island of Bimini and they had sighted an unknown island, why would they not have stopped to investigate?²⁷

All this begs the question: if Juan Ponce was off the coast of Florida on the 27th of March, rather than in the northern Bahamas, how does this impact the theories of those considering this new land to be an unknown Bahama island? Specifically, how does it impact their theories with regard to the site of the first landing in Florida? My guess is that it puts them in doubt.

Following landfall on the Florida coast March 27th, the small fleet continued to sail to the northwest along the Florida coast for three days until beset by a storm on March 30. On April 2nd, after two days of foul weather, which no reconstructed voyage could hope to replicate²⁸ since there is no discussion of wind direction or strength in Herrera, weather conditions improved and Juan Ponce's fleet moved in closer to the coast to establish a navigational fix which they took in nine fathoms of water (54 feet) one league, (about 3.43 nautical miles) from the coast. The noon sighting of the sun was taken with either a quadrant or mariner's astrolabe and checked against navigation tables to arrive at a latitude reading of 30° 8'. This reading represents the most scientifically accurate 16th century fix for Ponce's first close approach to land along the north Florida coast.²⁹ The fleet sailed to the north for the balance of the day anchoring that evening in some 48 feet of water.

The given latitude of 30° 8' lies at the northern end of today's Guana Tolomato Matanzas NERR (National Estuarine Research Reserve) just to the north of St. Augustine. Navigational observations taken with sixteenth-century navigational instruments were sufficient for the day but not so precise as to allow us to pinpoint any particular spot with the sub-meter accuracy of today's best GPS units (global positioning system). Observations could be further complicated if taken from a moving ship. Since the fleet traveled for the balance of the remaining daylight hours away from that latitude location, anyone who claims to know the exact spot of Juan Ponce's first landing in Florida is unwisely going out on a limb.

One writer, Douglas Peck, who hypothesizes that Juan Ponce's first landing on the Florida coast occurred at Melbourne Beach, contends that no celestial navigation techniques were used at all during the voyage and that latitude was determined strictly by dead reckoning, calculated by estimating distance

²⁶ Herrera y Tordesillas, *Historia General*, 319; HARRISSE, *Discovery of North America*, 135.

²⁷ Lawson, *The Discovery of Florida*, 24.

²⁸ Douglas Peck, Reconstruction and Analysis of the 1513 Discovery Voyage of Juan Ponce de León. *Florida Historical Quarterly*, Vol. 71, No. 2, (1992):145.

²⁹ Herrera y Tordesillas, *Historia General*, 318-319.

run north of a known starting point, which in the case of the 1513 voyage was Puerto Rico.³⁰ Peck takes his information primarily from a volume by Samuel Eliot Morison on Christopher Columbus.³¹ Morison claims that most late 15th century European navigation was done by dead reckoning using compass headings and estimated distance traveled over time and that instruments such as the quadrant or the mariner's astrolabe were used only by astrologers, mathematicians and the like.

However Morison may opine, the business of exploration and discovery required new methods to chart and locate oneself in the new unknown. As the Portuguese pushed south along the African coast during the course of the 15th century, and particularly after moving past Cape Bojador in 1434, they found that returning to Portugal required extensive sailing on the high seas out of sight of land. In order to overcome the problem of fixing a position without familiar landmarks they developed, in conjunction with the resident Genoese pilots in Lisbon, sailing by *altura*, or altitude.³² This method utilized an astronomical observation of the North Star in order to determine latitude. However, by 1471 the Portuguese had explored so far to the south they had approached the equator and the North Star was no longer visible on the northern horizon.³³

The solution to this problem was to use the altitude of the sun as the point of reference. Thus in the 1480's, when Christopher Columbus made a number of African voyages with the Portuguese, the "Regiment of the Sun" was developed and used by Genoese and Portuguese navigators. Christopher Columbus, himself from Genoa, would most likely have become familiar with this method if not an expert.³⁴ Tables of the declination of the sun, however imperfect, were of critical use in this method of navigation and became available to Iberian pilot by the late 15th century.³⁵ The Spanish who also undertook ocean navigation out of sight of land to the Canary islands benefited from the new "Regiment of the Sun" if a storm should happen to take them off their tried and true dead reckoning course.

The new Regiment of the Sun was invaluable to the exploration and settlement of the New World. Christopher Columbus's momentous trans-Atlantic voyage of 1492 created a great need among Spanish pilots to develop the ability to determine latitude by solar observation used in this regiment. These waters were not the familiar waters of Europe and the Mediterranean. They were unknown and uncharted and the charting of these new lands required the fixing of latitude.

In the year 1517 Fernández de Enciso finished his ground breaking work *Suma de Geografía*.³⁶ The work was written on the island of Española. Fernández de Enciso stated that the work was for the mariners and pilots sent to discover new lands and that he had thus decided to include the regiment of the north, or *altura*, and the regiment of the sun with its declinations in table form.³⁷ This work is clearly for the advanced practice of navigation and is a work that for the first time brought together a description of all places including a special New World section.

Fernández de Enciso's work was years in the making, and in fact, it is likely he was working on it in 1513 when Juan Ponce de León and his chief pilot, Antón de Alaminos, made their voyage of exploration to Florida. The fact that this first Spanish work on New World geography and navigation, including the regiments of the north and the sun, was written on Española in the New World should come as no surprise. Furthermore, if one man on Española went to the effort to write an entire manuscript and

³⁰ Peck, *Reconstruction and Analysis of the 1513 Discovery Voyage*, 136-137.

³¹ Samuel Morison, *Admiral of the Ocean Sea - A Life of Christopher Columbus* (Boston, Little Brown and Company, 1942), 183-196.

³² Douglas Peck, *The History of Early Dead Reckoning and Celestial Navigation: Empirical Reality Versus Theory*. New World Explorers, Inc., <http://www.newworldexplorersinc.org/Download%20page.html> (accessed August 16, 2012), ND:7-8.

³³ Gustavo Garcia, *The Rincón Astrolabe Shipwreck*. (MA Thesis, Texas A&M, 2005), 5-6.

³⁴ Carla and W. Phillips, *The Worlds of Christopher Columbus* (Cambridge, Cambridge University Press, 1992) 106-107.

³⁵ Garcia, *The Rincón Astrolabe Shipwreck*, 7.

³⁶ Martín Fernández de Enciso, *Suma de Geographía* (Madrid, Museo Naval Madrid, Gráficas LETRA S.A., 1987).

³⁷ Fernández de Enciso, *Suma de Geographía*, 87-110.

have it published (1518), it is highly likely there were others who were already applying such knowledge on a daily basis, specifically the best of the New World and trans-Atlantic pilots.

Peck describes pilots as “unlettered” and not capable of mastering celestial observations and tables of declination.³⁸ He further argues that pilots, being a conservative breed, shied away from learning the techniques of celestial observations and stuck with the tried and true method of dead reckoning. However conservative though, once a few individual pilots mastered the technique, and there are always in any field those who will try new methods in order to derive an advantage, the utility and benefits would have been made obvious. These leading pilots in turn would have instructed their most talented protégés in these techniques as part of their apprenticeship.

It would seem that Morison’s discussion and Peck’s stand on dead reckoning might be taken as descriptive of the familiar waters of Europe and the Mediterranean in the late 15th century, but it is certainly not descriptive of the situation in the New World twenty-one years after the 1492 voyage of Columbus. Mr. Peck largely rests his thesis on the belief that the 1513 voyage of Ponce de León was conducted strictly by dead reckoning. He likewise is convinced that the “unidentified island”, shown here to be the Florida coast sighted March 27, was Eleuthera Island in the Bahamas. These mistakes place all his arguments and conclusions in doubt, and in particular, his assertion that Juan Ponce’s first landing on the Florida coast occurred at Melbourne Beach.

To return to our narrative, Juan Ponce and some of his company went ashore, presumably during the early daylight hours of the next day -April the 3rd. The land was found to be flat and lush in subtropical plants. Since the Easter holy day, called *Pascua Florida*, had just passed and since that had been the day the Florida coast was first sighted, Juan Ponce named his new discovery *La Florida*. This conformed to the Spanish practice of naming places after saints or holy days if discovered on those dates. The fleet remained at their anchorage until the 8th of April.

There is a prevailing point of view among many writers on the subject that all of the latitude readings documented in Herrera’s account of Juan Ponce’s 1513 voyage are in error and too far to the north.³⁹ This prevailing wisdom seems to have originated in an article by Dr. L. S. Scisco published in the American Geographical Society in 1913. Scisco in turn took his reasoning from an appendix published in the United States Coast and Geodetic Survey of 1886 by Dr. George Davidson.⁴⁰

Davidson began working on the Pacific coast of North America in the spring of 1850 at which time he became keenly interested in the early and later explorations of the west coast of the United States. His responsibilities during this time included the determination of the latitude and longitude of the islands, headlands, rocks, harbors, rivers and other prominent geographical features along that coast. At some time during his career on the west coast Davidson commanded the survey brig *R. H. Fauntleroy* during which time he began work on a book of sailing instructions, called a pilot, for the west coast.

In the case of the 1542-1543 voyage of Juan Cabrillo and Bartolomé Ferrello, Davidson used as his principal source of information, a secondary source, the *Historia General de los hechos de los Castellanos en las Islas y tierra firme del Mar Oceano* by Antonio de Herrera y Tordesillas. This is the same principal source that is used for the study of Juan Ponce de León’s 1513 voyage. Consequently, the abridged nature of this work frustrated Davidson. He stated “I have based my narrative of Cabrillo upon the condensed and unsatisfying chapters in Herrera and have corrected several mistakes and deciphered one or two obscure passages”.⁴¹

³⁸ Peck, *The History of Early Dead Reckoning*, 6.

³⁹ Weddle, *Spanish Sea*, 41; Morison, *The European Discovery of America*, 507; Peck, *Reconstruction and Analysis of the 1513 Discovery Voyage*, 139; Scisco, *The Track of Ponce de Leon*, 725.

⁴⁰ George Davidson, *An Examination of Some of the Early Voyages of Discovery and Exploration of the Northwest Coast of America from 1539 to 1603. U.S Coast and Geodetic Survey: Report of the Superintendent, Appendix No. 7, (1886).*

⁴¹ Davidson, *An Examination of Some of the Early Voyages of Discovery*, 156.

Davidson further opined that: “Among the Spanish discoverers [i.e., Cabrillo and Ferrelo] the meagerness of detailed descriptions, a failure to seize the salient points for the determining of their positions, the want of minute accuracy in most of their plans –sometimes giving weight to general features and sometimes to details without distinction –and a leaning to exaggerate certain discoveries and to completely overlook others...” created problems. This, Davidson said, had made recreating those voyages difficult.⁴² He based his opinion of the early Spanish texts in part on the often more detailed works of later discoverers such as Francis Drake, Sebastián Vizcaíno, James Cook, and George Vancouver.

In Davidson’s work on the geography of the west coast which he based on Cabrillo taken from Herrera and his own study of works by other explorers, Davidson tabulated the latitudes from Herrera as well as those of other navigators from the sixteenth through the late eighteenth centuries. He then provided the “corrected” latitude for many of those places based on his personal conclusions with regard to their actual locations.⁴³

The abridged Herrera account of Juan Ponce’s 1513 voyage makes it nearly impossible to ascertain with certainty many of the geographic locations discussed. If historians can’t make precise geographic determinations from Herrera’s account of Ponce’s 1513 voyage, why should we assume that Davidson could make precise geographic determinations of Cabrillo’s landmarks based on Herrera’s abridged accounts of Cabrillo’s voyage?

Davidson seems to go by gut feeling in numerous circumstances, doing the best he can to tally the geographic locations documented by the earlier explorers with locations he was himself charting with a degree of accuracy that had not previously been possible. He offers conclusions with little discussion so the reader is forced to either agree or not without much evidence one way or the other.⁴⁴ The reader must rely on Davidson’s expertise as a competent mid 19th century navigator. This writing style is somewhat typical of the 19th century generally since citation, footnoting, and clearly articulating arguments in text had not evolved to the point they have now.

Some conjecture plays into his analysis as it does in anyone’s work on the subject of exploration and discovery of the New World. We must remember therefore that his findings must not be taken as gospel. He offered his best educated opinion on these various locations. There is however, no definitive and irrefutable proof. It is likely that he is mistaken in some of his identifications and therefore also mistaken in his corrections of latitude in those instances. Many of these corrections placed these “identified” points to the south of Cabrillo’s latitudes as they were reported by Herrera suggesting an error in northing.

It is this alleged trend, as reported by Davidson in 1886, in northing error from Cabrillo’s west coast expedition during 1542-1543 that caught Scisco’s attention. He followed Davidson and assumed that, if it were true that Cabrillo had erred in northing, then it followed that Ponce de León or his pilot Antón de Alaminos had done the same. Scisco applied this thinking as a rule to Ponce’s latitudes as documented by Herrera without discrimination.⁴⁵ This seems too much of an assumption.

As a result of Scisco’s work in 1913 as well as the many scholars who believed they knew with certainty the location of Guanahani, Ponce’s starting point in the Bahamas, the alleged error in northing has entered the discussion of Juan Ponce de León’s 1513 voyage as a given.⁴⁶ This is a mistake. The fact is, assumed northing error should not be confused with the standards of acceptable navigational operational error of the time. Though we must acknowledge that early 16th century determination of

⁴² Davidson, *An Examination of Some of the Early Voyages of Discovery*, 155.

⁴³ Davidson, *An Examination of Some of the Early Voyages of Discovery*, 242-247.

⁴⁴ Davidson, *An Examination of Some of the Early Voyages of Discovery*, 160.

⁴⁵ Scisco, *The Track of Ponce de Leon*, 725.

⁴⁶ Weddle, *Spanish Sea*, 41; Morison, *The European Discovery of America*, 507; Peck, *Reconstruction and Analysis of the 1513 Discovery Voyage*, 139; Scisco, *The Track of Ponce de Leon*, 725.

latitude by celestial observation and tables of declination were less than accurate by today's standards of sub-meter GPS positioning, we can no longer disregard Ponce's or Antón de Alaminos' latitude readings without due consideration. Failure to appreciate this, in this writer's opinion, has been one of the largest errors writers on the subject of the 1513 voyage have made because it dismisses the most carefully and scientifically gathered information from Ponce's voyage to Florida to have survived Herrera's editing –the latitude readings gathered by his very competent pilot, Antón de Alaminos.

Returning to our story, whether a Spanish party camped on land for five days or explored inland at this first landing site, is unknown. No mention of what occurred during that time besides the act of taking possession is mentioned in the account Herrea based on Ponce's expedition log. Conspicuous by its absence is any mention of the native population. Juan Ponce's fleet made sail and departed the first landing site on April 8th. They sailed north along the coast for one day and then reversed course and sailed south-by-east until the 20th of April, 1513, when they spotted an Indian settlement along the shore where they anchored for the night. It should be pointed out that anchoring every evening was standard practice on voyages of discovery during this early period. Having no previous knowledge of the shallows, reefs, or shoals of a new coast, Spanish pilots anchored in the evening once light became insufficient for navigation.

There is no mention of a social exchange with the Indians. The fleet set sail the next day, April 21, but was taken aback by the Florida Current, the beginning of the Gulf Stream system. The *Santiago* and *Santa María de Consolación* managed to anchor. The current was so powerful that their anchor cables were stretched and under tremendous strain. The *San Cristóbal*, which had gotten into deeper water had insufficient cable to anchor. The current bore the craft away and out of sight though the day was clear of mist and haze. This particularly strong current was probably a combination of the Florida Current and tide since the fleet was able to make headway against the current later on. This current was noted by pilot Antón de Alaminos who would later pioneer its use as the quickest return route to Spain in 1519.⁴⁷

Juan Ponce went ashore here and the Herrera account mentions native Floridians for the first time. The first documented encounter with the Florida Indians was an altercation over one of Juan Ponce's ship's boats that the Indians wanted to capture with its oars and arms. There was a brief skirmish between the two parties after which they separated. One Spaniard was knocked senseless from a blow to the head and two others were injured by fish bone tipped arrows and spears. Juan Ponce was concerned not to excite the entire coast or become embroiled in an armed conflict.

The two caravels departed the anchorage and moved to a river to water, gather firewood, and await the *San Cristóbal*. Nearby they surprised a group of Indians and took one captive as a guide and to learn Spanish for translating purposes. Finding the water too salty to drink, they moved on down the coast after being rejoined by the *San Cristóbal*.

On May the 8th, 1513, they rounded a cape they called *Cabo de Corrientes*, or Cape of Currents and on May 13 sighted a large bay. They continued coasting, sailing south west along the Florida Keys possibly as far as the Marquesas calling them "*los Mártires*" or Martyrs, because they had the appearance

⁴⁷ Diego Velázquez, Gonzalo de Guzmán and Pánfilo de Narváez, "Relación de la Llegada de un Navío Cargado de Oro y Joyas, de los que el Velázquez Había Enviado en Armada a las Tierras Nuevamente Descubiertas, en el que Venían Francisco de Montejo, Alonso Hernández Portocarrero, y Antón de Alaminos, que Habían Salido Ocultamente," in *Coleccion de Documentos Ineditos, Relativos al descubrimiento, Conquista, y Organización, de las Antiguas Posesiones Españolas*, Vol. XI, ed. Louis Torrees de Mendoza (Madrid, Imprenta de J. M. Pérez, 1869) 435.

of suffering men from a distance. The name stuck because of the great number of ships and men that perished among the Keys thereafter.⁴⁸

The truth is that latitude is the principal issue involved in trying to reconstruct Juan Ponce's voyage of discovery. There are obvious difficulties inherent in calculating latitude based on a series of astrolabe observations taken on a moving deck. There were many opportunities for error in early 16th century navigation which varied daily with the sea state and weather. This issue in turn is further complicated by the fact that Herrera was writing almost a century later and, like this author, referred to contemporary nautical charts as he evaluated and drew upon the logs of Juan Ponce's voyage. In some passages of his account it is not clear if Herrera is referring to latitude extracted from Ponce's 1513 account or whether he is taking latitude off a later 16th century chart from his own time. His use of tenses in the passages referring to points of latitude is inconsistent switching from past to present. Moreover, upon occasion Herrera refers to landmarks and places within the text not mentioned with specific reference to Ponce's voyage of 1513. These are likely taken by Herrera from later charts. This is also likely the case for his discussion of Cabrillo and Ferreló's voyage studied by Davidson.

Clearing the Florida Keys and probably the Marquesas Keys as well, the fleet sailed to the north and to the northeast making the west coast of Florida by May 23rd. The next day on the 24th they sailed south along the coast until a number of islands were sighted that lay out to sea. The fleet entered a bay to water and collect firewood and to careen the *San Cristóbal*. Charlotte Harbor has traditionally been considered the most likely candidate for this harbor but different scholars have placed it anywhere from Cape Sable in the south to Pensacola in the north.⁴⁹ This harbor was to be of particular importance in the course of events to come. Juan Ponce and his fleet were now in the territory of the Calusa Indians. The Calusa politically dominated the tribes of central and southeastern coast of Florida but had their principal population centers on the west coast in this region. They were a hunter-gatherer people who could live a sedentary lifestyle in settlements because of the abundance of food resources present in southwest Florida.

When the Spaniards first observed the Indians ashore they did not land to make contact, perhaps thinking hostilities might occur. When the crew of one of the ships lifted an anchor to re-rig it, the Indians thought they were leaving and came out in a number of canoes taking hold of the anchor cable in an attempt to tow the vessel. The ship's boat was sent after them and it chased them ashore, taking four women captive and destroying two canoes. Contact was made on other occasions without altercations and the two groups traded; the Spanish ending up with hides and *guanines*, a low-grade form of gold fashioned into body ornaments by the Taino Indians in the islands to the south.⁵⁰

Predictably, Juan Ponce was very taken with the Calusa's gold *guanines* and it was probably the principal factor in his future decision regarding a settlement location in west Florida in this region. While the two groups were trading, the Calusa told the Spanish of a *cacique*, or chief, named Carlos who resided nearby and might wish to trade. The careening of the *San Cristóbal* completed, the fleet planned to move from that particular anchorage in search of the *cacique*. Before leaving, a canoe approached the fleet. In the canoe was a Taino Indian who could speak Spanish. The Spanish believed he was from Española or some other island inhabited by Spaniards. The Taino told them to stay as *cacique* Carlos wished to send gold to barter. After a while some twenty canoes appeared, a few lashed together in pairs. They made directly for the small fleet and attacked each of the three vessels. Some canoes went after anchors and cables while the others attacked the vessels from their canoes. The Indian's first attempted to lift the anchors but being too heavy the Indians attempted to cut their cables. These Indians may have been those manning the canoes lashed together as they would have made much more stable platforms from

⁴⁸ Herrera y Tordesillas, *Historia General*, 320.

⁴⁹ Weddle, *Spanish Sea*, 43-44.

⁵⁰ Herrera y Tordesillas, *Historia General*, 321.

which to attempt to raise an anchor. The Spanish sent out an armed boat which attacked an Indian party working on the anchors and chased a number of them away. This left a number of canoes unprotected. Five of these, Herrera relates, were captured with a number of Indians killed and four taken prisoner. One Spaniard was killed when he was struck by two arrows.

This is the only incident in Herrera's condensed version of Ponce's account where a Spaniard is positively cited as being killed. Royal accounts from the island of Puerto Rico for the month of October 1513, right after the return of Juan Ponce and his first two ships, list Pedro Bello, the sailing master of the *Santa María de la Consolación*, as being dead and unable to pay debts.⁵¹ It is therefore possible that the mariner killed in the armed boat that day was Pedro Bello. Juan Ponce released two of the captives taken that day with a message to the *cacique* that even though he had lost one man there was peace with him.

The following day a ship's boat was sounding another anchorage and during the course of the day its crew went ashore. The Spanish met some Indians who communicated that the *cacique* would bring gold to trade the next day. Ponce's fleet apparently moved to the new anchorage while canoes gathered and the number of assembled Indians increased. The next morning at eleven, eighty canoes set out from the shore and attacked the closest ship. They remained all day staying out of range of Spanish crossbows and artillery while loosing arrows in the general direction of the ship. No great harm was done to either side.

Deciding finally that *cacique* Carlos was probably not coming to trade gold after all, the men of the fleet made preparations for departure and a return to Española and Puerto Rico. En route, they intended to search for some islands that were reputed to lay out at sea to the west. They returned to the first anchorage they had called Matanzas for the Indians they had killed there. There they filled their water casks and put everything ready for sea.

They departed on Wednesday the 15th of June sailing to the west in search of islands that the Florida Indians said lay in that direction and raised a group of islands on the 21st of June. These Juan Ponce called the Tortugas for the great number of turtles present on the islands with which they provisioned. Many birds and *lobos marinos*, possibly sea lions or manatees, were noted to be inhabiting the islands. These islands along with Florida itself are the two principal geographic features that retain the names assigned by Juan Ponce during this voyage. They raised sail on Friday the 24th of June, 1513 and steered southwest by west and sighted land on Sunday the 26th. They sailed along the unrecognized coastline for a few days finding an anchorage on Wednesday the 29th where they worked tarring yards, rigging, and sails.⁵² No one recognized the land but the majority of the expeditionaries believed the land to be Cuba. There were signs that there had been some contact with Europeans. Iron tool marks on timber and dogs were observed but no Spanish. At that moment in July 1513, the Spanish who had settled in Oriente province in eastern Cuba, beginning in 1511, were conducting exploratory expeditions into the interior and west of the island as well as along the south coast.⁵³ Shortly after Ponce's departure, these areas became settled by the Spanish. The pilot Antón de Alaminos made note of the coastline and would later stop there in August 1519 to water and gather wood on a voyage from Mexico to Spain with Aztec treasure bound for the King's court.⁵⁴ Alaminos's 1519 voyage inaugurated the use of the Gulf Stream as the principal route for the return journey to Spain.

Ponce's ships departed what most believed to be Cuba sailing east intending to backtrack in search of the Florida Keys. Having found the keys they followed them crossing the Florida Straits to the westernmost of the Bahamas where they arrived Monday July 18. They stopped at an island to water and named it *La Vieja* for an old Taino woman found living there. On the 25th the fleet sailed looking

⁵¹ AGI, *Relaciones de Navíos, Contaduría*, 1071, f77.

⁵² Herrera y Tordesillas, *Historia General*, 324.

⁵³ Floyd, *The Columbus Dynasty*, 117.

⁵⁴ Velázquez et al., *Relación de la Llegada de un Navío Cargado de Oro y Joyas*, 435.

specifically for the island of Bimini. They arrived at an island Herrera referred to as Bahama where Ponce encountered a vessel under the pilot Diego Miruelo. It is Miruelo whom chroniclers credit with the original discovery of Florida.⁵⁵

This encounter was not a particularly welcome development in Ponce's expedition. Some have suggested, and Juan Ponce may well have believed, that Miruelo was in the employ of Diego Columbus and being used to keep tabs on Ponce's expedition.⁵⁶ Miruelo remained in company with the fleet, which must have been very frustrating for Juan Ponce who now had unwelcome company someone who doubtless would report all Juan Ponce's discoveries upon his return to Española.

They sailed in company on August 6 heading northwest-by-west before turning south in deep water along the west coast of the Bahamas bank looking for the island of Bimini. They were affected by the Gulf Stream and were being pushed toward the coast of Florida when it was decided to return to Puerto Rico perhaps because Ponce wished to avoid coming upon the coast of Florida with Miruelo in company.

They arrived at one of the Bahama Islands on August 19th where they remained until the 22nd. Four days or so later they arrived at a Lucayan island called Guatao where all four vessels were wind bound for twenty-seven days until September the 23rd, 1513. During this time Miruelo's vessel was lost in the anchorage but he and his crew were saved. The wrecking event changed the entire expedition's dynamics. It rid Ponce of the noisome followers, but now they were in their midst. To make matters worse, Ponce now had additional mouths to feed. During this time the crews worked to repair and maintain their vessels while at anchor.

Juan Ponce decided to split the expedition. The survivors were placed on board the *Santiago* and *Santa María de la Consolación*. The *San Cristóbal*, with Juan Pérez de Ortubia as Captain and Antón de Alaminos as pilot, was dispatched on the 17th of September to continue the search for the island of Bimini. Juan Ponce departed with the *Santiago* and *Santa María de la Consolación* and returned to Puerto Rico where he arrived twenty-one days later sometime in mid October. The *San Cristóbal* arrived in Puerto Rico on February 20th 1514, with the news, wrote Herrera, that they had discovered Bimini but no miraculous "Fountain of Youth."⁵⁷

Thus ended the voyage of discovery to Florida. Ponce returned to find the settlement he had founded, Caparra in Puerto Rico, in ruins. In his absence the Carib, a bellicose neighboring Indian tribe, and the Taino Indians, had sacked the town and carried off all the church ornaments recently arrived from Spain.⁵⁸ War would continue to plague the island for years.

A little more than seven years would elapse before Juan Ponce would return to Florida. Many things happened in his life during those intervening years which there's no space to discuss here in any detail. Suffice it to say he departed for Spain to consult with the King in 1514 and was granted the title of Adelantado of Florida and Bimini. However, given the state of war on Puerto Rico with the Carib Indians he was given command of a fleet with which to attack them in their home islands. For King Ferdinand, this had been the royal priority rather than Ponce's return to Florida. Juan Ponce was also made Captain General of the island of Puerto Rico giving him military, if not political, command of that island.

The Last Settlement & Death

Juan Ponce de Leon was a soldier, cattleman, gold miner, and a settler. He was present and participated in the founding of Isabela in 1493. He saw numerous settlements grow on Española and founded his first, Salvaleón de Higüey in 1505. In 1506 he established a foothold on the west coast of Puerto Rico and

⁵⁵ Herrera y Tordesillas, *Historia General*, 325; Weddle, *Spanish Sea*, 46-47; Garcilaso de la Vega, *La Florida del Inca* 14.

⁵⁶ Weddle, *Spanish Sea*, 46; Lawson, *The Discovery of Florida*, 45.

⁵⁷ Herrera y Tordesillas, *Historia General*, 326; AGI, *Relaciones de Navíos, Contaduría*, 1071, in Murga Sanz, *Juan Ponce de León*, 299.

⁵⁸ Tío, *Fundación de San Germán*, 60.

shortly thereafter founded the mining settlement of Caparra in northeastern Puerto Rico. His settlement attempt in Florida was his only failure.

Very little is known about the last voyage of Juan Ponce and his ill-fated settlement. This may be in large part because it failed. The documentation was never made because its principal, Juan Ponce, was ill from the endeavor and feverishly fought what became a fatal infection in his thigh -the result of an arrow wound. While he was ill and spending his final days in western Cuba, he organized his last will and a power of attorney to set up a final business venture to make money for his heirs. He planned to ship horses and some of his settlement supplies to Cortés in Mexico. Juan Ponce had other things on his mind besides documenting his disaster.

Here is what we do know. Having fulfilled his obligations to his various offices in Puerto Rico and having married off his daughters, Juan Ponce organized his expedition to Florida beginning sometime in 1520 in order to be ready for his sailing on the 26th of February 1521.

Who was his chief pilot? Of the shipmasters and pilots of Juan Ponce's first voyage to Florida Antón de Alaminos was working for Hernando Cortés. Juan Bono de Quejo was working for Narváez and was tied up in Mexico. Pedro Bello was dead, likely killed in Florida during the voyage of discovery as discussed above. The whereabouts of Diego Bermudez, the former master of Ponce's *Santiago* of the first voyage, or Juan Pérez de Ortubia are not known to this author but would have probably been highly sought after for the second voyage.

The second voyage was organized in a very similar manner to the first logistically speaking. A good deal of the underwriting, some 6,000 *pesos* worth, and procurement was done on Española by Pedro de la Mata, an associate of Juan Ponce who obtained expedition personnel, the ships, and supplies. Juan Ponce while on Española in the run-up to the voyage probably found expeditionaries in Salvaleón de Higüey where he still had properties and influence from his earlier years there.

Juan Ponce and the three or four vessels departed Española, possibly Salvaleón de Higüey's port at the mouth of the Yuma River, and sailed to San Germán on the west coast of Puerto Rico. There, additional personnel and supplies were brought on board.⁵⁹

The duration of the expedition is difficult to judge. The vessels left San Germán on February 26th, 1521 and likely followed sailing routes established during the 1513 journey. This makes sense since it takes advantage of knowledge derived from that trip. Depositions years later by some of the participants or their descendants and information gathered by contemporary chroniclers yield some information. Some 250 horses were taken as well as cattle, pigs, sheep and goats. Agricultural stock and tools were also said to have been taken.⁶⁰ Some 200 hundred expeditionaries went along including priests and friars to convert the Indians and establish missions.

There is one passage by chronicler Gonzalo Fernández de Oviedo y Valdés that describes a battle in the interior with the local Calusa Indians. Oviedo writes that Juan Ponce was not as skilled in that land as in the islands. Ponce and some of his men fought with a very large number of Indians and had not the strength of numbers to persevere. Many were killed during this action. Many were also wounded including Juan Ponce who was struck by an arrow in one of his thighs. The expedition retired to the coast and took ship for Cuba in order to heal from the action and regroup for another attempt.⁶¹ Juan Ponce's nephew, who had accompanied him on the journey, was injured in the action and died on the voyage to Cuba and was buried at sea.⁶²

The expedition arrived at the new settlement that would become Havana. There a number of the injured expeditionaries died of their wounds, including Juan Ponce de León who died in July of 1521.

⁵⁹ Murga Sanz, *Juan Ponce de León*, 247; Weddle, *Spanish Sea*, 48.

⁶⁰ Murga Sanz, *Juan Ponce de León*, 248.

⁶¹ Gonzalo Fernández de Oviedo y Valdés, *Historia General y Natural de las Indias Islas y Tierra-Firme del Mar Oceano* (Asunción del Paraguay, Editorial Guaranía, 1945), 259.

⁶² Murga Sanz, *Juan Ponce de León*, 241.

Before dying, Juan Ponce put his affairs into order and left instructions and power of attorney for one of his men to purchase horses and take his vessels and their cargo to New Spain where the supplies were desperately needed and would consequently fetch a high price. The money from the sale was to go to his heirs in Puerto Rico. What occurred was something different.

As soon as Juan Ponce had died, the receiver of goods of the deceased in Havana, aided by its mayor, confiscated the vessels and equipment from which they purchased what they wanted, no doubt at a very good price, and then sent the vessels and the remainder of goods to New Spain where all were sold. Then they pocketed the money. There were two royal decrees, one in the 1523 and the other in 1524, requesting that the authorities see that justice was done on behalf of the heirs of Juan Ponce de León; the results of which are unknown.⁶³ Juan Ponce de León the Second, his grandson, had Juan Ponce's remains exhumed in Cuba and brought to the island of San Juan de Puerto Rico and kept in the church of St. Thomas in the capital. They have resided in a sepulcher in the San Juan Cathedral since 1913.⁶⁴

Conclusions

A through reexamination of the Herrera text demonstrates that the land sighted on Easter Sunday, March 27, 1513 was the coast of Florida, not an unknown and un-plundered Bahamas Island.⁶⁵ Furthermore, contemporary 16th century texts and other scholars work make it clear that sailing by *altura*, and the "Regiment of the Sun" using tables of declination was standard practice on voyages of exploration and discovery where precise latitude (by that day's standards) required for charting new discoveries necessitated the use of celestial observations.⁶⁶ Given this, Douglas Peck's conclusion that Ponce's first landing on April 3rd took place in the vicinity of Melbourne Beach would seem to be outside the realm of the probable.⁶⁷

So why did Juan Ponce de León choose to settle on the west coast of Florida rather than the east coast, which was considerably closer to his supply bases on Española and Puerto Rico? What the west coast had over the east coast was gold. There were *guanines* to be had there and in the past these had been an indication of good things to come. Like the *Lucayan* Taino, the Florida Calusa traded for *guanines* through a fairly far-flung trade network that extended from Florida to the Greater Antilles and beyond.

Ranching and farming had been critical to Juan Ponce's economic rise in Salvaleón and had been used by him to further his gold mining enterprises on both Española and Puerto Rico. The west coast of Florida had proved to have at least one serviceable harbor sufficient for re-supply and trade and appeared to have the gold that was the financial engine of most Spanish New World settlements of the time. So Juan Ponce decided on the west coast of Florida. From a provisioning standpoint it was quite a bit further from his estates on Española and Puerto Rico than was the east coast of Florida. Havana was developing its true but that is not where Juan Ponce had the majority of his businesses and partnerships. Indeed, Diego Velázquez, who had trampled on Juan Ponce's Bimini and Florida rights by issuing licenses to slave there, controlled it. By choosing the west coast Juan Ponce went out on a limb -and it seems too far.

Another factor that contributed greatly to the collapse of Juan Ponce's settlement was the absence of goodwill and cooperation of the local Indians. These were not Taino Indians, whose culture Juan Ponce grasped. He understood the Taino. He had language skills and an established record of vanquishing them in arms. Furthermore, the area Juan Ponce choose to set up his settlement was apparently in the most densely populated part of Calusa country, and if his attempted settlement was on Charlotte Bay as many

⁶³ Lawson, *The Discovery of Florida*, 101-102.

⁶⁴ Murga Sanz, *Juan Ponce de León*, 242-243.

⁶⁵ Herrera y Tordesillas, *Historia General*, 318-319.

⁶⁶ García, *The Rincón Astrolabe Shipwreck*, 5-6; Fernández de Enciso, *Suma de Geographía*, 87-110.

⁶⁷ Peck, *Reconstruction and Analysis of the 1513 Discovery Voyage*, 146.

believe, it was a mere stone's throw from Mound Key, the largest Calusa settlement and possibly its center of power.

The Calusa Indian's did not tolerate a settled Spanish presence in the heart of their territory. It would seem that besides suffering at the hands of Spanish slavers they had also been warned by others about what Spanish colonial settlement meant. Indians from the Lucayos and Española, most likely Cuba, and possibly even Puerto Rico found themselves with the Calusa at the ends of their world as they ran from a Spanish enemy who seemingly could not be stopped. The Calusa did stop them in 1521. Having achieved that victory may have inspired the Indians of Florida to resist the Spaniards at every point of contact. This they successfully did in Florida until 1565.

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CHAPTER 3 CONTINUED

NATION'S OLDEST PORT MARITIME CONCEPTS

Regional Cultural and Maritime History of St. Augustine and the Oldest Port Region

Adapted from the Report of the Lighthouse Archaeological Maritime Program to the State of Florida, Division of Historical Resources, Bureau of Archaeological Research, 2013, by Chuck Meide, Director, Brendan Burke, Archaeologist; Starr Cox, Conservator; Dr. Sam Turner, Director of Archaeology and Kathy Fleming, Executive Director of the SAL&M and LAMP Chief Administrative Director.

Maritime archaeology in Florida addresses sites from both prehistory and history. A brief prehistoric and historic overview will provide an interpretive framework for the maritime history of St. Augustine, St. Johns County, and the larger Nation's Oldest Port region. Detailed historical chronologies for St. Johns County were first published by Goggin (1952) and later by Deagan (1981), and more recently by Madry et al. (2001). Also, for a general overview of St. Augustine's history, see Waterbury (1983).

Regional prehistory is broken into a four-part chronology: Paleo-Indian, Archaic, Woodland, and Mississippian spanning thousands of years; and the history is likewise broken down into Contact, First Spanish, British, Second Spanish, Territorial, Statehood, Civil War, Resort, Marine Industrial, and Modern.

Paleo-Indian Period, ca. 13,000-8,000 BP

The Paleo-Indian stage represents the earliest archaeologically recorded culture in North America. The period is divided into three stages, Early, Middle, and Late, primarily based on changes in projectile points. In Florida, Paleo-Indian occupation is represented by Clovis projectile points with Suwannee and Simpson variants. Most Paleo-Indian sites occur in north central through northwestern Florida and only one isolated Simpson point (ca. 11,000 BP) has been recovered in northeast Florida (Carl Halbirt 2002, pers. comm.). At the time of the Florida Paleo-Indian, however, Florida's total landmass was doubled, due to lower sea levels, almost certainly resulting in inundated sites yet undiscovered on the outer continental shelf. The majority of Paleo-Indian sites recorded in Florida have been found in the "exposed Tertiary karst [limestone strata near the surface] and shallow buried Marginal karst areas of the peninsula" (Faught and Latvis 2000:7), usually associated with sinkholes, springs, and spring-fed rivers. These fresh water resources were an important factor for the Paleo-Indians and the animals they hunted. While there are no major freshwater springs in St. Johns County there is one large inundated spring offshore within state waters.

The Crescent Beach Spring is located in the Atlantic Ocean 4 km (2.5 mi.) due east of Crescent Beach and may have been exposed during the Paleo-Indian period. Submerged springs in the Gulf of Mexico have yielded lithic debitage and wood samples that date to the later Archaic period (Anuskiewicz et al. 1994). The Crescent Beach Spring may hold clues to Paleo-Indian or later cultural occupations.

Archaic Period, 8,000-500 BP

The Archaic is also divided into three periods: Early (8,000-5,000 BP), Middle (5,000-3,000) and Late (3,000-500). The Archaic is the longest stage of cultural development in the region and is marked by notched and broad bladed projectile points; ground stone implements and the appearance of pottery. Large settlements, long distance trade networks, and mound building are also developments within this stage. As settlement increased, fishing supplemented hunting and gathering. Archaic settlements utilized seasonal base camps and short-term special use camps. Although sea level increased, the Archaic shoreline was still 90 feet below the present shore. Inundated Archaic sites have been recorded in the Gulf of Mexico and in freshwater rivers in the panhandle of Florida (Faught and Latvis 2000). On the east coast of Florida, one Archaic site, 8SL17, has been recorded offshore Fort Pierce (Murphy 1990). The potential for inundated Archaic sites offshore northeastern Florida is believed to be particularly high (Michael Faught pers. comm., April 2010). In St. Johns County, 39 terrestrial Archaic sites have been recorded from all periods (Madry et al. 2001:32). Wright's Landing (SJ03) on the Guana Peninsula, is an extensive Archaic shell midden that is being affected by shore erosion and tidal inundation (Tesar and Baker 1985).

Woodland Period, 500 BP-AD 750

The Woodland stage is categorized by marked population increases in river valleys and along coastlines. There is an increase in pottery usage and elaborate ceremonies and rituals became common. Plant cultivation became important as settlement increased and populations expanded. This stage is divided into three categories, Deptford (500 BP- AD 550), Swift Creek (AD 100-700), and St. Johns I (500 BPAD 750). The Deptford culture was a maritime-based society and the potential exists for many inundated features. The Swift Creek culture developed out of the Deptford culture and is marked by

their respective ceramic sequences: Swift Creek and Weeden Island. Large sites are commonly found and are characterized by ring or horseshoe shaped shell middens with an associated burial mound. The Weeden Island period is marked by a change in settlement patterns. These new settlements appear in the upper reaches of estuarine bay systems as opposed to coastlines. They continued to exploit the same marine resources though, possibly moving because of population pressure. St. Johns I is characterized by its pottery and in the construction of burial mounds.

Mississippian Period, 750-1500

Mississippian peoples developed complex chiefdoms based on maize agriculture and a complicated redistribution tribute system. Political/religious centers such as Lake Jackson near Tallahassee, Florida quickly developed. The St. Johns II culture represents Mississippian peoples in Northeast Florida. Population increased during this period, but villages tended to cluster around coastal areas near bayou mouths and bay shores, as opposed to upper bay stretches seen in the Woodland period. Subsistence was primarily based on fishing corresponding with a marked decrease in agriculture. Agriculture is not considered to have been important due to the coastal soils' relatively infertile nature. There is also a lack of ceremonial sites with mounds along the coastal zone. The lack of mounds may reflect lower agricultural production potential and consequently less possibility of a ruling class living in the coastal zones. This lack of large ceremonial mounds may make inundated Mississippian sites hard to locate.

Contact Period, ca. 1500-1565

Northeast Florida's native inhabitants at the time of European contact, participants in the St. Johns II culture, were Eastern Timucua groups who inhabited the eastern coast of Florida from present day Volusia County north into Georgia (Worth 1998:1-34). The Timucua of Atlantic coastal Florida bore the brunt of European colonization of mainland North America, particularly after 1560. The coastal Timucua of the First Coast region were a maritime culture traditionally divided into two distinct language groups, the *Mocama* ("maritime") and the *Agua Salada* ("saltwater"). The *Agua Salada* tongue was spoken in the vicinity of St. Augustine and southward, while the *Mocama* dialect was spoken north of St. Augustine along the St. Johns River and adjacent coast (Ashley 2010).

While it is unknown when Europeans first made contact with Florida's native tribes, Juan Ponce de León made the first authorized discovery of Florida in 1513 (Griffin 1983:18). Before that documented voyage, it is virtually certain that Spaniards were staging slave raids into Florida, as had been practiced extensively in the Bahamas for some time. The exact location of Ponce de León's initial landfall remains unknown, but judging from the latitude recorded in his log the prior day it would have been somewhere close to present-day Ponte Vedra, north of St. Augustine, in the land of the *Mocama* peoples. After Juan Ponce de León, a series of increasingly ambitious Spanish expeditions explored other areas of Florida including Pánfilo de Narváez in 1528, Hernando de Soto in 1539-1540, and finally Tristán de Luna in 1559.

The Luna expedition arrived in Pensacola Bay with 13 ships, 500 soldiers and over 1,000 colonists. The party was devastated by a hurricane shortly after landfall, which destroyed most of the fleet and virtually the entire food supply. The failed colonization attempt lasted less than two years before it was abandoned. The next settlement enterprise in Florida was on the First Coast, but it was not made by the Spanish.

First Spanish Period, 1565-1763 (The French near present Day Jacksonville, FL)

In the mid-16th century France was a vigorous, expansionist nation emerging from feudalism and dreaming of empire. Spain, the world's leading power, already had a foothold in the Americas, and

France wanted a share of the riches the Spanish were gaining through trade and plunder. On 1 May 1562, an expedition of French protestant Huguenots under Jean Ribault's command found and explored a large deepwater river in northeast Florida. Within the year, the French successfully established Fort Caroline on the River May, present-day St. Johns River, and 300 additional settlers arrived by 1564 under the command of René Goulaine de Laudonnière, establishing a large French presence in Florida (Bennett 2001; de Bry 2010).

By this time King Philip of Spain had already felt an acute need to establish a coastal stronghold in the territory he claimed as *La Florida*, a vast expanse including not only present-day Florida but most of the continent. The Atlantic coast of present-day Florida was strategically important for its proximity to Spanish shipping routes which followed the Gulf Stream and annually funneled the treasures of Philip's New World empire back to Spain. The two biggest threats to this transfer of wealth were pirate attacks and shipwrecks. A military outpost on the Florida coast could suppress piracy while at the same time serve as a base for staging rescue and salvage operations for the increasing number of ships cast away on Florida's dangerous shoals.

With these strategic maritime goals in mind, the King charged Don Pedro Menéndez de Avilés with the task of establishing a foothold on Florida's Atlantic coast. Before leaving Spain, word reached the Spanish court that the French Huguenots had set up a fledgling colony in the region, and Menéndez' mission was altered to include the utter destruction of the French enterprise, which represented not only heresy but a direct threat to Spain's North American hegemony (Lyon 1976).

In early 1565 France's King Charles sent Jean Ribault to re-supply and assume command of the Fort. On 22 May Ribault led a powerful fleet consisting of his 32-gun flagship, *Trinité*, the 29-gun royal galleon *Emérillon*, and four other war, supply, and dispatch ships. One thousand French colonists and troops came with him to bolster the fledgling French colony of La Caroline. Unbeknownst to Ribault, the Spanish expedition led by Menéndez arrived in Florida at virtually the exact same time, in late August. Ships from the two fleets met off the mouth of the St. Johns River, and the stage was set for a bloody conflict. In a preemptive strike aimed at thwarting Menéndez' hasty established settlement of St. Augustine, Ribault sailed his fleet southwards, only to be struck by a hurricane which scattered and wrecked his ships along a wide expanse of coastline between Matanzas Inlet and Cape Canaveral. With the loss of these ships, Fort Caroline was taken, Ribault and his men put to the sword, and Spain established a firm grip over the Florida frontier and an Atlantic port that would operate continuously to this day (Lyon 1976; Gannon 1983).

Menéndez chose to retain his military settlement at St. Augustine because of its defensible harbor and its proximity not only to the Atlantic shipping lanes but to an extensive network of inland waterways. The original settlement was based at the village of Indian chieftain Seloy, located at present-day Fountain of Youth Archaeological Park near Hospital Creek. This first outpost, with a fort converted from Seloy's council house, has been identified by archaeological excavations led by Kathleen Deagan (2009). After only nine months, Timucuan insurrections prompted the movement of the nascent settlement from the mainland to Anastasia Island. In 1572, once the native population was pacified, and because of erosion issues on the island, the settlement was relocated one final time, situated just south of the present-day plaza. Here some 300 people, mostly soldiers and their dependents living in palm-thatched wattle and daub houses, settled into frontier life under the protection of a wooden fort (Figure 8). In 1577, three years after Menéndez' death, St. Augustine was named the capital of La Florida with the abandonment of the former capital, Santa Elena, which had been founded by Menéndez in present-day South Carolina eleven years prior.

Despite its protective fortifications and a wooden lookout tower maintained on Anastasia Island, the town was still vulnerable to attack. In 1586, Sir Francis Drake sacked and burned the settlement, destroying the fort, dwellings, and the food supply (Figure 9). This proved to be an extremely bitter blow because of the colony's isolation, but the settlement would re-build and struggle on.

A testament to the early importance of maritime trade was the watchtower, described as a "beacon" in Drake's account, which may represent the nation's first lit aid to navigation. Spain's influence spread from its Atlantic foothold into the hinterlands, and a series of outposts and missions extended westward past Tallahassee and northward as far as the Chesapeake (Gannon 1983; Hann 1988, 1990, 1991; Worth 1995, 1998) (Figure 10). St. Augustine became a principal mainland port in the communication and supply chain linking these settlements, but numerous vessels engaged in this trade came to grief attempting to navigate the ever-shifting sandbar at the mouth of the inlet.

The bar limited the vessel types that could enter the harbor, prohibiting the passage of deep draft vessels. Smaller *pataches*, *fragatas*, and sloops were the only vessels that could pass over the bar and anchor in the protected harbor. Large supply ships from Havana, providing staples for the population, had to anchor off the bar and lighter their goods into the town. These large vessels were part of the annual *situado*, a Spanish government subsidy of money, goods, and food shipped from Mexico or Havana (Deagan 1983:34-35; Bushnell 1994). St. Augustine relied on these subsidy vessels for essential supplies and the annual payroll for soldiers and government officials. Smaller sloops and *pataches* sailed from Cuba and other Spanish possessions bringing luxury goods for the social elite. Such cargos guaranteed a high return on investment and these smaller ships were frequently seen in St. Augustine's harbor. By the mid-17th century, the Spanish province of Apalachee, which includes present-day Tallahassee, became an important supplier of agricultural products for the residents of St. Augustine (Hann 1988:149, 152-153). Also by this time, St. Augustine was increasingly threatened by expanding English colonies to the north and English privateers and naval forces in the Caribbean and Atlantic. In 1657, a *cédula* (royal order) from the King to Governor Rebolledo in St. Augustine related recently acquired intelligence that a hostile English fleet had orders to execute . . . the conquest of the port of St. Augustine, Florida, swearing it to be the easiest [least defended], and in a place suitable for [English] intentions, since in occupying in they would remain owners of all that country contiguous with the mainland, and of the Bahama Channel, with which it seemed to them that they would be able to impede the passage of the [Spanish treasure] fleets and galleons . . . (Rebolledo 1657). The governor responded by commandeering the fragata *Nuestra Senora del Monte* to send for supplies and reinforcements from Havana, as St. Augustine's fort was undermanned, poorly supplied, and in a severe state of disrepair. That invasion never came, but in May of 1668, English privateer Robert Searles sacked the town, though he consequently served jail time in Port Royal, Jamaica for a piratical attack performed after the expiration of his privateer's commission (Walker 2004).

The founding of Charleston in 1670 marked a new period in St. Augustine's history. The English were now firmly settled in what had been St. Augustine's northern sphere of influence. Their territory encroached ever closer to St. Augustine, and Spain responded by not only constructing defenses but also encouraging settlement by offering land grants, allowing officials to engage in local development efforts, and from 1693 offering freedom to runaway slaves willing to convert to Catholicism and defend the colony (Landers 2000b:84; Kapitzke 2001:9). Construction of the **Castillo de San Marcos**, a coquina fortress heavily armed and manned by professional soldiers, began in 1672 and was completed by 1695. Governmental efforts led to a significant increase in population, and the development of a distinct civilian community and viable market economy. Throughout most of St. Augustine's history, the town had never numbered more than around 500, mostly soldiers and their families (Corbett 1976:265-268).

With the construction of the Castillo came an influx of forced laborers, adding to the population along with Indians and Africans fleeing English colonies to the north, a growing base of native-born **Floridanos** (second or third generation St. Augustinians), and incoming Spanish elites drawn by land grants. By 1689 the town's population had swollen to 1,444. With these increased demographics came robust economic growth, mainly through provincial cattle ranching and maritime trade (Kapitzke 2001:3).

As the **War of Spanish Succession** broke out in Europe, a series of raids were staged from the neighboring English colonies. The first serious incursion took place in October 1702, at the hands of **Governor James Moore** of Carolina who arrived with a small fleet and laid a two-month siege to the fort before being bottled up in the harbor by two Spanish men-of-war who had arrived from Cuba. In order to prevent its capture, he burned his small fleet of eight ships, ranging in size from seventy to less than fifty tons, and made his retreat overland (Franklin and Morris 1996:45). Two years later Moore also wrecked havoc in the mission chain in Apalachee province to the west, further weakening Spain's control of Florida (Hann 1988:264-317). In 1740 **James Oglethorpe**, founder of Georgia, led another invasion aimed at taking St. Augustine (Figure 11). His siege was also broken by the arrival of reinforcements from Havana.

Ironically, during this period the English colonies were also St. Augustine's biggest trading partners. St. Augustine relied on the annual *situado*, but this fluctuated from year to year and did not always meet the needs of the frontier settlement, which had developed a nascent market economy with its rapid population growth. The townspeople had to rely on illicit trade with outsiders, and a brisk exchange of oranges, naval stores, and other local products for English manufactured goods flourished. In the years before the outbreak of the War of Jenkins Ear (which brought on Oglethorpe's raid) it was not uncommon to see Spanish ships from St. Augustine at the port of Charleston. During the interspaced periods of warfare, St. Augustinians fulfilled their craving for English goods through privateering and, most likely, through continued smuggling (Harman 1969; Skowronek 1992; Deagan 2007). Utilizing local coastal vessels, especially sloops and schooners, merchants traded between St. Augustine, Savannah and Charleston. Naval stores, citrus fruit, and other agricultural products went north, while flour, rum, salt, slaves, building materials, and manufactured goods came south (Harman 1969). Throughout the first half of the 18th century, Spain constantly expanded St. Augustine's maritime infrastructure and coastal defenses.

In 1737 the wooden watchtower and navigational aid on Anastasia Island was replaced with a coquina lighthouse complex (Fleming 2002:2). This structure would serve as St. Augustine's lighthouse until its replacement by the current tower in 1874.

Gracia Real de Santa Teresa de Mose or Fort Mose, America's first legally-sanctioned free African-American settlement, was established in 1738 amid the wetlands and waterways north of St. Augustine to guard the northern approaches to the town and prevent a waterborne invasion from the Tolomato River (Deagan and MacMahon 1995). In 1742, in response to Oglethorpe's raid two years prior, Fort Matanzas was constructed at the inlet fourteen miles south of town to guard the southern waterborne approach to St. Augustine.

While St. Augustine had proved impossible to capture by force, the port and the rest of Florida were ceded to England on the negotiation table at the close of the **Seven Years' War in 1763**. The Treaty of Paris granted all Spanish possessions in Florida to the British, while the British ceded captured Cuba back to Spain. **The First Spanish period ended** as Spaniards and Catholic natives set sail for Cuba and

the British military took command of the Castillo de San Marcos

The British Period, 1763-1783 (American Revolution and its Aftermath)

Britain divided her new territory into two colonies, West Florida with its capital at Pensacola, and East Florida with its capital at St. Augustine (Schafer 2001). Initially, the British viewed St. Augustine as a backwater military outpost that was neither self-sufficient nor export producing. Dismissive of Spanish colonial management, British authorities set out to transform their new possession into a profitable colony. This began with a detailed hydrographic survey of the inlet, approach channels, and sandbars, which resulted in marked improvements in navigation (Figures 12-13). A cargo of mooring anchors, ordnance, and munitions on board the supply sloop *Industry* (Figure 14), lost in 1764 and excavated by archaeologists from 1997 to 2000, indicates that harbor improvement and coastal defense was an early priority for colonial organizers. They also immediately added 30 feet of wooden construction to the Old Spanish Watchtower to heighten what would become Florida's first Lighthouse. (Fleming, 2012). Other cargo items deemed necessary for the nascent colony included cookware, millstones, and tools such as axes, shovel blades, knives, trowels, files, and handsaws (Morris et al. 1998; Franklin et al. 1999; Morris 2000; Morris and Burns 2001; Franklin 2005). The British also constructed the first substantial highway in Florida, known as the King's Road, between 1766 and 1775, stretching from New Smyrna through St. Augustine to the St. Mary's River (Coomes 1975; Lowe 2006). The British implemented settlement and development policies from the Carolina and Georgia colonies, and offered substantial land grants, usually 10,000 to 20,000 acres, to members of the social elite willing to bankroll commercial and agricultural enterprises (Schafer 2000a). Settlers were brought in and mills, along with orange, rice, and indigo plantations sprung up along the complex inland network of navigable waterways. These tidal rivers and creeks facilitated transport of produce to ships waiting at Matanzas and other harbors. Notable plantations were San José and Ashley on the east side of the St. Johns River around 9.6 km (6 mi.) south of present-day downtown Jacksonville, owned by Spanish planter Francisco Xavier Sánchez, New Switzerland further south on the St. Johns owned by Francis Philip Fatio, Grant's Villa on Guana Peninsula owned by East Florida's first Governor James Grant, Bella Vista and Rosetta Plantations south of St. Augustine owned by Lieutenant Governor John Moultrie, Mount Oswald on the Halifax River north of present-day Daytona owned by Richard Oswald, and the New Smyrna colony organized by Scotsman Dr. Andrew Turnbull near Mosquito (present-day Ponce) Inlet some 97 km (60 mi.) south of St. Augustine (Landers 2000a). Turnbull's indigo plantation, founded in 1768, was the largest ever British colonization attempt in the New World, encompassing some 101,400 acres and involving the settlement of over 1300 indentured servants brought from Minorca and elsewhere in the Mediterranean on board eight ships (Griffin 1991; 2000). This poorly planned endeavor was doomed to failure, despite producing 43,283 lbs. of indigo and other produce between 1771 and 1777, when most of the remaining Menorcan laborers deserted after years of mistreatment and harsh conditions to seek refuge in St. Augustine, where Governor Patrick Tonyn freed them from their indentures.

The maritime trade that had been illegal under Spanish rule was now legitimate, and St. Augustine and East Florida underwent an economic boom as agricultural and naval stores exports burgeoned. This economic growth led to a significant population boom, including the Menorcan community who brought new boatbuilding and fishing traditions to St. Augustine (Griffin 2010). The plantation economy also saw a large influx of enslaved Africans, with blacks outnumbering whites three to one by the end of the British Period (Schafer 2000; Landers 2003:183). The maritime aspect of the plantation system is archaeologically preserved along the region's inland waterways, at sites such as the Tolomato Bar Anchorage, Wright's Landing, the Snake Pit/Cypress Grove Plantation, and New Smyrna Plantation, which include the remains of docks, wharves, canals, and locally-built watercraft (Griffin 2000:59-60; Burns et al. 2002; Morris et al. 2002:177-178; Grange and Moore 2003; Morris et al. 2003:66-73;

Morris et al. 2006:33-51). Port records have indicated that most of the vessels participating in the St. Augustine trade were relatively small, mostly around 25 tons and rarely more than 50, and rigged as sloops and schooners (Turner 2010a) (Figure 14).

Even the outbreak of the American Revolution failed to slow the growth of St. Augustine. While East Florida was not without its rebel sympathizers, the colony remained a loyalist bastion and a place of refuge for increasing numbers of loyalists fleeing New York, Georgia, and the Carolinas, including some 7,000 in 1778 alone (Wright 1975). Wealthier loyalists brought with them as much property and slaves as they could, and the ensuing influx of population and capital made for somewhat of a wartime boom (Landers 2000b:86). During the war, defending the Florida coast was deemed a low priority by the Royal Navy, which was stretched thin by a naval war spanning the entire eastern seaboard, the West Indies, and both Pacific and European theaters. Rebel privateers made easy pickings of unprotected British merchant vessels forced to wait off St. Augustine for favorable conditions to cross the bar (Turner 2009a). In order to survive the impending collapse in maritime trade, Governor Patrick Tonyn issued his own letters of marque, and St. Augustinian privateers set out to prey on rebel trade out of Savannah, Charleston and elsewhere, thus bringing the flow of commodities back to the port. Tonyn also created a provincial naval service under the command of St. Augustine sea captain James Mowbray. Mowbray's flotilla was based out of the St. Johns River as its inlet was more favorable than St. Augustine's. In May 1777 Mowbray in his flagship, the sloop *Rebecca*, successfully thwarted a rebel force bent on invading East Florida after a decisive battle with a 16-gun brigantine (Turner 2009b:26). Mowbray continued to serve the government of East Florida through the close of the war. The American Revolution ended with the signing of the Second Treaty of Paris in 1783. England lost control of Florida and her two short-lived colonies were returned to Spain.

Second Spanish Period, 1784-1821

The new governor in St. Augustine, Vicente Manuel de Zéspedes y Velasco, wrote in 1785 that Florida "was a province that has just died for England and is in the process of being reborn for Spain" (Lockey and Caughey 1949:728). After overseeing an 18 month period facilitating the departure of British subjects who chose to leave and forfeit their property rather than stay and swear loyalty to Spain, Zéspedes' priority was to make Florida a secure, stable, and prosperous settlement (Tanner 1989; Cusick 2000:173).

In many ways, St. Augustine was once again a military outpost on the fringe of Spain's New World empire. Numerous late 18th-century accounts make note of the military and backwater nature of Florida's provincial capital, typified by this 1785 description: "All are either in service of the garrison, or live on a small liquor trade or other mercantile business of little consequence" (Lockey and Caughey 1949:481). This account may have been accurate for the first few years of Spanish rule, but it would not hold true for long. Tax exemptions, land grants, and subsidies were used to entice Catholic immigrants, and many *Floridanos* (persons born in Florida under the first Spanish regime) returned from Cuba to set up new plantations or acquire formerly British ones (Landers 2000c:121). Some, such as the wealthy *Floridano* Francisco Xavier Sánchez, also maintained large ranches with herds of cattle (Landers 2000b; Parker 2000). St. Augustine's substantial Menorcan community, the largely Spanish-speaking and Catholic population which had arrived in Florida as indentured servants, upwardly integrated into the new Spanish society, becoming industrious land-owners by investing in farming, fishing, business, and maritime commerce (Griffin 1991; Cusick 1993).

While the slave-based plantation economy was now firmly entrenched in Florida, Spanish authorities continued to honor the 17th-century amnesty for runaways from other colonies willing to convert to

Catholicism. The first to make the transition from slave to free subject were the Africans brought by British loyalists during the Revolution, who subsequently escaped. Some 250 of these maroons were granted freedom, forming the nucleus of Florida's free black community in the Second Spanish Period. Among them were "skilled carpenters and masons, hostlers, hunters and fishermen, sailors and soldiers, ranch foremen, butchers, shoemakers and tanners, and field hands" (Landers 2000c:122). St. Augustine's planters, laborers, merchants, and mariners formed a truly diverse community during the Second Spanish Period (Griffin 1983; Cusick 2010). St. Augustinians identified as ship owners or captains prior to 1800 include Spanish Americans, Anglo-Americans, Menorcans, Greeks, Italians, Canary Islanders, and at least one free African-American. After 1800, this maritime community was augmented by French, Irish, Scottish, and American immigrants (Cusick 2000:179).

Florida during the Second Spanish Period straddled two major regions of the world marketplace—the Caribbean and the American South. Attempts by St. Augustine's governor and merchant community to develop Florida's economy resembled strategies that had been successfully employed in their recent homeland of Cuba (Cusick 2000:173). Unlike the restrictive trade policies of previous Spanish monarchs, the Bourbon reforms introduced under Charles III included concessions towards free trade which Cuba had taken full advantage of, mainly for commerce with the United States. Governor Zéspedes, and his successor Quesada, constantly pressed the crown for the right to trade with the U.S., which was begrudgingly granted by royal *cédulas* in 1793 and 1797 (Miller 1976). In reality, these orders only legitimized trade that was already occurring, as merchants exploited a loophole allowing the importation of "emergency" provisions from non-Spanish ports (Cusick 1991:304). To further stimulate trade, Florida governors regularly used the annual *situado* moneys to establish credit with U.S. merchants.

Maritime trade varied somewhat over the years but was brisk for the most part. In 1787, 80 ships arrived in St. Augustine (79% from U.S. ports), in 1794, 28 ships (64% from U.S.), in 1803, 61 ships (57% from U.S.), and in 1806, 42 ships (88% from U.S.) (Griffin 1983:144; Cusick 1991:277-299). The most common American port of origin by far was Charleston, and the most common Spanish port of origin was Havana. Import and export taxes were levied on goods, necessitating the laborious process of unloading cargos for one by one itemization, and providing insight into commodity flow through port records. Generally speaking, Caribbean products such as sugar, coffee, and rum, as well as Spanish wines and brandies, and some leather products of New Spain and Cuba, all came through the port of Havana. Cloth, crockery, and furniture manufactures, as well as virtually all imported grains, vegetables, lard, butters, salted meats, and salted fish, came from the United States, most often through Charleston [and to a lesser degree, New York, Philadelphia, and Savannah]. Basic supplies, such as candles and soap, came principally from North American ports, but were also common parts of cargos from Havana. However, earthenware, pots, and pans came principally from Charleston. The same is true for importation of textiles. Most cloth was obtained in Charleston. Havana, in the first years after the Florida colony was reestablished, was an important source of hats, shoes, and other finished apparel, usually the products of New Spain. However, after 1790, importation of these goods [from Havana] dropped sharply (Cusick 2000:179-183).

Florida's exports were mainly agricultural products, including sugar, cotton, tobacco, naval stores, and oranges, which were particularly esteemed in U.S. ports. As with the earlier British Period, St. Augustine's trade was carried out mostly in sloops and schooners of relatively small tonnage, primarily due to the bar across the inlet (Cusick 2010).

Fernandina and Amelia Island

The town of Fernandina, on Amelia Island at the mouth of the St. Marys River at the Georgia border, also developed into an increasingly prosperous port during this period (Cusick 2000:178). Its deepwater harbor and inlet served as a thoroughfare for cotton and timber exports from peninsular Florida's northern forests and plantations, with 77,620 pounds of cotton passing through in 1805 and 65,915 pounds in 1806. These numbers would skyrocket after President Thomas Jefferson enacted the Non-Intercourse and Embargo Acts of 1806 and 1807, when the town was used by enterprising merchants to bypass these American trade restrictions, which did not apply to Fernandina as a Spanish port (Ward 1989). Cotton exports blossomed to the hundreds of thousands of pounds annually, and lumber to millions of board feet, as American, French, and British merchants used Fernandina as a transshipment depot. Likewise, slave traders used Fernandina as a destination port after the American ban on the slave trade in 1808. Governor White in St. Augustine responded in 1809 by imposing additional import and export taxes upon Fernandina, garnering more than 46,000 pesos that year and over 33,000 the following year, revenue comparable to the annual *situado* for the entire colony (Ward 1989; Bermúdez 1989). Despite the prosperous trade links between Spanish Florida and the United States, the relationship between the colony and the young republic was ambivalent and increasingly hostile. The attitude of expansionist America was exemplified by future U.S. President James Monroe when, in 1803 as a member of the Jefferson administration, he wrote that under Spanish control Florida "must ever be a dead expanse in time of peace, indefensible in time of war, and at all times a source of irritation and ill blood with the United States (Fuller 1906:333). In addition to coveting the Florida territory to establish contiguous control of the Atlantic and Gulf coasts, America's major points of contention included Spain's policy of offering freedom to runaway American slaves, and her loose coalition with the Florida Seminoles and Creeks, who also welcomed runaways and occasionally made raids across the border (Frank 2005). Between 1812 and 1813, a U.S. force of Georgia volunteers attempted to invade and occupy northeastern Florida in an attempt to assert dominance in the region, and in hopes of preventing an Anglo-Spanish alliance in the months before the outbreak of the War of 1812. The incursion was authorized by President Monroe though he later disavowed it. With the assistance of several U.S. Navy gunboats under the command of Commodore Hugh Campbell, the force of "Patriots" captured and held Fernandina and Amelia Island, ravaged the surrounding countryside, and laid an unsuccessful siege upon St. Augustine. The Patriot War, as it is now known, did not result in territorial gains for the U.S. but significantly amplified pre-existing tensions with Spain (Cusick 2007).

By the end of the Napoleonic Wars, Spanish colonial power had waned even further, and it became increasingly apparent that Florida's commercial integration with American ports would inevitably lead to political absorption into the United States. Even as President Monroe's Secretary of State John Quincy Adams was negotiating with Spain for the purchase of its Florida territory in 1818, U.S. General Andrew Jackson led an audacious military incursion into Florida, ostensibly to bring the Seminoles under control. This action, known as the First Seminole War, only brought further attention to the weakened state of Spain's colonial empire. Finally submitting to relentless pressure, Spain agreed to the Adams-Onís Treaty in 1819, relinquishing Florida in return for \$5 million for residents' claims against Spain and a guarantee that the U.S. would recognize Spanish territory from Texas to California. When the Treaty was ratified in 1821, Florida was ceded to the United States as a U.S. Territory.

American Territorial and Early Statehood Periods, 1821-1861

The Americanization of the First Coast began with the peaceful turnover of the Castillo de San Marcos, which was re-named Fort Marion. St. Augustine played a pivotal role in the early years of the territory. Extending outwards from the city was a swath of plantations run by wealthy planters such as Zephaniah

Kingsley and Joseph M. Hernandez. Florida's 1823 legislative session was held in St. Augustine, before the designation of the capital in Tallahassee (halfway between St. Augustine and Pensacola). U.S. military forces, like the British before them, also generated maps of the town and harbor, starting even before formal possession (Figure 15). By 1825, the U.S. Army was implementing infrastructure improvements such as the replacement of the longstanding ferry across the San Sebastian River with a new bridge (Graham 1978). As early as the 1820s, land speculators began attempts to attract settlers to St. Augustine and northeastern Florida by touting its warm climate, with claims that the city would become "a retreat in the summer for the Carolinian and Georgian, and a shelter to the inhabitant of more northern states, from the rigor of their severe winters. A society will thus be gradually formed, that may tempt the invalid to renew his visit annually, and induce many to join the colony" (Vignoles 1823:116). Within decades, these boosters would be proved correct, as Florida from this time onwards began to attract wealthy northerners with respiratory ailments seeking refuge from the harsh winters. Florida was destined to become a tourist Mecca.

Not all early visitors to St. Augustine were enamored by its territorial charms, however. The famed naturalist John James Audubon held no punches during an 1831 visit when he wrote his wife Lucy back in Kentucky: "St. Augustine is the poorest hole in the Creation—The living very poor and very high—was it not for the fishes in the Bay and a few thousand oranges that grow immediately around the village, the people must undoubtedly abandon it or starve for they are all too lazy to work at such prices as it puts it out of the question to employ them. . . . The Country around [is] nothing but bare sand Hills" (Audubon 1831). Conditions had apparently improved by the time Captain John Mackay visited in 1836, when St. Augustine had a population of several hundred and St. Johns County some 1,700 souls. Mackay thought the ancient city was "prettily situated [with] an appearance of comfort, cleanliness, and stability not often seen in other southern towns" (Denham and Huneycutt 2004:24). Compared to other southern towns in the 1830s, St. Augustine had a culturally and ethnically diverse citizenry rivaled only by that of New Orleans. In addition to an increasing number of American transplants, the town featured communities of Spanish, Menorcan, and African descent, along with Seminole traders who visited regularly before the outbreak of war (Graham 1978). Despite its relatively small population, St. Augustine boasted two newspapers, the Democratic *Florida Herald* and the *Whig News*, and a boisterous social scene that pleasantly surprised well-to-do northerners, resplendent with balls, parties, and masquerades (Denham and Huneycutt 2004:24-25).

A surveyor sent to St. Augustine early in the administration of President Andrew Jackson described the harbor as "one of the finest in the world for extent, security and good anchorage. . . [though b]oth channels to the North and South of St. Anastasia Island are obstructed by sand-banks, which leave only five and a half feet over them at low water, consequently admitting but of the smaller description of navigation for a harbor that could shelter, in any number, the ships of the largest class" (Perrault 1830). Maritime trade continued but could not develop very much further due to the restrictive inlet which had always plagued shipping. St. Augustine saw relatively small incoming vessels, predominately coastal schooners, from Charleston and other ports exchange goods for the traditional cargos of oranges, cotton, lumber, and naval stores. The territory's commerce as a whole was described in 1837 as a "moderate coasting trade" with "dry goods brought from New York and provisions from New Orleans and Charleston. Exports consisted of live oak and cedar timber, cotton, bricks, pine lumber, staves, hides, horns, tallow, bees-wax, peltries and oranges" (Williams 1837:115).

With the advent of the steamboat, it became more and more frequent for people and goods to use the inland maritime route between St. Augustine and the rapidly growing village of Jacksonville, 58 km (36 mi.) to the northwest. Jacksonville had developed from a small settlement known as Cowford, located

only 25 km (16 mi.) from the deepwater mouth of the St. Johns River, and thus was poised to overtake St. Augustine as a commercial port. Re-named in honor of a war hero, territorial Florida's first governor, and future U.S. President (1829-1837) Andrew Jackson, the town had been plotted and laid out in 1822, only one year after Florida became a U.S. territory. Ten years later a charter for a town government was approved by the Florida Legislative Council.

Jacksonville was of course connected to St. Augustine by the sea, but the safer and more common route was by steamboat up the St. Johns to Picolata, and then 29 km (18 mi.) east to St. Augustine by stagecoach (Figure 7). By 1836, Jacksonville boasted some 700 people, and Duval County had a total population of 3,800 (Denham and Huneycutt 2004:23). Bishop Henry Whipple, visiting Jacksonville in 1843, found "no redeeming traits in its character . . . [its] soil exceedingly sandy and every step you take it seems if you would sink beneath the sand. The houses are poorly constructed and the place is dull enough." The locals thought otherwise, according to Whipple, noting that they "vainly imagine that Jacksonville is the *ne plus ultra* of civilization & refinement and that in them strangers can behold all that is desirable in mankind" (Shippee 1937:39) From these not so humble beginnings Jacksonville would continue to grow and prosper, eventually surpassing St. Augustine in size, trade, industry, and both political and military power (Davis 1911:51-86; Gold 1928:99-120; Ward 1982:115-139). There was an inherent instability in the territory, however, due to the steadily deteriorating relations between Florida's Seminole Indians and the increasing population of Anglo-American settlers. The Treaty of Moultrie Creek in 1823 was an initial attempt by the U.S. to limit Seminole territory to a four million acre reservation in central Florida, in return for guarantees of security, supplies, and payments by the federal government. This did little to reduce tensions as Seminoles continued to accept runaway slaves and white settlers continued to encroach on Indian lands. On the national level, relentless political pressure led to the 1830 Indian Removal Act, mandating the wholesale removal of all Indians from lands east of the Mississippi. This was forced upon the Seminoles by the Payne's Landing Treaty, ratified in 1834. Many Seminoles, most notably the firebrand warrior Osceola, did not comply with this agreement, choosing instead to take up arms in the Second Seminole War (1835-1842) (Sprague 1848:72-88, 101). The war devastated the region around St. Augustine, gathering national attention as plantations were burned to the ground amid devastating raids and slave revolts. In February 1836, a Baltimore newspaper lamented that "the whole of the country, south of St. Augustine, has been laid waste during the past week, and not a building of any value left standing. There is not a single house now remaining between this city and Cape Florida, a distance of 250 miles. . . . [A]ll, all, have been burnt to the ground" (*Niles Weekly Register* 1836).

With a massive military effort based at St. Augustine, the town prospered from an influx of personnel and federal dollars. By 1840, St. Augustine's population exploded from several hundred to over 3,000 citizens, many seeking refuge from the inflamed countryside. Fort Marion served as a prisoner for captured Seminole warriors, most notably Osceola who was captured under a flag of truce (Mahon 1992:214-216). The war raged on for seven years, devolving into a bloody guerilla conflict deep in the jungles of southern Florida before its final conclusion in 1842.

With most of its Seminole inhabitants restricted to an informal reservation in southwest Florida, economic development continued at a rapid pace. Florida's population had surpassed 54,000 by 1840, and soon after the war its legislature applied for entry to the U.S. as the 27th state, which occurred on 3 March 1845. In the following decades St. Augustine was eclipsed by rapid economic growth in other areas of the state, such as Apalachicola on the Gulf Coast. Many of the plantations around St. Augustine would never recover. Unlike Middle Florida, where rich agricultural land was readily available and infrastructure untouched by the war, courts on the eastern coast were tied up by property claims lingering from the Second Spanish Period, making land acquisition difficult. St. Augustine would never

regain the economic prominence she once had, and by the 1850s had settled into quieter times where life moved at a slower pace than many of Florida's other port cities. This was reflected by the choice to bypass the ancient city when Fernandina was made the Atlantic terminus for Florida's first cross-peninsular railroad (Pettengill, 1988).

The 1850s were not completely without commercial developments however. The year 1858 saw the construction of the horse-drawn St. Johns Railroad, which connected St. Augustine to the St. Johns River steamboat landing at Tocoí, providing a direct inland route for freight and passengers to and from Jacksonville (Greville 1958) (Figures 7 and 16). Even if the port's oceanic trade was diminished, St. Augustine's waterfront still saw regular maritime activity in the form of skiffs, flatboats, and other small craft used as workboats and for inland waterway transportation. Prominent features along the city's seawall included a long pier extending into the harbor, a bathhouse, and a centrally-located, sizable boat basin fronting the plaza (Figure 17).

The Civil War, 1861-1865

Florida was the third state to secede from the Union, following South Carolina and Mississippi, on 10 January 1861. Open hostilities between the Union and Confederacy broke out just months later, on 12 April 1861 at Fort Sumter. By 19 April, President Abraham Lincoln's Blockade Strategy Board had discussed a naval blockade of the rebellious southern states. The federal blockade of Southern ports took effect shortly thereafter. Captain George Cooper Gibbs, commander of Confederate forces at Fort Marion, ordered the lighthouse extinguished to confuse Union vessels (Buker 1983:175). St. Augustine's mayor went one step further and had the lens removed and buried in a secret location, to prevent the tower from being re-lit even in case of Union capture (Fleming 2002:7). In late April, local steamboat captain, Louis M. Coxetter accepted a letter of marque from the Confederate government to act as a privateer against Union shipping (Mueller 2010). Coxetter took command of the brig *Jefferson Davis*, originally the Baltimore-built merchantman *Putnam* which had taken the alias *Echo* when plying the illegal slave trade (Buker 2001; Turner 2007). The *Jefferson Davis* captured or destroyed nine merchantmen in a seven-week cruise from Maine to Delaware; that single cruise made her the most successful privateer of the entire war. Eight Union warships were assigned to capture *Jeff Davis*, and Coxetter headed home to St. Augustine to hide in the Confederate port. After waiting out a gale for two days, Coxetter attempted to enter the inlet, instead running aground on the North Breakers on 18 August 1861 (Coxetter 1861; Singer 1998; Buker 2001). The crew and small arms were saved. Coxetter and his sailors were given a hero's welcome upon entering St. Augustine. "Had the Confederacy had more privateers like Coxetter, the Union blockade might have been less effective and naval operations might have developed differently" (Buker 2001:71).

The blockade, however, ultimately would prove effective. **When Union troops moved to occupy Jacksonville and Fernandina, Confederate forces in St. Augustine fled into the woods and abandoned Fort Marion, with most Confederate loyalists joining them across the St. Johns River.** On 11 March, 1862, Union Commander C.R.P. Rogers arrived off St. Augustine in the frigate *Wabash* (Buker 1983:175). Rodgers approached the Fort and saw that a white flag had been hoisted. St. Augustine surrendered to Union forces and remained occupied until the war's end. Union forces moved down the coast and secured Mosquito Inlet at New Smyrna thereby controlling all of northeast Florida west to the St. Johns River. The St. Augustine Lighthouse would remain stubbornly darkened until after the war on 1 June 1867; Mayor Paul Arnau refused to disclose the location of the hidden lens and was jailed by the Union occupiers (Fleming 2002:7).

St. Augustine's harbor remained mostly empty and was described in 1863 as, "deserted, save when an occasional government transport makes echoes with its shrill steam whistle" (Buker 1986:5). Some activity was seen in Matanzas Inlet, south of St. Augustine, when the *Empire City* bound from Nassau in the Bahamas attempted to run blockade but was captured by Union forces (Buker 2001:76). The St. Johns River became a barrier between Union forces in the east and Confederate forces to the west. Both sides destroyed the small boats used to ferry people and supplies back and forth. Maxwell Woodhull, commander of a St. Johns River gunboat wrote of, "destroying perhaps a thousand boats. They were so numerous on our first appearance in the river it might be said to be bridged over" (Buker 2001:77). U.S. control of the St. Johns River made northeast Florida a Union stronghold throughout the war. By 1864, Confederate forces turned to mining or placing torpedoes in the river above St. Johns County from Mandarin Point to Jacksonville, resulting in the loss of four Union transports the *Maple Leaf*, *General Hunter*, *Harriet A. Weed*, and *Alice C. Price*. At the war's end, in April 1865, the First Coast emerged with an utterly collapsed economy due to the devastation of war and occupation, the complete cessation of maritime trade due to blockade, and the absence of Yankee winter visitors.

Resort Period, 1865-1920

Like most of the South, St. Augustine faced a slow road to recovery in the face of economic devastation and social change brought about by the abolition of slavery. The gradual reemergence of the tourist market began shortly after the war, when a local asked by a visitor how St. Augustinians made their living, responded "sweet taters and sick Yankees" (Graham 1978). "Sick Yankees" indeed proved a fundamental element to the tourist economy which expanded throughout this period and remains dominant to this day. New hotels were under construction by 1869 for northerners seeking warm, healthful climates, who were charmed by the town's historic setting and captivating natural and cultural landscape. Promoters offered endless praise in guidebooks designed to attract visitors: "St. Augustine is a quaint old Spanish city, for a long time dull and quiet, but now waking up with the influx of Northern people, many of whom have built stately and beautiful residences for their winter sojourn. . . . The climate is charming . . . Frost is almost unknown; also, extreme heat. You have good hotels, your daily mail, and, though the 'morning papers' do not reach you until the afternoon, still, you are 'in the world' . . . (Hallock 1876:118). National attention was focused on St. Augustine with the arrival of celebrity visitors, including former President Ulysses S. Grant who sojourned there in 1879 (Graham 1978). St. Augustine's maritime recreational opportunities were also touted in national publications. A guidebook published by *Forest and Stream* magazine reported: [T]he facilities for boating, hunting, and fishing are unsurpassed. The bay is beautiful, and affords a fine opportunity for sailing. Whether your party tries the *Osceola*, or belle of the bay, of Mr. Ivanowski (né Sweeney), the *Water Witch* of Captain Walton, or any of the smaller craft in the harbor, you can enjoy a pleasant and comfortable sail under safe pilotage. While for fishing, one has but to go to the sea-wall, or the long wharf, or take a skiff or canoe and push out in the bay, and there will be no want of sport. . . . Another favorite fishing place is from the bridge over the San Sebastian, just at the back of the town. At any or all of these places you can catch bass, trout, sheepshead, mullet, flounders, sharks, and many other varieties (Hallock 1876:118-119). Likewise, the *New York Times* (1883) noted that "a dozen fishermen may be seen with rods at any time during the day, and a New York gentleman who just came in after two hours angling there has showed me a string of fine 'trout.'" "The fishing in the [San Sebastian] river is done from sailboats," related another angler's guide, "of which there are so very many for hire, by the hour or the day. Rowboats can be hired, but the distance to the North River is a long row" (Gregg and Gardner 1902:180). Taking a steamboat which each season made regular runs to the Matanzas Inlet was another popular activity, as was steam-yachting on the St. Johns River (Hallock 1876:151-178; Gregg and Gardner 1902:181).

Sailing for fun and competitive races was also common (Figures 18-19). The St. Augustine Yacht Club (Figure 20, top) was founded in 1873, and its sailing competitions with cash prizes became immensely popular by the 1890s. Its first Commodore was R.F. Armstrong, the Chief Officer of the Confederate raider *Alabama*, and other prominent members included Henry Flagler with his 183 ft. yacht *Alicia*, Andrew S. Carnegie with his *Missue*, and Louis Comfort Tiffany, all very competitive yachtsmen (St. Augustine Yacht Club 2010).

Recreational fishing, sailing, boat charters and rentals, and tour boats remain an important part of St. Augustine's maritime economy today. One such tour boat operator, Michael Usina, operates the *Victory III*, the third generation of this Menorcan family to do so in St. Augustine waters. The family business started around 1900 with Frank Usina, who at the behest of Henry Flagler used a chartered launch to ferry resort guests to North Beach for oyster roasts (Scenic Cruise 2003). "Catch your fish, land and cook them with such other edibles as you choose, and roast your Oysters in their shells over a wood fire . . ." instructed one enthusiast who may have enjoyed passage on Usina's chartered launch, or its 45 ft. (13.7 m) replacement, the *Victory I*, "Oyster roasts are quite a feature at St. Augustine from November to March or April" (Gregg and Gardner 1902:180).

St. Augustine's waterfront continued to see sail and steam traffic (Figure 20-21), and maintaining the harbor and its aids to navigation was still a priority for the federal government. In 1871, when it became clear that the old coquina lighthouse was endangered by erosion, plans were drawn for a new, modern lighthouse, and nine acres of land were purchased further inland and just to the south of the aging structure. The foundation was complete by July 1872, and on 15 October 1874 the new tower with its first order Fresnel lens was operational and the light was forever extinguished at the 1737 lighthouse and former Spanish watchtower (Fleming 2002:8-9) (Figures 21-22). The Keeper's House, the oldest residence still standing on Anastasia Island, was completed in 1876. On 20 June 1880, the old coquina tower succumbed to encroaching tides and collapsed into a pile of ruins during a heavy storm, and now remains as an archaeological site (SJ3702). Within sight of the new lighthouse in what is now Salt Run, the Army Corps of Engineers built a series of sand groins between 1889 and 1893 to control erosion and sand movement in an effort to keep the channels clear (USACE 1891; Morris et al. 2002:167-168; Morris et al. 2003:77-78) (Figure 22).

The impressive new lighthouse attracted visitors from the very start, and a regular ferry service operated by a Captain Wood was established between the city's central wharf and Anastasia Island by 1890. Transportation on the island was provided by the South Beach Railroad, a narrow gauge railroad that allowed tourists access to attractions such as South Beach, the Lighthouse, and the remnants of Jesse Fish's old orange grove (Dobson 2010). The ferry was soon replaced by a wooden bridge across the Matanzas, located slightly south of the present-day Bridge of Lions. The South Beach Railroad, bankrupt by 1906, was then acquired by the St. Johns Power and Light Company and incorporated into its new city trolley system.

Henry Flagler and the Golden Age

The golden age of the Resort Period was ushered in by the arrival of wealthy industrialist Henry Morrison Flagler in 1884. He was immediately captivated by the city and saw its potential as a luxury resort destination, an "American Riviera" or "Winter Newport." With the fortune amassed as John D. Rockefeller's partner in Standard Oil Company, he set out to transform sleepy town, completing his first hotel, **the Ponce de León, in January 1888** (Figure 23). This was a massive and resplendent edifice, built by contractors and former New England shipbuilders James McGuire and Joseph McDonald at a cost of \$2.5 million and employing 1,200 workers brought in from across the world. It was made from cast cement blocks, a method innovated with the 1883 construction of the Villa Zorayda, the private home of

eccentric Boston millionaire and developer Franklin W. Smith. At least one offshore shipwreck, the Centerboard Schooner Wreck (SJ3309), may be related to the building boom associated with these construction projects. Its identity remains unknown, but the ship carried a sizable cargo of cement in barrels, which would have been needed in great quantities for casting the massive blocks necessary for this style of architecture. The Villa Zorayda was under construction before the 1883 completion of the **Jacksonville, St. Augustine, and Halifax River Railway, and would likely have needed supplies sent by sea.**

The Ponce de León housed as many as 450 wealthy guests each season, and it along with Flagler's subsequent developments would dramatically and permanently alter the cityscape. Two more Flagler hotels would follow, the Alcazar (today's Lightner Museum) which was marketed to less affluent visitors, and the Casa Monica, originally a competing hotel built by Franklin Smith named Cordova, which Flagler bought and rebuilt. In addition to hotels, Flagler made significant contributions to the city's infrastructure, making sanitation improvements, filling in Maria Sanchez Creek, paving streets, and building a baseball park, hospital, and churches (Graham 2003). To ensure a steady flow of both tourists and supplies for his building projects, Flagler bought the 58 km (36 mi.) Jacksonville, St. Augustine, and Halifax River Railway in 1885, renaming it the Florida East Coast Railway and converting its rail from narrow to standard gauge so as to connect it to other existing rail systems. Flagler next purchased three additional existing railroads: the St. John's Railway, the St. Augustine and Palatka Railway, and the St. Johns and Halifax River Railway. By spring 1889 Flagler's system offered service throughout the First Coast from Jacksonville to Daytona. He continued to build luxury hotels and rail service further and further south, eventually stretching the Florida East Coast Railway all the way to Miami, which was founded because of this effort, and ultimately to Key West (Bramson 2003). This development rush down the east coast would actually make St. Augustine's role as the premier winter resort for the nation's social and financial elite last but for a brief period, as that role shifted south to destinations with warmer climes. But Flagler's impact led to the near doubling in population of St. Johns County between 1880 and 1890, and would forever leave its mark on St. Augustine (Andriot 1993; Graham 2003). The railroad system in eastern Florida allowed St. Johns County farmers and fishermen to ship goods quickly and effectively to eager northern markets. Hastings, in west St. Johns County, soon became the potato and vegetable capital of the region while St. Augustine and Jacksonville's commercial fishing industries grew.

Marine Industrial Period, 1920-1960

The 1920s saw an economic boom throughout the state, and St. Augustine was no exception, seeing its population double during that decade. Visitors in the Roaring Twenties could arrive by rail, sea, or air after the St. Augustine airport was constructed. In 1925 developer David P. Davis began filling in wetlands on the northern expanse of Anastasia Island for the exclusive Davis Shores community. It would never come to fruition as planned due to the real estate bust heralding the Great Depression of the 1930s, though it is a well established and architecturally eccentric neighborhood today. Davis' plans did result in the construction of a modern bridge to the island, however. The Bridge of Lions, named after two large statues flanking its western entrance, was supported by cantilevered steel arches on massive cement pilings. Opened in 1927, it featured a trolley lane on its south side, though the increasing importance of automobile traffic led to the removal of these tracks only three years later (Ridolph 1987). Tourism declined considerably during the Great Depression. Various WPA projects, including the Government House restoration and City Visitor Center construction, helped provide jobs, as did the railroad. The most important activity that sustained St. Augustine through these lean years was commercial shrimping and its ancillary industries, which had blossomed in the city during the 1920s. America's modern shrimping industry had begun at the turn of the century in Fernandina, where the

highly effective "otter trawl" nets were first drawn by powered boats (Fleetwood 1995:195-197). The primary innovator of this fishery was Sallicito Salvador who had emigrated from Sicily in 1902. Around 1920, the better school system in St. Augustine enticed three Mediterranean immigrant families—the Salvadors, Polis, and Versaggis—to make the move from Fernandina, and the center of this booming industry shifted to St. Augustine with them. Soon the First Coast region, with trawler fleets based in St. Augustine, Mayport, and Fernandina, was supplying shrimp by the ton via iced railcar to the New York market (Versaggi 2010). The expansion and growth of this new fishery created a new maritime infrastructure of shipbuilders, ship chandlers, canneries, shippers, ice factories and boat maintenance yards. In St. Augustine these industries were located along the San Sebastian River, which remains a working waterfront to this day.

Shrimp Boat City™

Shrimp production in St. Augustine climbed rapidly until 1929 when the depression hit the industry and people could not afford to purchase as they once had. By 1934 the shrimp catch reached its former high level and continued to increase until 1940. St. Augustine had a fleet of 200 shrimp boats and 17 packing concerns by 1930 and shrimping was one of the county's largest industries (Harvey 1992:156-7; Fleetwood 1995:201) (Figure 24). Conditions of the harbor, however, threatened to disrupt the industry's growth and expansion, as expressed by the *St. Augustine Record* reporting on the loss of the 65 ft. (19.8 m) Versaggi and Sons shrimp trawler *Fortuna II* on 2 February 1938: Two other shrimp boats, one belonging to Versaggi and Sons and one owned by the Salvador interests here, were also caught in the stormy weather that is now engulfing the coast and have been riding at anchor off of Anastasia Island since yesterday morning, shrimp dealers stated. Unable to cross the bar, the boats are in danger of sinking and the lives of the crews are imperiled.

The Fortuna II tried to reach port yesterday morning but the crew found it impossible to cross the local bar because of a high, rolling sea. The mouth of the channel off Anastasia Island is so shallow and dangerous that weather conditions must be near perfect for boats to cross the bar even on high tide. Most of the local shrimping fleet makes trips outside that last several days and cannot be warned of the approach of stormy weather. Fortunately, shrimp dealers here reported today that their boats, outside of the ill-fated Fortuna and the two craft now riding the sea, reached port safely before a sweeping north wind began to blow Monday night. When a craft sinks it is a great loss to the shrimping industry, for no insurance can be secured for these fishing boats. (St. Augustine Record, 2/2/38)

Local boat owners and fishermen are living with the hope that the proposed new channel across the North Beach point will be approved, so that St. Augustine may have a safe harbor and thus protect from disaster the fishing industry in St. Augustine (*St. Augustine Record* 1938). The US Army Corps of Engineers (USACE) had long been responsible for maintaining St. Augustine's harbor and channels. The groins installed in the final quarter of the 19th century were not effective at preventing sand accretion in the channel, however. As conditions worsened and the channel became less distinct, leading to an increase in losses like that of *Fortuna II*, the Corps cut an artificial channel across the tip of North Beach to "facilitate the operations of the shrimping fleet and related activities" (USACE 1938). The new channel was to be 200 ft. (61 m) wide and maintained at a depth of 27 ft. (8.2 m). The project began in 1940 and the cut was completed by 1943. Stone jetties were added to each side of the channel in 1946 and the US Army Corps of Engineers still maintains this non-natural inlet today (USACE Engineers 1946). With the southern tip of old Vilano Beach now south of the permanent new cut, the old channel between the original sandbars became a swash channel and eventually formed a

tidal lagoon called Salt Run. The new land formed by this action, Conch Island, was made into Anastasia State Park in 1949.

The St. Augustine shrimp boat building industry grew alongside the fishery and was important not only regionally but globally (Burke 2009). In the 1920s a new style of shrimp boat appeared in First Coast boatyards, built by Greek boatbuilders who had moved to St. Augustine and Fernandina from the sponge fisheries of Tarpon Springs (Fleetwood 1995:198). The new Greek shrimp boats displayed a dramatic sheerline ending with a high bow with a sharp entrance, and a deckhouse located forward to facilitate the hauling of nets from the stern. Unlike previous shrimp boats with their V-shaped hull, the Greek style shrimper was rounded in cross-section. This hull shape resulted in a deep and slow roll at sea, the source of complaints from some seasick shrimpers used to a hard-chined vessel. The earliest trawlers were small, mostly under 30 ft. in length, though they grew in size over the decades as shrimpers travelled further and further to richer shrimping grounds. Shrimp trawlers were typically 40 to 45 ft. by the 1930s, 50 to 60 ft. in the 1940s, and up to 70 ft. in the 1950s (Fleetwood 1995:201,213). While the Greek-style trawler never completely replaced the V-hull shrimper, the type persisted for decades, in no small part due to the success of the Diesel Engine Sales Company (DESCO), founded in St. Augustine in 1943. By 1954 DESCO had built 500 shrimp boats, by 1971 a total of 1,700, and by 1981 a trawler was leaving the plant every four days (Fleetwood 1995:213-214,218). While the most prolific builder, DESCO was hardly the only manufacturer in the region. In Jacksonville, Shrimp Boat Builders, Inc. and the Gibbs Corporation manufactured trawlers, and St. Augustine was also home to St. Augustine Trawlers, Inc., along with several smaller yards owned by the Sarris, Nicks, Pterudis, and Xynides families (Figure 25). The shrimp boat building decades were the heyday of wooden boat building in St. Augustine, one of the last examples of this once vibrant industry in the United States.

In the late 1940s a decline in shrimp production led to the exploration of new shrimping grounds in ever more distant waters. John Salvador (Sallecito's son) discovered the Key West and Dry Tortugas grounds in 1949, and other deepwater areas of the Gulf such as the Campeche grounds off Mexico were targeted thereafter. With these discoveries, the shrimp industry relocated to Key West and only a handful of boats remain actively shrimping in St. Augustine today, though there are greater numbers working out of Mayport (Pacetti 1980:40). Local trawler building persisted for decades after the decline in local shrimping, however, with established yards providing boats for the world market. Today the U.S. shrimping industry is centered on the Gulf Coast, though it faces increasingly severe pressure from imported shrimp mainly from Asia (Versaggi 2010).

The Outbreak of World War II

With the Outbreak of WW II, tourism was effectively ended for the duration of the war. However, the war would stimulate other areas of the regional economy. "Whatever other effects World War II had on the area, the drastic changes in manufacturing, employment, and the explosion of new techniques, materials, and products convulsed the marine industries" (Fleetwood 1995:205). This effect would be more profound at Jacksonville than in St. Augustine, and with its deepwater inlet Jacksonville became the commercial and military port that St. Augustine never could. Production at existing Jacksonville shipyards such as Gibbs, Huckins, Merrill-Stevens switched to new manufactures such as ammunition vessels, steel harbor tugs, patrol vessels, and other military craft. New yards sprung up such as the St. Johns Shipbuilding Company, which put out 82 liberty ships during the war with a peak weekly payroll of \$1.5 million (*Florida Times-Union* 1950). Fiberglass and plywood were both materials developed during the war which would revolutionize boatbuilding and forever change the concept of regional boat types (Fleetwood 1995:205-206).

Daily Life During the War Years

Daily life was radically altered from peacetime years. Citizens adjusted to strict wartime rationing, patrols, and, as during previous wars, a large influx of military personnel. The Ponce de León was leased to the U.S. Coast Guard, which used it as a training facility. The St. Augustine Lighthouse saw a relentless flurry of Coast Guard activity, among other things reprising its historic role as a watchtower. Citizens on the First Coast were initially unaware that German U-boats were silently patrolling the shipping lanes off their beaches, surfacing at night to use the St. Augustine Lighthouse as a navigational landmark. Any complacency was shattered with the fiery destruction of the oil tanker *Gulfamerica* by U-123 on the night of 10 April 1942 off Jacksonville Beach (Gannon 1990:343,364-366; McCarthy 1992:104-107). The destroyer USS *Dahlgren* caught up with the U-123 just south of St. Augustine and dropped six depth charges, damaging but not destroying the submarine, which managed to escape and make its way back to occupied France (Gannon 2010). This incident led to coastal blackouts across Florida. In another wartime incident, four German saboteurs were landed by U-584 at Ponte Vedra Beach. They made their way to Jacksonville and departed by train, but were captured before causing any damage. While there are no known historical records of any vessels being destroyed by U-boat off St. Augustine (Gannon 2010), there is at least one steel wreck known to the sport diver community as a freighter sunk by U-boat (DeLoach 2004:216).

Modern Period, 1950 to present

St. Augustine and the First Coast benefited from the post-war economic boom. The popularity of Florida's beaches brought waves of tourists who often visited St. Augustine on route to destinations further south. In the years prior to its 400th anniversary celebration in 1965, the city's racial tensions gained national attention through the efforts of local citizens and national civil rights movement leaders. Hundreds of protesters, including Martin Luther King, were arrested between May and July 1964, and the national public's reaction against ensuing Ku Klux Klan violence became a key factor in passage of the Civil Rights Act of 1964. These events helped propel St. Augustine into its status as a modern city. Until the 2008 recession, the region was experiencing record levels of growth, especially in St. Johns and Flagler Counties, and the typical environmental and social problems associated with rapid development.

In a very real sense the Marine Industrial Period continued in St. Augustine until 1990. It is certainly true, as discussed in the previous section, that trawler construction along the San Sebastian River by the great industrial builders like DESCO continued to boom into the 1980s. It was in the following decade that that most boat yards and fish houses stopped production and closed down. The end of the trawler building era brought a marked decline in the once bustling working waterfront. Today in St. Augustine, only one fish house still stands, as part of a restaurant. The last family boatbuilding shed (Figure 25) was destroyed by Tropical Storm Faye in August of 2008. The last few decades have seen much change on St. Augustine's maritime cultural landscape.

While there is no longer any regular naval or coast guard presence, U.S. Border Patrol vessels are seen regularly conducting training exercises in St. Augustine waters. Shrimp boats from Mayport or more distant ports occasionally visit for servicing or supplies among the commercial operations remaining on the San Sebastian. The primary function of the port today, however, is recreational, and St. Augustine serves as the tourist capital of Northeast Florida. There were 9,507 registered recreational vessels in St. Johns County waterways in year 2000, and numerous boat yards and marinas to accommodate them. Until the Great Recession of 2008, recreational boat manufacturer Luhrs/Mainship was the third largest employer in St. Johns County with over 375 employees (Hughes 2001:6). The ongoing recession has

dealt a severe blow to St. Augustine's already declining working waterfront, with the (perhaps temporary) closure of Luhr's, and the rapid laying off of many or most laborers at the remaining local boatyards. Still, a handful of trawlers continue to shrimp local waters, and traditional boatyards such as Xynides provide marine services, including wooden boat caulking and repair. Commercial whiting fishermen continue to seine the beaches like Menorcan mullet fishermen before them. The *Victory III* tour boat is seen each day on its regular route between Matanzas Harbor and Salt Run, as is the schooner *Freedom*. Recreational boating, kayaking, and fishing continue to thrive in the tourism-based economy. The maritime history of St. Johns County is an ongoing process that will continue for generations.

Previous Maritime Archaeological Research

In 1968, in the face of legislation regulating treasure salvage in Florida, and because of the historical significance of the nation's oldest port, the state legislature set aside the waters surrounding St. Augustine as an Archaeological Reserve (Florida Division of Archives 1975). The first maritime archaeological research in the area occurred in the following decade, and, as did terrestrial archaeology in St. Augustine, it has matured rapidly. Archaeological research of St. Johns County's maritime cultural landscape has been generally restricted to three broad categories: academic, cultural resource management (CRM), and non-profit research. State and federal government agencies have supported or conducted archaeology in all three categories. The development of maritime archaeological research in St. Johns County is described below and is summarized in Table 2.

The first underwater archaeological research in St. Augustine waters was largely due to the efforts of Professor George R. Fischer, director and founder of the National Park Service's underwater archaeology program and professor at Florida State University (FSU)'s Department of Anthropology. Fischer taught classes in conjunction with the FSU Academic Diving Program, which regularly involved short-term field projects for students. Some of this early work was jointly sponsored projects carried out in St. Augustine's national parks. The earliest references to maritime research in St. Augustine were FSU student proposals that do not seem to have been carried out (Koch 1976; Kruger 1976). Koch's proposed magnetometer survey of the inlet's historic approaches would foreshadow later successful surveys resulting in the prolific and ongoing success of research-oriented maritime archaeology in the region. Kruger's proposal is also significant in that it anticipated a maritime landscape approach now in widespread use. In 1978 and 1979 Fischer supervised two student diver surveys in National Park waters adjacent to the Castillo de San Marcos and Fort Matanzas (Koch 1979; Miska 1979). The results were not surprising: scattered debris dating to all historic periods of occupation was discovered off the walls of the Castillo, and relentless tidal currents had scoured the bottom clean at Fort Matanzas. The next FSU project to take place was a 1981 survey aimed at locating the colonial Fort Picolata on the St. Johns River, west of St. Augustine (Wood 1981). Students in the BSC 5345: Scientific Diving Techniques class enacted a remote sensing survey using a Fathometer and land transits to identify a presumed 18th century submerged landform. A systematic diver search and core samples revealed no trace of the fort. Despite the fact that treasure salvage is prohibited within the Reserve, one treasure-hunting group, Soul Treasure Company, in 1979 managed to conduct a survey off St. Augustine Inlet without repercussions. The work resulted in an Admiralty Court lawsuit brought by Dawson L. Chaney Sr. of Soul Treasure Company for ownership of a purported 17th century vessel. In spite of favorable actions for Chaney by the US District Court Middle District of Florida, the plaintiff dropped the action after problems accessing the deeply buried wreck (US District Court, Case No. 81-187-Civ-J-M). It is unknown at this time how the company was allowed to work in the Reserve or if they operated with a permit at all. After the 1970s, a great number of investigations have been carried out by private CRM firms contracted to government agencies complying with Section 106 of the National Historic Preservation Act (NHPA). Most of these projects have been associated with proposed dredging operations directed by the US Army Corps of Engineers (USACE) in and around the inlet. Section 106 requires federal agencies review the

effects on cultural resources of projects that they finance, permit, or license. The first CRM underwater archaeological survey in the county was undertaken by OSM Archaeological Consultants (OSM) in 1988 for the USACE.

For a complete list of the intermediate studies and resources discovered please see the Lighthouse Archaeological Maritime Program's First Coast Maritime Archaeological Project Report to the State of Florida, Division of Historical Resources, Bureau of Archaeological Research, 2010. It is available by contacting LAMP at www.staugustinelighthouse.org.

LAMP extended its research interest beyond offshore shipwrecks with the St. Johns County Submerged Cultural Resources Inventory and Management Plan during the 2001-2002 field season. This research, funded in part (as had SOAR's work) by the Florida Department of State, Division of Historical Resources, and in part by the Saint Augustine Lighthouse & Museum Inc. It was oriented towards investigating St. Johns County's maritime cultural landscape with its wide spectrum of archaeological resources (Morris et al. 2002). Remote sensing survey was conducted immediately north and south of the inlet (Figure 29), extending previously surveyed areas, and also at ten other search areas covering a diverse array of both offshore and inland waters. This survey resulted in the delineation and registration of ten new archaeological sites to the Florida Master Site File with five previously recorded sites being updated. Remote sensing efforts generated over 142 magnetometer and sidescan sonar anomalies. Phase II of this project (Morris et al. 2003) was conducted during the following 2002-2003 field season and examined the prioritized targets as well as codifying the methodological protocol to be utilized throughout the duration of the project. The 2003-2005 field seasons comprised Phase IIA, which brought the project to a close after five years. Investigators focused on site investigations, reporting four new sites within the county to the State and reevaluating several more. New sites included the Tolomato Bar Anchorage Site (SJ4801), a wharf complex used in the 18th and 19th centuries with vernacular boat remains, and the Blowhole Wreck (SJ4853), a beached shipwreck believed to date to the second quarter of the 19th century. LAMP's 2003-2005 seasons also saw investigations carried out in neighboring counties north and south of St. Johns. This geographical expansion of LAMP's maritime landscape-oriented research continued after a complete staff turnover and program re-organization carried out in 2005-2006, resulting in the development of the First Coast Maritime Archaeology Project which began in July 2007.

Since the completion of fieldwork for the Johns County Submerged Cultural Resources Inventory and Management Plan in 2005 there has been more CRM activity in St. Augustine waters. LAMP received a USACE contract to monitor beach replenishment dredge spoil deposition from July to November 2005 with the assistance of Environmental Services, Inc. (Moore 2005). Artifacts encountered and spatially referenced during this effort led to an understanding that probably at least two shipwrecks, including a Spanish colonial vessel, had been damaged by USACE beach replenishment dredging in 2001-2002 and 2005.

The USACE contracted Panamerican Consultants, Inc., to re-survey the dredge borrow area that had, except for a very small sliver, ostensibly been cleared by previous CRM surveys. Panamerican's resurvey (Figure 30) identified seven sidescan, 55 magnetic, and 21 subbottom anomalies. Diver testing of twelve delineated targets did not result in the identification of any sites or vessel remains; while some targets were too deeply buried to effectively reached, it was believed that they would have also been too deep to have been affected by USACE dredging (Lydecker and James 2008).

Facing these negative results, the USACE issued another contract to re-survey this borrow area yet

again. This time SEARCH was awarded the contract, conducting survey in June 2009 and target testing in March 2010 (Burns 2009; 2010). While divers identified debris from the known site of a wrecked shrimp trawler, the North Shoals Vessel (8SJ04784), divers could not locate any other historical material, which if extant is believed to be practically buried too deep.

Other marine development activities have also necessitated CRM surveys in recent years. In 2007, ESI conducted magnetometer and sidescan survey in the proposed Antigua Marina just north of the Mickler O'Conner (or 312) Bridge and opposite the mouth of the San Sebastian River (Marks et al. 2007). Three targets were tested, resulting in the location of probable iron vessel remains of indeterminate date. ESI researchers thought the remains unlikely to be historic, and did not report them as a site. SEARCH also conducted remote sensing survey and diver target testing in Matanzas Harbor in two proposed city mooring field areas, north and south of the Bridge of Lions, in May and June 2008. One sonar target was identified as a ballast pile, either a shipwreck or a dump site. It features around 2-3 ft. (0.6 to 0.9 m) of relief and an artifact scatter over at least a 20 ft. (6 m) wide area. It was designated site SJ5400 and is called in this report the Bayfront Ballast Pile to distinguish it from other ballast piles likely in the harbor (at least one other is known, SJ3313 or Billy's Ballast Pile). Five other targets could not be located and were recommended for avoidance (Burns 2008).

In the summer of 2007 LAMP initiated the first season of the First Coast Maritime Archaeology Project (FCMAP), which was funded by the State of Florida through the Historic Preservation Grant Program through the end of 2009. This broad program of archaeological research and outreach is regional in scope but with a particular focus on St. Augustine and St. Johns County, and the 2007-2009 phase of this ongoing program represents the most significant maritime archaeology research project ever enacted in the region. Between July 2007 and December 2009 LAMP conducted a considerable amount of fieldwork, including a wide range of archaeological surveys using magnetometer, sidescan sonar, and/or subbottom profiler, on Conch Island (terrestrial magnetometer), the Tolomato River, Salt Run, the San Sebastian River, Pancho Creek, Robinson Creek, and the Atlantic Ocean offshore Anastasia Island and as far north as South Ponte Vedra Beach (Meide et al. 2010a: 69-159). The offshore survey conducted in summer 2009 comprised 23 individual survey areas, which were designed to incorporate 45 anomalies previously identified but never successfully tested from surveys conducted by SOAR and LAMP between 1995-2001. Target testing of magnetic anomalies identified from this survey to the discovery of the Storm Wreck (SJ5459), the excavation of which was a major focus of the 2010 season and this report.

In addition to survey and target testing, LAMP archaeologists conducted a wide range of site investigations and excavations during the 2007-2009 FCMAP program. Four new sites were reported to the Florida Master Site Files, along with 12 updated site forms, for a variety of archaeological sites between Duval and Volusia Counties. Significant excavations took place at the Tolomato Bar Anchorage (SJ4801 and SJ3150), and at the Steamship and Ballast Pile Wreck Site (SJ3310). Detailed documentation of the 2007-2009 FCMAP site investigations are provided in Meide et al. 2010a:160-361.

During and after the close of the initial phase of FCMAP, two more CRM studies were conducted in the area. In addition to their June 2009 offshore survey and March 2010 target testing, SEARCH also conducted a CRM survey and subsequent target testing in the Intracoastal Waterway, covering an area of the Matanzas River just inside the St. Augustine Inlet northwards into the Tolomato River beyond the

Vilano Bridge (Figure 31). A magnetometer, sidescan, and subbottom survey was conducted between the 23rd -26th of June 2009, and diver testing between the 8th -12th of March 2010. No historic material was identified from this study (Krivor 2010a; 2010b).

Maritime Archaeological Sites in the First Coast

“Maritime sites are defined as any site directly tied to the maritime history of the region, including ship loss sites, abandoned vessels, seawalls, jetties, groins, wharves, marine railways, landings, ship yards, and aids to navigation” (Morris et al.2006:26). The First Coast Maritime Archaeology Project continued to use this broad theoretical framework as it continued research within St. Johns County, and began to expand further into neighboring counties along the First Coast.

Categories and Examples of Maritime Cultural Resources in the Nation’s Oldest Port Region:

Site Type Examples

Ship Loss Sites Shipwrecks accidentally lost or purposely scuttled and abandoned ships (*Industry, Gulfamerica*, Fish Island Vessels, Stokes Creek Barges); Vernacular Boats Abandoned or operational small craft, traditionally- and regionally-built (St. Augustine logboat, Tolomato Bar vessel; New Smyrna Bch Museum canoe, Thornhill Lake canoe, Mud Wreck, Menorcan Freighter canoe);Aids to Navigation Buoys, markers and lighthouses (St. Augustine Lighthouse; see also next two categories); Coastal Defenses Forts, batteries, lookouts (Castillo de San Marcos, Ft. Matanzas, Ft. Picolata, Ft. Clinch, Spanish Watchtower/Old St. Augustine Lighthouse); Bridges and fords Colonial river crossings, historic engineering structures, pilings, associated artifact scatters (Bridge of Lions) ;Landings Plantations, ferry boat, timber and naval stores camps, mill sites (Lincolnville Landing Site, Tocoí Landing); Piers, Docks, Wharves, Quays, Marine Hards, etc; Plantations, historic waterfronts, mills, river landings, railroad loading facilities (New Smyrna Old Stone Wharf, Tocoí Landing, Snake Pit site,Tolomato Bar Anchorage site, Jesse Fish Plantation); Harbor infrastructure and shore protection Seawalls, bulkheads, sand groins, jetties (St. Augustine 19th century seawall, Salt Run Groins, St. John’s River jetties in Duval County); Prehistoric Sites Canoes, fish weirs, shell middens, habitation sites, activity sites, isolated finds (Shell Bluff, Coontie Island, Sanchez Mound); Inundated Terrestrial Sites Prehistoric and historic landscapes now submerged through erosion, tidal effects, and sea level rise (Thursby River Site); Beach Face Sites Shipwrecks, isolated ship pieces and hardware, prehistoric (Vilano Beach Rudder, Chainplate Site); Anchorages Artifact scatters, mooring hardware, wreck remains (Tolomato Bar Anchorage, Matanzas Harbor); Dump Sites Ballast dumps, ships used as fill or as bulkheads themselves, submerged refuse dump or scatter sites (Billy’s Ballast Dump); Water Control Structures Dikes, gates, dam; Deadhead Logs Branded logsMills Dams, races, timber structures Isolated Finds Storm deposition; Traditional Working Waterfronts Traditional working craft, shipyards, boathouses, marine rails, marine ways, working docks, ship chandlery & maintenance facilities, icehouses, seafoodpacking houses, fish camps, etc.(San Sebastian River waterfront, Mayport village, Fernandina waterfront)Other Maritime Cultural Resources; Sailors’ graves, historic structures associated with mariners or maritime; trade, life-saving stations & houses of refuge, isolated cannons and anchors; publicly displayed, etc. (Ximinez-Fatio House, anchors at North Beach; Campground)

Previously identified maritime archaeological sites in Nation’s Oldest Port Region, Northeast Florida. This is a select list.

FMSF Number, Name Description, Field Work/Research

8DU00637 Unnamed 4-masted schooner wreck
Shipwreck, 4-masted, schooner, Visually located

8DU08030 Bird Island Wreck 19th century, 300' sailing
Ship, None known.

8DU08032 *Maple Leaf* Wreck Walking beam steamship,
Union transport, Civil War. Major artifact recovery and
recording by SJA EI and ECU

8DU11520 Scott Hayes Osprey, Wreck, 19th century, probably
commerce/transportation. LAMP field assessment.

8DU14055 St. John's River Jetties, Historical structure,
C1880's, Photographed.

8DU14246 Menorcan Freighter, of Louis or Lord
Nelson, Large antebellum dugout
made by Seminoles for a Menorcan in St. Augustine
Donated to Florida State Museum in 1924.

8DU15981 SS *Gulfamerica*, Wreck, Tanker torpedoed off Jax
Bch by U-123, 10 April 1942, Literature search; known to sport
diving community.

8FL00287 Grimsley Cove, Steamboat (alleged
Alligator), U.S. 19th or early 20th
century hull remains with steam machinery.
Initially reported by Dan Smith; site visits and recording by
LAMP 2008-2010.

8SJ00003 Wright's Landing Prehistoric shell midden,
historic landing, Surveyed (Benton 1975) and
continued monitoring,

8SJ00004 Sanchez Mound Artifacts shell, prehistoric
Ceramic, 19th century excavations,
continued site monitoring

8SJ00013 Coontie Island Intact prehistoric shell
Midden, Remote sensing investigation did
not locate any submerged remains, 2002

8SJ00032 Shell Bluff Landing Historic well, prehistoric
shell midden, homestead, Terrestrial excavation

8SJ00033 South of Wright's Landing
Shell midden, British through American
Territorial periods. LAMP recorded a coquina block
scatter and two barrel wells eroding out of the bank, 2002

8SJ00046 Fort Mose 18th century Spanish
African American fort
Terrestrial excavations (Deagan
& McMahon 1995)

8SJ00056 The Mud Wreck 19th century wooden wreck,
abandoned vernacular watercraft
Unable to relocate in 2002, local informant does not recall seeing
the wreck since the 1960s.

8SJ00062 Jesse Fish Plantation, Plantation complex with
wharf and canal system ESI investigations 2000-2006
(Handley & Arbuthnot 2010)

8SJ00067 Fort Picolata 17th-19th century fort Location still unknown,
numerous searches have not produced definitive results

8SJ02536 The Snake Pit Site 18th century wooden wharf
Remains Sonar survey and limited recordings in 2003

8SJ02547 Guana River Tract
Site Location Survey, Presently a state preserve
and recreation area, St. Augustine
Surface collection.

8SJ02548 Little Orange Site Presently a state preserve Surface collection

8SJ02549 Guana River Tract, Site Location Survey
Presently a state preserve and recreation area, St.
Augustine. Surface collection, probe rod.

8SJ02550 Guana River Tract, Site Location Survey
Presently a State Preserve, and Recreation Area, South
Ponte Vedra Shovel tested.

8SJ02551 Guana River Tract, Site Location Survey
Presently a State Preserve, and Recreation Area South
Ponte Vedra Surface collection

8SJ03150 Guana Ruins Second Spanish Period,
historic refuse, coquina footing, domestic farmstead
Surface collection, walk over with informant; excavated by
LAMP 2008.

8SJ03235 Guana 2 Shell midden with Orange
and St Johns componentsm Surveyed by SouthArc, Inc.

8SJ03236 Guana 3 Poorly defined prehistoric
Scatter Screened shovel tests.

8SJ03237 Guana 4 Single olive jar Shovel tests

8SJ03238 Guana 7 Scattered shell site on land Shovel tested

8SJ03286 Beachside Shell,Midden
Shell midden Shovel tests done in areas of
Pottery and Bone concentration

8SJ03309 Centerboard Schooner Wreck
("Seafood site"), 19th century wooden
centerboard sailing vessel, with cargo of cement casks
LAMP assessment and limited
recording in 2003; extensive recording in 2004, revisited 2008.

8SJ03310 The Steamship Site 19th century Steamship Excavations 1997-8, 2007-9

8SJ03311 Target 28/29 19th or 20th century dredge
Pipe. Not visited after initial diver identification.

8SJ03313 Billy's Ballast Site 18th century British ballast
Dump. Bridge work in St. Augustine affecting site in 2005-2010.

8SJ03317 Unnamed beach
Wreckage; Beach face ship timber
deposit. Collected by State Park rangers
in 1997.

8SJ03318 Unnamed beach
Wreckage Beach face ship timber
Deposit Collected by State Park rangers
in 1997.

8SJ03478 *Industry* wreck
("Tube Site") British transport sloop
Industry lost 1764, Site monitored in 2003- 2012.

8SJ03525 Compton's Wreck Iron fastened wooden
sailing vessel, 19th-20th C, SOAR diver inspection 1998,
site has since become buried.

8SJ03526 The Iron Box site 19th century wreckage;

wood, iron structure, chain, Identified after SOAR survey, poss. related to SJ3309.

8SJ03536 Sand Groin on Anastasia Island 19th century sand groin LAMP relocated and recorded Exact position with GPS in 2002

8SJ03702 Spanish Watchtower (Old Lighthouse), Watchtower appears on Boazio map of Raid of Sir Francis Drake, published 1589. 18th - 19th century watchtower, Florida's first official lighthouse May, 1824 – October 1874. Recorded by LAMP in 2002.

8SJ04781 Tocoí Landing 19th century steamboat landing, Recorded by LAMP in 2002/2003.

8SJ04782 Tocoí Vessel 19th-20th century lumber Barge. Recorded by LAMP in 2002/2003

8SJ04783 Fish Island Vessels Early 20th century shrimp boat remains Recorded by LAMP in 2002/2003

8SJ04784 North Shoal Vessel 20th century commercial shrimping vessel wreck Recorded by LAMP in

2002/2003 8SJ04787 Dredge *Florida* USACE dredge/snag steam vessel lost 1918 Recorded by LAMP 2002/2003; periodically monitored.

8SJ04801 Tolomato Bar Anchorage 18th-19th c. anchorage, wharf complex, plantation & homesteading site.

Recorded by LAMP 2003-2009; survey & test excavations in 2008; regularly monitored.

8SJ04853 Blowhole Wreck 19th century shipwreck bow buried on beach Recorded by LAMP 2004/2005. Keel recovered in 2008.

8SJ04871 Ponte Vedra Wreck Late 19th century schooner buried on beach Recorded by LAMP in 2001; mid-1980s photos recently found

8SJ04872 Stokes Creek Barges 19th-20th century American abandoned work barges LAMP photographed and recorded.

8SJ04873 13th Street Wreck 19th century wooden shipwreck deeply buried on beach. Photos of wreck exist, LAMP

attempted to excavate but could not locate.

8SJ04874-04877

Groins Series of beach control groins late 19th century
Recorded by LAMP in 2002/2003.

8SJ04878 Corps Bulkhead Bulkhead Field notes, maps, and
photographs recorded and on file
at LAMP.

8SJ04888 Maria Sanchez

Barges 19th/20th century American
abandoned work barges Field notes, maps, and
photographs on file at LAMP

8SJ04889 Target 1 (prob. *Dixie*

Crystal) 19th-20th c. shipwreck, probable *Dixie Crystal*
Buried wreck delineated by probing by Mid-Atlantic.

8SJ04972 St. Augustine

Lighthouse Reservation/light station. Six historic structures, building
remains/ first Light Station in Florida. Architectural restoration; ESI
shovel testing survey, active museum.

8SJ04988 Vilano Beach Rudder 19th century wooden rudder Exposed after storm; collected

8SJ5020 Lincolnvill Landing Site 19th or 20th century landing
site with timber hard Documented and monitored by
LAMP.

8SJ05322 Evenden-Williams

Site, Spanish midden, Exposed on ground, informant
Report.

8SJ05400 Bayfront Ballast Pile Historic ballast dump or
wreck with artifact scatter in

Matanzas Harbor, Discovered by SEARCH in
2008, investigated by LAMP in 2009 (surface collection of
artifacts) and 2010 (recorded).

8SJ05442 Chainplate Site Ship rigging remains

exposed on beach. Artifacts collected and conservation initiated by LAMP

8SJ05458 Mickler's Landing, Shipwreck

Iron hull remains. periodically exposed in surf
zone at Ponte Vedra Beach. Preliminary documentation and
monitoring by LAMP, wood sample collected for species ID

8SJ05459 Storm Wreck Late 18th (C1780) century shipwreck buried offshore St. Augustine. Discovered by LAMP in 2009, excavated with artifact recovery by LAMP in 2010-2012. Investigation ongoing.

8V000238 Thursby River site Pre-Columbian inundated habitation site, Surface collection

8V002571 Tomoka Stone Prehistoric coquina midden partially inundated, Survey.

8V004298 Old Stone Wharf, Archaeological Site British Period wharf LAMP 2002 partial excavation, and artifact collection.

8V005264 Copper Tacks site British period artifact scatter Surface collection of 539 copper Tacks.

8V005338 Coquina Wharf Late 19th century wharf, ca. 1880-90. Selective artifact collection.

8V007218 Thornhill Lake Canoe Historic Native American canoe (possibly Timucuan). Recovered and documented

8V007306 Third Avenue Beach Ramp Wreck, Possible British shipwreck bow on beach, ca.1760-90 Recorded by LAMP in 2004;wood ID; 2007 monitoring visit

8V007484 Ponce De Leon Inlet Site, 17th or early 18th century sailing ship w/cannon None

8V007516 El Indio Site Prehistoric Phase I archaeological survey

8V007584 New Smyrna Beach, Museum Canoe ca. 1800-1880 canoe washed ashore and donated to museum.

CHAPTER 4

SUPPORTING RESOURCES

This chapter contains information regarding sufficient heritage, nature, open-space and outdoor recreation resources within the proposed study area to support a National Heritage Area (NHA) designation. Most of the resources described are publically accessible, including destinations, events, facilities, businesses, organizations and other types. This resource assessment includes all National Historic Landmarks and properties listed on the National Register of Historic Places. Also included are several significant heritage sites that may eligible for inclusion in the National Register.

Some archaeological sites, historic buildings, traditional cultural places, and important natural areas are on private lands not open to the public. They are, however, included in this study because they are significant resources relevant to the interpretive themes of this National Heritage Area. This does not mean that the private lands will automatically be part of the National Heritage Area, as participation is totally voluntary. However, if desired, projects related to the recognition, preservation, restoration, and interpretation of resources on public and private or tribal lands will be eligible for funding and technical assistance from the National Heritage Area.

A summary of local crafts, foods, and music styles that can be found in few or no other places in the United States is included in this chapter. These distinctive regional traditions are also considered to be heritage resources that can be recognized, preserved, interpreted and promoted through a National Heritage Area designation. They are relevant to the interpretive themes of this National Heritage Area and help to distinguish it from other National Heritage Areas.

Natural, Open-Space and Outdoor Recreation Resources

Flora and Fauna

The Oldest Port Heritage Area is rich in biodiversity natural resources, which have sustained human civilizations for eons. The barrier island natural environment has sustained life with its biologically productive estuary from the earliest civilizations beginning with the Middle Archaic Period (5,000 BC). During the age of European exploration, the easterly trade winds and the course of the gulf-stream guided European ships into the protected inlets. Inlets that opened up into a large protected bay area, such as St Augustine, provided safe anchorage for ships, drinking water and food for human consumption, and ultimate survival. Today the Atlantic Intracoastal Waterway winds its way through the vast expanses of salt water marshes, punctuated with elevated island hammocks, providing an enticing primeval interplay of sea, land and air. Such experiences provide us with a glimpse of the past. These vast expanses of natural resources, including the guiding atmospheric trade winds and the natural environmental conditions, are what have sustained life in St. Augustine for eons and one of the main reasons why it is the oldest continually occupied European settlement in the United States.

Overall there are more than 100 species of rare plants and animals that have been documented, including over fifty federal, state and listed species within the Oldest Port NHA boundary. The federal, state and listed species of special concern within the Oldest Port NHA boundary consist of approximately eight plants and forty eight animal species. A description of the flora and fauna including the federal, state, and species of special concern found in this area can be found on line at http://publicfiles.dep.state.fl.us/cama/plans/aquatic/GTM_NERR_Management_Plan_2009.pdf

Flora

Scenic & Historic A1A is the only north-south major transportation route on the barrier island and it is defined on the east by the dunes and beaches adjacent to the Atlantic Ocean and on the west by extensive estuarine waters and marshes.

THE BARRIER ISLAND HABITAT – Comprised of the beach, the protected estuary, and the inlets, the barrier island habitat found along the corridor is typical of the southeastern Atlantic and Gulf coasts between Cape Hatteras and the Yucatan Peninsula. However, the segment of Florida coastline in St. Johns County is unique, located just below the northern limit of the easterly trade winds, blowing over the ocean, warming the winters, cooling the summers, and thus extending the ranges of both northern and southern species into this region.

THE BEACH - Due to the actions of currents, waves, shifting sands, and the persistent salty aerosol, the beach is a harsh environment. Its flora and fauna are relatively sparse, and it is biologically unproductive, like a desert.

THE ESTUARY - The high dunes behind the beach protect the long lagoon that runs through the marshes. Freshwater runoff from the east coast of Florida (the Florida east coast drainage) flows into this area and constitutes part of the Intracoastal Waterway. The lagoon and its surrounding marshes constitute the estuary, which is, unlike the beach, enormously productive and, therefore, a source of food for animals and human beings. (Scenic & Historic A1A - Corridor Management Plan (CMC) – Greenberg 2002).

According to the Natural Areas Inventory (FNAI) and Department of Environmental Protection (DEP) vegetative community classification system, including the barrier island vegetation and the mainland, within the Oldest Ports NHA boundary there are a total of twenty three vegetative communities. These vegetative communities include Sandhill, Scrub, Xeric Hammock, Beach Dune, Coastal Berm, Coastal Strand, Coastal Interdunal Swale, Maritime Hammock, Mesic Flatwoods, Scrubby Flatwoods, Upland Mixed Forest, Depression Marsh, Dome Swamp, Floodplain Swamp, Flatwoods/Prairie/Marsh Lake, Blackwater Stream, Estuarine Tidal Marsh, Estuarine Unconsolidated Substrate, Estuarine Mollusk Reef, Marine Consolidated Substrate, Marine Unconsolidated Substrate, Open Water and Ruderal (developed land).

Fauna

According to the Florida Game and Fresh Water Fish Commission's (FWCC) publication "Closing the GAPS in the Florida Wildlife Habitat Conservation System" (known as GAP report), the lands east and west of the Intracoastal Waterway within Twelve Mile Swamp area and south of SR 206 through St. Johns County are very important wildlife habitats areas classified as Biodiversity Hot Spots (BHS). These designated land areas are essential to providing some of the state's rarest animals, plants and natural communities with the land base necessary to sustain wildlife populations into the future. The FWCC has identified forty four "focal species" throughout the state of Florida as "indicator" species of biological diversity. According to the FWCC designated BHS areas in St. Johns County, there are seven plus focal species. The listed wildlife species identified with in St Johns and Flagler County's NHAs include, but are not limited to, the American swallow-tailed kite, Limpkin, American kestrel, southern bald eagle, rare wading birds (white ibis, little blue heron, great egret, little blue heron and least tern), wood stork, red-cockaded woodpecker, yellow-crowned night-heron, Wilson's plover, black skimmer, American oystercatcher, Florida scrub jay, Florida pine snake, diamondback terrapins, eastern indigo snake, gopher tortoise,

leatherback, loggerhead, sea turtle, green turtle, gopher frog, West Indian manatee, Atlantic salt marsh mink, mountain mullet, Anastasia Island Beach mouse, Florida Black bear, and the bobcat.

In addition, the open waters running parallel to St. Johns and Flagler Counties are identified as critical habitat for the endangered North Atlantic right whales.

According to the National Audubon Society's science-based recognition project, the Oldest Port NHA also contains three Important Birding Areas (IBAs). The IBA program designates sites that provide essential habitat for breeding, wintering or migrating birds. Typically, IBA sites are discrete areas that stand out from the surrounding natural landscape. The three designated areas include:

- Guana Tolomato Matanzas National Estuarine Research Reserve (GTM NERR) / Guana River Wildlife Management Area
- Matanzas Inlet & River
- Northern Atlantic Migrant Stopover area - consisting of Anastasia State Park, Moses Creek Conservation Area, Faver-Dykes State Park and Washington Oaks Garden State Park.

The Matanzas Inlet is one of the last "natural" inlets along the Florida east coast where no dredging or armoring can be found. The State sovereign submerged lands within the Matanzas River and its tributaries inside the Guana, Tolomoto, Matanzas (GTM) National Research Reserve (NERR) are classified as Class II or Outstanding Florida Water (OFW) since 1998, according to the Florida Administrative Code (FAC) Chapter 17-302.600 (3) (b) 55 and 17-302.600 (3) (b) 18 F.A.C. and as administered by the Department of Environmental Protection (DEP). This is one of the last few remaining areas along the east coast that allow shellfish harvesting. In an effort to protect the Matanzas River watershed area, the South Anastasia Community Association (SACA) petitioned the St. Johns River Water Management District (SJRWMD) to designate the Matanzas River Basin watershed as a Special Basin area. The SJRWMD Board has approved a work plan to investigate the appropriateness of this designation and in so doing, is in the process of gathering scientific information. As a part the Matanzas River Special Basin designation evaluation, the SJRWMD felt that the Intracoastal Waterway (specifically the Matanzas River) and several of its tributaries should be classified as OFW. This would increase the existing OFW classification status the Pellicer Creek Area presently has to the Matanzas River and its tributaries. For additional information on this petition please review the following publications:

- Petition to Designate Certain Water in the Matanzas River Basin as Outstanding Florida Waters submitted to FDEP from SJRWMD. This information can be found on the web at www.dep.state.fl.us/water/wqssp/surface.htm
- Investigation of Resources, Threats and Future Protection Needs of the Matanzas River Study Area submitted to the SJRWMD as prepared by PBS&J. This information can be found on the web at www.floridaswater.com

For additional information on the coastal areas in St. Johns and Flagler County's flora and fauna within the Oldest Port NHAs, please review the following publications:

- Guana Tolomato Matanzas, National Estuarine Research Reserve – Final Environmental Impact Statement.
- Guana Tolomato Matanzas National Estuarine Research Reserve – Final Management Plan 1998.
- Northern Coastal Basins Reconnaissance Report dated July 1998.

- Guana Tolomato Matanzas, National Estuarine Research Reserve – Final Management Plan – July 2009 or at http://www.dep.state.fl.us/coastal/site/gtm/pub/GTM_Management_Plan_2009.pdf

Public Lands

The Oldest Port National Heritage Area is very fortunate to have many Federal, State, and Regional Conservation Areas and Local Parks within its boundary providing outstanding examples of natural habitats and environmental treasures. At the south end of St Johns County one may see a cross section of a classic barrier island with primary and secondary dunes, maritime forests, and marshes. The Matanzas Inlet, a natural inlet without intruding jetties, is a link between the ocean and the marsh and home to aquatic and shorebird activity. It is the largest nesting area of least terns, an endangered species, on the east coast of Florida. This area is also one of the few places along the east coast of Florida still open to recreational and commercial oyster and clam harvesting in its designated class II waters. At the northern end of the corridor is the GTM NERR, an area of great biological diversity. It is the site of much waterfowl activity and the home to various threatened species including the least terns, the Anastasia Beach mouse (which was reintroduced in 1992), migrating peregrine falcons, indigo snakes, gopher tortoise, wood storks, alligators and piping plovers.

Along this SR A1A and Intracoastal Waterway corridors many Federal, State, Regional Conservation Areas and Local Parks can be found in St. Johns and Flagler counties as identified below.

St. Johns County Parks

Federal Parks

- Ft. Matanzas National Monument
- Castillo De San Marco

State Parks

- Anastasia State Park
- Faver Dykes State Park
- Matanzas State Forest
- Pellicer Creek Aquatic Preserve
- Deep Creek State Forest
- Frank Butler (east and west)
- Ft. Mose

Regional Conservation Areas (SJRWMD)

- Deep Creek State Forest
- Twelve Mile Swamp Conservation Area
- Stokes Landing
- Moses Creek Conservation Area

Local Parks

- Bird Island Park
- Cornerstone Park

- Mickler Beachfront Park
- Davis Park
- Nocatee Preserve
- Palencia Park
- Villages of Vilano/ Usina Walkover
- South Ponte Vedra Park
- Surfside Park
- North Shores
- North Beach Park
- Nease Beachfront Park
- Mussalleum Beachfront Park
- Vilano Beach Oceanfront Park (old Fiddlers Green) -
- Vilano Beach Pavilions and Fountain
- Vilano Fishing Pier
- Vilano Nature Greenway
- St. Augustine Lighthouse & Museum Park
- J.E. "Red" Cox Park
- Hamilton Upchurch Park
- Davenport
- Deleon Shores Community Park
- Joe Pomar Jr. Park
- St. Augustine Amphitheater
- Pope Road Beach Access Park
- St. Johns County Ocean Pier and Courts
- Lakeside Park
- Dough Crane Park
- St. Augustine South Park
- Shore Drive Moultrie Bluff Park
- Shore Drive Waterfront Park
- Vaill Point Park
- Canopy Shores
- Southeast Intracoastal Waterway Park
- Crescent Beach Park
- Windswept Motel Park
- Matanzas Inlet Fishing Park
- Helen Mellon Schmit Park
- Nelmar Terrace Park
- Collier -Blacker-Puryear Park
- West Augustine Park and Solomon Calhoun Community Center
- St Augustine Little League Park
- Tocol Junction Park
- Treaty Park

Boat Ramp Access

- Palm Valley Boat Ramp Park
- Usina Boart Ramp Park

- Boating Club Boat Ramp
- Vilano Boat Ramp
- Vilano Boat Basin

City of St. Augustine

- Anderson Circle
- Gary Lee Park
- Gibbs Park
- Government Yard
- Maria Sanchez Lake Park
- Oglethorpe Park
- Parque de Menendez
- Plaza de la Constitution
- Railway Park
- Redoubt Wall Park
- Santo Domingo Redoubt Park
- Swing Park
- Twine Park
- St. Augustine Carpet Golf Park
- St. Augustine Municipal Marina

City of St Augustine Beach

- Ron Parker Park (A)
- Ocean Hammock Park
- Pope Road Scenic Outlook Park

Flagler County Parks

- Flagler Beach Palm Coast
- Bull Creek Campground, Bunnell
- Flagler County Recreational Area, Bunnell
- Graham Swamp Preserve, Palm Coast
- Haw Creek Preserve, Bunnell
- Herschel King Park, Palm Coast
- Hidden Trails Park, Bunnell
- Jungle Hut Park, Palm Coast
- Lehigh Trail, Palm Coast
- MalaCompra Greenway Trail, Palm Coast
- Moody's Boat Launch, Flagler Beach
- Moody Homestead Park, Bunnell
- Old Dixie Park, Bunnell
- Old Salt Park, Palm Coast
- Princess Place Preserve, Palm Coast
- River to Sea Preserve, Marineland
- Shell Bluff Park, Bunnell

- Varn Park, Palm Coast
- Wadsworth Park, Flagler Beach

State Parks

- Washington Oaks Garden State Park (A)
- Gamble Rogers Memorial State Recreation Area (A)
- Bulow Plantation Ruins Historic State Park (A), Flagler County
- Anastasia State Park, Anastasia Island St. Augustine, FL

Nassau County Parks

Nassau County has more than 70 parks, preserves, museums and historic properties and facilities throughout 70 acres of county.

- Eisenhower Park, East Medio
- Garvies Point Museum and Preserve, Glen Cove
- Centennial Park, Roosevelt
- Nassau County Aquatic Center,
- Cantiaque Park
- Christopher Morley
- Grant Park
- Ceder Creek Park
- African American Museum in Hempstead
- Cradle of Aviation Museum
- Sands Point Museum and Preserve
- Tackapusha, Seaford
- Mitchell Athletic Complex
- Old Bethpage Village

Note: All the Federal, State, and Regional Conservation Areas, as well as some local parks in Duval, St. Johns Nassau, and Flagler Counties', have independent management plans which state how these parks will be utilized and maintained. The National Heritage Area list of resources does not trump any other management plan or strategic plan for any entity.

Nature Parks

There are many nature parks located within the Oldest Port's NHA boundary. These federal, state, and regional conservation areas and local parks include one federal park – Fort Matanzas National Monument; several state parks -- Anastasia State Park and Favor Dykes State Park; several regional conservation areas – Deep Creek State Forest, Stokes Landing, Moses Creek Conservation Area and Matanzas State Forest; and several local parks Nocatee Preserve, Vaill Point Park, Canopy Shores Park, Southeast Intracoastal Waterway Park, Princess Place and River to Sea Preserve

The Saint Johns River

The St. Johns River was designated a “Great River” by the America’s Great Waters Coalition in 2012. Other great waters include the Chesapeake Bay and the Florida Everglades. The Saint Johns River Alliance

Executive Director Mark Middlebrook, announced the designation at Alpine Groves Park in Northwestern St. Johns County. The park is located along the banks of the St. Johns River on State Road 13.

National Estuarine Research Reserves

The Nation's Oldest Port National Heritage Area is fortunate enough to have a National Estuarine Research Reserve (NERR) where waters (portions of the Tolomato Rivers and Atlantic Ocean) adjacent to the Guana River Wildlife Management Area and Aquatic Preserve in addition to portions of the Matanzas River have been designated as NERR waters. This program is designed to sustain the environmental integrity of relatively undisturbed estuarine ecosystems and it is officially designated a U.S. Marine Protected Area (MPA). Reserves are intended to promote, implement and coordinate opportunities for scientific research, environmental education, public stewardship and nature appreciation in the uplands as well as submerged lands. Established in 1999, the Guana, Tolomato, Matanzas NERR was chosen as a national example of a temperate Carolinian bio-geographic province.

In 2002, because the Guana River Wildlife Management Area is located within the federally designated Guana Tolomato Matanzas National Estuarine Research Reserve (GTM NERR) boundary, the state park was renamed the GTM NERR. The GTM NERR north-south boundaries essentially extend from Ponte Vedra where the Guana State Park used to lie, past where the Pellicer Creek Aquatic Preserve is located, and continues south of Washington Oaks State Garden in Flagler County. The GTM NERR entire boundary area consists of 73,352 acres, including both uplands and submerged lands. In the fall of 2005, within the old Guana State Parks boundaries, NOAA and DEP constructed GTM NERR Educational Interpretative Building where many coastal aquatic interpretative displays can be found.

The GTM NERR is located within DEP's East Coast Region of the Coastal Aquatic Managed Areas (CAMA) which runs from St. Mary, Georgia down through Vero Beach to Ft. Pierce. The GTM NERR also serves as regional headquarters for thirteen aquatic preserves from Fort Clinch to Loxahatchee GTM NERR. These aquatic preserves run south and west of the GTM NERR and incorporate the Naussa / St. Johns River (Northeast AP), Indian River - Malbar to Vero Beach (AP), Indian River - Vero Beach to Ft. Pierce (AP), Tomoka Marsh (AP) and Wekiva River (AP).

Marine Protected Areas

At the present time the GTM NERR is the only officially designated Marine Protected Area within the proposed Nation's Oldest Port National Heritage boundary area. However, the Friends of the Matanzas non-profit organization have initiated the preparation of a feasibility study to determine the probability of designating the coastal waters off of St. Augustine shores as a National Marine Sanctuary (NMS). The proposed targeted resources include the right whale, sea turtles, the natural pre-historic spring waters of Crescent Beach, the Matanzas Inlet and the historic shipwrecks off the St. Augustine shores. The National Oceanic Atmosphere (NOAA) authority's view of such a NMS designation in the St. Augustine area is favorable. Two NMS options are being considered now; the first is to create a new NMS designation off the shores of St. Augustine which would connect the existing designated NMS areas of Gray's Reef NMS in Georgia with the Florida Keys NMS, or to extend the boundary of NOAA's Grays Reef NMS off the Georgia coast.

Scenic Landscapes, Scenic Byways and Scenic Roads

For most of its length, SR A1A runs parallel to the Atlantic Ocean on a narrow coastal barrier island, flanked on the east by the dunes and beaches and on the west by extensive waters and marshes. This unique geographical location, where the trade winds change from westerly to easterly, has had a critical impact upon the region's biology, prehistoric and European history, and its development as a cultural and

recreational center. Due to these unique environmental conditions, magnificent scenic views reveal the complex relationship between the abundant natural resources of this area and the communities that developed in this region. The City of St Augustine is the historical cultural center of the Oldest Port NHA and contains no less than 3,500 historic structures dating from the colonial and Flagler eras. Such unique and varied environmental and cultural resources have drawn and continue to draw tourists from all over the world. In 1996, in an effort to preserve and protect the natural and historical resources, both St. Johns and Flagler counties submitted applications to initially become a designated state scenic highway and later to become a National Scenic Byway. As such, the Federal Highway Administration (FHWA) designated SR A1A, beginning at the Duval / St Johns County boundary line in St Johns County and continuing south into the Flagler / Volusia County in Flagler County, as a National Scenic Byway in June 2002. The A1A Scenic & Historic Coastal Byway is a total of 72 miles.

For more information on this subject please go to:

http://www.sjcl.us/BCC/growth_management/planning/Special_Projects/ScenicA1A.aspx

Heritage Cross Roads – Heritage Highway

The majority of the Heritage Cross Road Heritage Highway is located in Flagler County, although small sections of this Heritage Highway also exist in both St. Johns and Volusia County. Heritage Crossroad is located in one of the oldest continually colonized areas in the nation. The major historic roads that lie within this area include the Old Brick Road and Old Kings Road. The remaining sections of the Old Brick Road lying in Flagler and St. Johns County are listed on the National Register of Historic Places. Today, the remaining sections of the Old Kings Road that lie in Flagler County have been designated as a National Historic Civil Engineering Land Mark. In 1767 when the original Old Kings Road highway was built, such a highway connected Calerain Georgia to New Smyrna Beach, Florida. The other road ways that lie with the Heritage Cross Road – Heritage Highway include CR 13, (old brick road/Dixie Highway); portions of US - 1 from the St. Johns / Flagler County boundary line down to Korona; portions of SR 100 from A1A to US-1; SR 11, CR 205, CR 201 and Old Kings Road through Flagler County. The Heritage Cross Road - Heritage Highway interconnects the communities of Korona, Bunnel, Espanola, Palm Coast and Flagler Beach.

The ***Florida Scenic Highway Program and the Federal Highway's National Scenic Byway Program*** are grass roots initiatives created to heighten the public's awareness about the region's history and intrinsic resources (i.e., historical, archaeological, cultural, recreational and natural scenic qualities) valued by Florida residents and millions of tourists who visit Florida each year. The mission of the Florida Scenic Highway Program and the National Scenic Highway Program is to protect, preserve, enhance and maintain the identified intrinsic resources within the corridor while allowing economic development. The scenic highway strives to educate the travelers by "*telling a story*" representing Florida's lifestyles, from the past to the present.

Riparian Areas

The primary habitat classification system utilized for identifying ecological communities in St. Johns County along the riparian areas are based on the Florida Land Use, Cover and Forms Classification System (FLUCCS) (Level 3) (FDOT 1985). This standardized habitat classification system is frequently used throughout Florida. The predominate vegetative communities located adjacent to the rivers, streams, and tributaries are wetland species consisting of mainly hardwood swamp, wetland, saltwater marsh, pine flatwoods, upland hammock, and some xeric uplands.

The *mixed hardwood swamps* tends to be a more frequent wetland vegetative community in St. Johns County. The predominate plants in this vegetative community includes red maple, water oak, sweetgum, swamp black gum and bays.

The *salt marshes* generally straddle the Guana River, Tolomato River, Matanzas River, Moultrie Creek, Moses Creek, Pellicer Creek and the Intracoastal Waterway through St. Johns County. Salt marsh soils are nearly level and are covered with salt or brackish water during daily high tides. The soils are poorly drained, with mucky or sandy clay loams. Black needlerush and sea salt grass can be found throughout the marsh where as smooth cord grass is found in the regularly flooded areas. Marshhay, cordgrass, marsh elder, saltwort and sea oxeye are typically found in the higher areas.

The *pine flatwoods* are found in poorly drained uplands that represent the most extensive upland habitat in St. Johns County. The canopy trees are predominately slash pine, with some loblolly pine and longleaf pine mixed in where there is a thick under layer of saw palmetto, gallberry and dwarf huckleberry.

The *sandhill* and *scrub* are *xeric communities* that are characteristically supported by drought tolerant species and infertile sandy soil but lie adjacent to wetlands. Some of the predominate species in this vegetative community are longleaf pine, sand pine, turkey oak, blue-jack oak, wiregrass.

The area immediately adjacent to the wetlands in between the wetlands and uplands is known as the transition zone. Such areas exhibit vegetation, soils and hydrologic characteristics that are similar and served as intermediate zones between wetlands and uplands. To protect the values and the functions of the wetlands, protection must be afforded to the transition zones and the adjacent uplands. Disturbance and alteration of the transition zones and adjacent uplands can result in the elimination of wildlife species that utilize uplands and wetlands, a loss in plant species diversity, an increase of sedimentation and erosion into the wetland, and alteration in hydrologic patterns within both the upland and wetland.

It has long been regarded that the highest plant species diversity occurs in the transition zone between wetlands and uplands. Studies of the Florida landscapes indicate that plant species diversity is higher in transition zones that either is adjacent to the wetland and /or upland (Clewel et al. 1982: Gross 1087; Hart 1984). Likewise, wildlife species richness also shows direct spatial relationships to the increase diversity of the transition zone. Vickers et al. (1935) found that species richness and abundance of herpto-fauna were greater along the edge of six wetlands in the north central Florida that in either the wetland or upland habitat. Harris and Vickers (1984) found virtually all mammals reside in transition zones because of their cursorial mode of locomotion and frequently herbivorous food habits. When the water levels rise in the wetlands, wildlife movement to the peripheral areas also increases, suggesting the importance of the transition zones in providing refuge for wildlife.

Selected Lakes, Boatramps, Marinas

Guana or Ponte Vedra Lake, Ponte Vedra, Florida

Lake Maria Sanchez, St. Augustine, Saint Augustine

Red Cox Park B Gamble Rogers Memorial Boat Ramp, Flagler Beach

KOA Daytona North, Bulow RV Resort, Old Kings Hwy, on Bulow Creek, Flagler

Moody Boat Ramp, FLager Beach, FL

Palm Coast Marina, Palm Coast Florida

Bings Landing Park, 3 miles south of Marineland, FL

Marineland, FK

Red Cox Boat Ramp and Picnic Area, near the St. Augustine Lighthouse and Museum, Inc. St. Johns County

Additional Boatramps may be found here:

St. Johns County: http://www.co.st-johns.fl.us/Recreation/media/boat_ramps.pdf

Flagler County Ramps here: http://sailmiami.com/Fishing/Boat%20Ramps/boat_ramps_flagler.htm

Duval County and St. Johns River Boatramps here: http://www.jacksonville-boating.com/boat_ramps.htm

(This list also includes some St. Johns County sites.)

Greenways, Blueways, Trails and Bikeways

With the completion of the St. Johns County's Greenways, Blueways & Trails Master Plan in 2003, many individual greenways, blueways and/or trails were identified that lie within the proposed Oldest Port NHA boundaries. These specific trails include the A1A Scenic & Historic Coastal Byway, East Coast Greenway Alliance, Vilano Beach Nature Boardwalk, Northeast Florida Blueway – Phase II, the Great Birding Trail and the Pellicer Creek State Canoe Trail. Such greenways, blueways and trails are described further below.

A1A Scenic & Historic Coastal Byway mission is to preserve, protect, enhance and maintain the intrinsic (historical, archaeological, natural, scenic, cultural and recreational) resources within the corridor. The intent of the Corridor Management Council (CMC) board members is to interconnect all the federal, state, regional conservation areas and local parks along the byway into parallel open greenways and to interconnect all the Intracoastal Waterway access ways into a parallel blueway that will support eco-tourism boat tours.

The East Coast Greenway Alliance (ECGA) ideas began in November 1991 at the East Coast Bicycle Conference. This nationally organized 501(C) 3 non-profit corporation's *vision* is to connect all the major East Coast Cities (i.e. New York, Philadelphia and Washington, D.C.) and youth hostels along the Atlantic Ocean. Over time, the East Coast Greenway Alliance multi-purpose path idea expanded from connecting nine eastern states into connecting fifteen states in an effort to tie Maine to Key West, Florida. It was envisioned that the multi-purpose path would be a hard surface trail varying in width from 10 ft. to 12 ft. The "Scenic & Historic A1A" CMC members have identified similar improvements, where ever possible, in their Corridor Management Plan.

The Vilano Beach Nature Boardwalk / Greenway was developed after 1999, when Vilano Beach was designated a Waterfronts Florida Community by the Department of Community Affairs (DCA). The focal point of this proactive planning effort was to redevelop the Vilano Road Business District into a sustainable town center for the surrounding community and visitors alike. In 2000 the Vilano Beach Nature Boardwalk was built across a marsh ecosystem in order to connect the southern town center under the Usina Bridge, with the residential area located to the north. The nature boardwalk is approximately 900 feet long and has several outlooks with benches. There are two pieces of public art (fast becoming landmarks) in the form of mosaic tile, acquired through fund-raising events, reflecting the surrounding marsh and marine ecosystem. The nature boardwalk has become a very popular place to walk and bike. It is the only public outlook to the marsh and it is the best place in the area to come watch Vilano's breathtaking sunsets over the Intracoastal Waterway.

The Northeast Florida Blueway – Phase II is defined by the Atlantic Intracoastal Waterway (ICW) of northeast Florida that winds its way through vast expanses of saltmarsh, punctuated occasionally by small, slightly elevated hammocks.

The natural and historic value of this area is reflected in the establishment of state parks, aquatic preserves, a national ecological and historic preserve, a national memorial and monument, state historic sites, a wildlife management area, and a national estuarine research reserve. However, these efforts alone were not sufficient enough to safeguard the character and vitality of the area. In an effort to bridge the protection gaps and to help secure the ecological character of the region, all the vacant land that runs parallel and adjacent to the Intracoastal Waterway was identified in the Northeast Florida Blueway – Phase II (Blue II) Florida Forever (FF) application in 2001. The Department of Environmental Protection (DEP) Acquisition and Restoration Council (ARC) ranked this project as eligible for state land acquisition funding. In 2003 DEP and SJRWMD acquired the largest parcel of land within the Blue II (FF) boundary consisting of 8,500 acres - the Rayonier Tract now known as the Matanzas Forest. The Rayonier Tract protects five miles west of the Matanzas River (SR 206 to Pellicer Creek) shoreline and creates 16,000 acres of contiguous conservation land between Faver Dykes State Park, Pellicer Creek Conservation Area and Princess Place.

Because the federal, state and local parks are located on the Intracoastal Waterway, they serve as pieces of a massive puzzle interconnecting federal, state and local initiatives to preserve, protect and maintain the natural resources (vegetative communities, wildlife habitat, improve water quality and protect shellfish harvesting areas). The federal initiative is being pursued by the National Oceanic and Atmospheric Administration (NOAA) and administered through the Department of Environmental Protection (DEP) in the implementation of the Guana Tolomato Matanzas (GTM) National Estuarine Research Reserve (NERR) management plan, while the state initiative is being pursued by DEP. For additional information please go online at (http://www.sjcfl.us/BCC/Land_Management/LAMP/blueway_phaseII.asp)

Pellicer Creek State Canoe Trail is an existing four-mile canoe trail that winds through the tidal marshes of southern St. Johns County. The waters of the canoe trail are slow flowing, allowing the traveler to paddle upstream. The trail begins at the U.S Highway 1 bridge (six miles west of Marineland) and ends at Favor Dykes State Park. In 1979, the Department of Natural Resources (DNR), as authorized by the Florida Recreational Act, designated Pellicer Creek as one of 38 state canoe trails. The canoe trail is identified on the St. Johns County Greenway, Blueway & Trails Master Plan map.

St. Johns County is presently working with the state to include its existing blue-ways on the Florida's Circum-Navigational Paddling Trail Map. For additional information about St. Johns County's Greenways, Blueways & Trails please go to http://www.sjcfl.us/LAMP/Projects/blueway_phaseII.aspx

Camping Areas and Fish Camps

A field Survey required, but those identified are:

Anatasia State Recreation Area, Anastasia Island, near St. Augustine and St. Augustine Beach.

North Beach Camp Resort, Vilano Beach

Little Talbot Island Park, Jacksonville, FL

Fort Clinch State Park, Fernandina Beach, FL

Bull Creek Campground, Bunnell

Bull Creek Fish and Campground, Bunnell

Beverly Beach Campground and RV Resort, Flagler Beach

Flagler by the Sea, Flagler Beach

Gamble Roger Memorial State Recreational Area, Flagler Beach,

Picnickers Campground Flagler Beach
Princess Place Preserve

The fish camps within the Oldest Port NHA boundary area include Bull Creek, Golden Acres and Devil's Elbow. There are several state parks, specifically Anastasia and Favor Dykes State Parks, in the proposed NHA boundary in St Johns County providing camping opportunities. The Campgrounds and Camp Resorts in St Johns County include Beachcomber, Indian Forest, North Beach, Ocean Grove, Peppertree luxury, Bryan Mawr, Frog Hollow, KOA, St. Johns RV, Shamrock, Stage Coach R/V and the State Park Campgrounds of America.

Birdwatching Spots

Picturesque scenic vista views can be found along the Atlantic Coast and Intracoastal Waterway throughout the Oldest Port National Heritage Area (NHA); however, there are two officially designated bird watching areas which have been previously identified by the Florida Fish and Wildlife Conservation Commission (FWCC) and the National Audubon Society. There is an overlap of the same federal, state and local parks that define the two separate bird watching designated areas.

The FWCC Great Florida Birding Trail designation has identified the Painted Bunting Cluster beginning in St. Johns County at the Guana Tolomato Matanzas National Estuarine Research Reserve (GTM - NERR) and continuing south into Flagler County to the Washington Oaks Gardens State Park. The Federal, State and local parks that are included within the Great Florida Birding Trail Painted Bunting Cluster in St Johns County include the GTM NERR, St. Augustine Alligator Farm, Anastasia State Park, Ft. Matanzas National Monument and Favor-Dykes State Park. The Great Florida Birding Trail Painted Bunting Cluster also extends down into Flagler County and includes Princess Place Preserve and Washington Oaks Gardens State Park. The featured birds that can be found at the various federal state and local parks include the following:

Federal, State & Local Parks

Featured Birds

GTM NERR

Ducks, egrets, spoonbills, peregrine falcon, merlin, least terns, rails, ducks and loons

St. Augustine Alligator Farm

Egrets, wood storks and tri-colored herons

Anastasia State Park

Wading birds, rails, painted bunting, warblers, terns, gulls, sandpipers, plovers, sea ducks, loons, gannets, wilson plover, royal tern, sandwich tern, least tern, black skimmer and shorebirds

Ft. Matanzas National Monument

Plovers, sandpipers, ducks and grebes

Favor- Dykes State Park

Waders, eagles, white pelicans, ducks, clopper, and rails

Princess Place Preserve

Turkey, raptors, woodpeckers, song bird habitat, great egrets and blue herons

The Oldest Port NHA also contains three (3) of the National Audubon Society's Important Birding Areas (IBA), a project. For a full description of the IBAs please see the Natural, Open Space and Outdoor Recreation Resources above, under the Fauna section. The only additional area listed in the National Audubon Society's IBA that is not listed in the FWCC Great Florida Birding Trail Painted Bunting Cluster is the Matanzas Inlet and River area. The featured birds in this area include the wood stork, the American Oystercatcher, shorebirds and least terns.

Heritage Resources

The Nation's Oldest Port region has a deep and rich heritage that is illustrated by the heritage resources remaining within this maritime landscape. Listed here are only a few examples of the literally thousands of Heritage Resources in the area.

Historic Communities

The Nation's Oldest Port region has communities that are among the oldest continually occupied settlements in the United States. These communities have well preserved historic structures, streets, and neighborhoods in use today. Evidence of human occupation on the barrier islands and coastal strands go back for at least 5,000 years. Human use of these areas was mostly seasonal until modern times. Though scattered homesteads existed during historic times, it was not until the turn of the 20th century that developers platted more formal communities along the beaches, spurred by the influx of northern settlers and visitors. During this era, cottage communities formed along the coastline, where seasonal residents both from northern states and from more local regions retreated to enjoy cool breezes in relative seclusion. One of the earliest of these is Summer Haven, adjacent to Matanzas Inlet. This National Register-eligible district was laid out in 1886 and retains many houses from that period. Other early beach communities include Butler Beach, established by African-American businessman Frank B. Butler and the only beach accessible to blacks between American Beach near Fernandina and Bethune Beach in southeast Volusia County prior to the Civil Rights era. At least eleven of these communities were established over 80 years ago, and each has a unique history and retains unique traits in their original architecture and geographic orientation.

Amelia Island and Fernandina Beach

The only town in the area to have flown eight flags during its long history, Amelia Island traces its roots back to Jean Ribault in 1562 and before that to the native Timucuan's who called the place Napoyca. Ribault renamed it L'isle de Mai, honoring the month he arrived and raised the first of those eight flags. The name Amelia Island stuck with British General Oglethorpe (founder of the State of Georgia), who sent a scouting party to the area and came upon the island in March of 1736. The area today boasts lovely Victorian gingerbread houses, wonderful bed and breakfasts, a fabulous shrimping festival that honors the first shrimping in the nation, and a lovely lighthouse, as well as wonderful natural and historic parks and resources. Retrieved from: <http://fernandinabeach.net/>

American Beach

American Beach is a special place on Amelia Island in Nassau County. Here is a coastal community that provided recreational opportunities and relaxation for thousands of African American's from all across

the American south during time of segregation. The community was founded in 1935 and the beach has had a special relationship for African American tourism ever since.

Ponte Vedra

Ponte Vedra was developed during World War I. The National Lead Company bought out the original owners for the rights to the valuable minerals discovered in the local sands, and the area was named Mineral City. In 1922 the National Lead Company built the first nine-hole golf course for the use of its workers. Eventually the demand for minerals gave out, a resort community was planned, and in 1928, Mineral City was judiciously renamed Ponte Vedra Beach. Through most of its prehistoric times, as well as the colonial times, this community's growth was confined by a natural barrier existing where the Guana and Tolomato River terminated, until the Intracoastal Waterway was dredged in 1927.

In more recent contemporary times, Ponte Vedra's closeness to the Jacksonville metropolitan area had a major influence on the development of this community. Due to the continued coastal development expansion over the years, the state purchased Guana State Park / Wildlife Management Area in 1980. Today this area is part of the Guana Tolomato Matanzas National Research Reserve (GTM NERR). The GTM NERR forms the southern boundary of this coastal community.

Today, golf, tennis, and beach activities are celebrated in this expanding community and recreation is the primary resource within this portion of the A1A corridor. This is the home of the Ponte Vedra Inn & Club, the Association of Tennis Professionals, the PGA tour, and that quintessential golf community, Sawgrass

Vilano Beach

During the early European occupation, the southern tip of the St Augustine Inlet isolated the Spanish-built small watch tower, which was used to alert troops at the Castillo de San Marcos of incoming vessels. During 1830 to 1880, the United States Army used Vilano Beach as a burial site for Native Americans who had died while imprisoned at the Castillo de San Marcos.

In the 1920s, Nobel Prize winner and author, Sinclair Lewis, rented a shingled bungalow in Vilano Beach where he generated ideas for his novels, including *Main Street* (1920), *Babbitt* (1922), *Arrowsmith* (1925) and his best known novel *Elmer Gantry* (1927). Lewis returned to St. Augustine in 1939 and again in 1941.

In 1926, Florida developer, August Heckscher, built the Grand Vilano Casino, a Mediterranean Revival-style building, on Vilano Beach. Once called a "garden spot of happiness and relaxation for all those who visit it", the Grand Vilano Casino was a favorite spot for fine dining, swimming, and dancing. On August 28, 1937, 50-mile per hour hurricane force winds lashed across the coast and high tides beat the casino to its demise. Despite Heckscher's desperate attempts to save the casino by erecting a steel bulkhead, he could not prevent the shoreline from crumbling beneath. Vilano Beach recovered slowly over time as sand, retained by jetties, accreted, providing more land for construction.

Today, GTM NERR defines this community's northern boundary. Beach oak and saw palmetto hammocks separate expanses of saltwater marsh on the west of A1A from the rolling dunes and soft coquina beach sand to the east of the highway. Due to the tremendous natural resources in this area, GTM NERR

Educational/ Interpretative facility was built with the financial assistance from both NOAA and DEP. The grand opening for this new facility was held in the fall of 2005.

Breathtaking views can be seen from the Usina Bridge as travelers approach the coastal highway. The new high-rise Usina Bridge was built in 1995 to replace the old drawbridge; which presently by-passes the business community of Vilano Beach. As a result, several of the businesses constructed during the World War II era have failed due to their north-south tourist auto traffic orientation. What remains are 685 feet of an old drawbridge used as a fishing pier, several hotels, motels, and restaurants located adjacent to the county's beach access ways and parking area. In this area, unique architecture styles ranging from vernacular 1920 cottages, to Art Deco designs of the 1930s and 1940s, to post-World War II can be seen. Beyond this area, there are predominately residential developments.

The 60 year old North Shores Improvement Association sponsored the Southern District 4 visioning process. Southern District 4's Visioning Document was completed in January 1999. This same year many of the community leaders and the county planning staff liaison partnered and prepared a Waterfronts Florida grant. With great delight, the Vilano Community was awarded their first Waterfronts Florida grant in 1999. Through the Waterfronts Florida program this community and the county received initial funding and technical assistance. Shortly thereafter, the local residents and the business owners created Vilano Beach Waterfronts Revitalization Initiative to manage the Waterfronts funds.

In 2001, a North Coastal Corridor Overlay District for Southern District 4 was created to help implement a pedestrian friendly main street Town Center District, as well as various other coastal corridor requirements adopted by the Board of County Commissioners in 2006. The Waterfronts Revitalization Initiative received funding for a Town Center design, gateway landscaping, stormwater management plan, signage, nature greenway boardwalk, pavilion designs (and permits) for the Intracoastal Waterway and the Atlantic Ocean entrances. In 2002, Vilano Beach became Community Redevelopment Agency (CRA) and in 2003 Vilano Beach was designated as a Main Street Community. In 2006, a Florida Communities Trust (FCT) grant to purchase a community park (Fiddlers Green) was awarded from the Department of Community Affairs (DCA).

In an effort to assist Vilano's revitalization initiatives, St. Johns County Board of County Commissioners (BCC) approved of two bond measures in 2004 and 2006 to fund various capital improvement projects throughout the county and for various Vilano Beach Streetscape Improvements. The total bond funds approved for the Vilano Streetscape Improvements amounted to 12.6 million dollars for the improvement of underground utilities, decorative sidewalks, street amenities, structural entry features, water fountains, landscaping and public art.

Saint Augustine

The *City of St. Augustine*, founded in 1565, is the oldest continuously occupied city in the United States. It is bound by Conch Island and the Salt Run to the east, Mickler O'Connell Bridge to the south and Robinson Creek to the north. The city is famous for its historic, cultural and scenic resources. Outstanding views of the waterways and majestic fort, its intricate architecture of past centuries and extraordinary historic Plaza de la Constitution, and the nearby beaches are all reasons why it is a well sought after experience.

The Bridge of Lions, completed in 1927, serves as the gateway into the City of St. Augustine. The bridge was designed to reflect the city's Mediterranean heritage, one of the few engineering structures that can be defined by its architectural style. The bridge spans Matanzas Bay (the Intracoastal Waterway) in

downtown St. Augustine, linking the mainland portion of the city with its eastern neighborhoods on Anastasia Island. Because of its graceful appearance, the bridge has become a well known local landmark and earned listing in the National Register of Historic Places.

On the Bridge of Lions, visitors begin to feel that they are entering a small European Town. Traveling across the bridge and over the Matanzas Bay, they can observe the city's municipal marina. Panoramic views of Historic Downtown St. Augustine can be seen from the crest of the Bridge of Lions, providing a breathtaking view of yesteryear. Just beyond the crest of the Bridge of Lions, the oldest city's varied skyline comes into full view. The view from the crest of the bridge includes the many towers and steeples of the Hotel Casa Monica, the Hotel Ponce De Leon (Flagler College), the Alcazar Hotel/Lightener Museum, the Atlantic Bank Building, the Cathedral Basilica of St. Augustine, the Episcopalian Church, the Grace United Methodist Church and the Flagler Memorial Presbyterian Church, with its copper dome modeled after St. Marks Cathedral in Venice. As the traveler reaches the end of the Bridge of Lions their line of sight focuses on the central plaza, the center of community activity promulgated by the Royal Governor in 1600, along with the old grid street pattern characteristic to the time period. Major government and religious structures surround this Plaza. Quaint, small scale, two story European structures, such as the Florida National Guard (Francis Barracks, administrative offices), bed and breakfast inns, hotels, neighborhood retail shops, restaurants, bars, and professional office structures all lie parallel to the St. Augustine Inlet (Intracoastal Waterway/Matanzas Bay). Only a few changes have been made in the past five years along the bay front, the Monterey Inn was renovated and the Monson Hotel was replaced with a new Hilton Hotel designed to look like an old historic structure.

Many of these structures were built by Henry Flagler and the architectural styles reflect the Spanish, the Spanish Colonial, the Venetian Renaissance, and the Moorish Revival architectural styles of the Flagler era (1887-1913). The city also hosts many buildings built during the late nineteenth and early twentieth century whose architecture reflects the Victorian Era. Within the City itself there are over 3,500 richly diverse historic structures visible to the scenic byway traveler, some of which are single-family residential homes and multi-family structures located beyond the major roadways. The central inner City, containing magnificent and diversified historic structures, is protected by the City's strict Historic Preservation regulations.

St. Augustine Beach

Saint Augustine Beach was established in 1911. Anastasia Island was selected as the site of the summer Chautauqua for the Methodist Church. Flagler's Model Land Company donated 200 acres of oceanfront, and Chautauqua Beach was platted. It was incorporated into the City of St. Augustine Beach in 1959.

Today, the City of St. Augustine Beach is devoted to preserving the environment and quality of life. At this time the City's Beautification Advisory Committee is developing a beautification plan for the City's Main Street, CR A1A/Beach Boulevard. The committee already received a grant to beautify the CR A1A (Beach Boulevard)/SR A1A south intersection and the beautification efforts are underway for the parkettes located on CR A1A Boulevard/Beach Boulevard and 2nd Avenue.

Between 2004 and 2006, through the Scenic & Historic A1A master planning process and design charrettes, several downtown development plans were created, complementing the originally platted Chautauqua Plan designed by John Nolan. Upon the completion of this master plan, the City Commissioner hired a consultant to prepare their City's Vision Plan for Beach Boulevard. Through the public participation process the city identified the need to create an Overlay District along Beach

Boulevard. The Overlay District was adopted in 2007 and this ordinance allowed commercial and residential developments, including renovations, to co-exist next to each other instead of separately.

Crescent Beach

Crescent Beach is a community where classic Florida resort homes built in the 1920s can still be seen. One of the town's most distinguished residents was Marjorie Kinnan Rawlings. In 1940, with the proceeds from *The Yearling*, for which she received a Pulitzer Prize, Rawlings bought a cottage on the dunes in Crescent Beach. She expanded the house with income from the movie of the same name and lived and worked there for 14 years, passing away in 1953.

Butler Beach

Butler Beach is named after Frank A. Butler, the African American educator who established it post-boom on a strip of property that ran from the beach to the river. Butler intended the beach to be for African-Americans because there was no other site along the coast available to people of color. Butler Beach served as a very popular and busy area through the 1960s. While only a few of the original homes remain, Butler Beach is still a highly desirable destination today for fishing, boating, swimming, and sun bathing enthusiasts.

Summer Haven

Summer Haven, named on July 4, 1885, exists among the oldest beach communities on the east coast of Florida. It began as a seasonal resort during the late nineteenth century, populated by northerners during winter months and St. Johns County residents during the summer. There were forty cottages, a store, a boarding house, a clubhouse with a bowling alley, and a post office. Among the more prominent winter residents were the Mellons from Pittsburgh, Pennsylvania, whose fortune was derived from steel and finance. Summer Haven, with its waterfront location and proximity to boating and fishing, remained a popular destination for winter residents and tourists through the 1920s. Its rustic, seaside cottages embody a formative period in the development of St. Johns County. Summer Haven and later Crescent Beach, was difficult to get to at the turn of the century. As in prehistoric times, the river was the only feasible highway, and the trip up to St. Augustine could take twelve hours by sailing vessel. Even when the first boat with an engine began delivering the mail and provisions, the trip took at least three hours.

Flagler Beach

Flagler Beach began as a small fishing village in about 1913, originally called Ocean City. In 1915 the Post Office was moved to the beach side, and the town was renamed Flagler Beach. At that time the fishing pier was located across from where Finnegan's Beachside Pub is today. Interestingly, the early plans for today's existing pier called for a horseshoe-shaped pier. It was eventually decided to build a straight pier with a T-head, and on July 4, 1928 the opening of the new pier was celebrated. <http://timeoutinflaglerbeach.com/history.htm>

Historic Trails and Transportation Routes

There are many Historic Trails and Roads in the region of the Oldest Port National Heritage Area which includes the Old Spanish Trail, Old Dixie Highway/ Old Brick Road, Old Kings Road, Pablo Road and Road to Picolotta.

As the oldest continually occupied European settlement in the United States, St. Augustine was the initial landing place of the Spanish explorer Pedro Menendez in 1565. This is where he and his band of soldiers, followed by the religious Fathers, as well as the four-century spanning progressive continuation of explorers, soldiers and priests, revealed their dramatic bravery and endurance in the privation of the celebrated order as they blazed the *Old Spanish Trail*. Such is the tale of infinite courage on the part of the priest and soldiers in their romantic quest for gold, land, power, and glory. The Old Spanish Trail was a transcontinental route that began in St. Augustine and carried on north to the City of Jacksonville and west to the City of San Diego, California. This transcontinental route began in downtown St. Augustine and continued north on what is now known as U.S. 1. Serving a distance of 40.5 miles to the City of Jacksonville, the route contained materials of brick, gravel, and other road building resources used at the time.

The *Old Dixie Highway* was originally designed to connect what is now known as Sault St. Marie, Michigan, to the eastern seaboard, as far south as Miami Florida. In the early twentieth century, Old Dixie Highway was of great national significance. The eastern Florida segment of Old Dixie Highway entered the state near present day Jacksonville, while the western leg entered the state near Tallahassee. Both segments of the highway traversed the length of the state. Various municipalities constructed the Old Dixie Highway in segments. Each segment was nine feet wide and consisted of vitrified brick, concrete curbs, and accompanying shoulders. The eastern segment of the roadway was replaced with what is known as U.S. 1 today.

In 1925, Florida contained 337 miles of rural brick highway that was part of the state highway system and an additional 389 miles of county and local brick roads. Florida contained the third highest concentration of rural brick highways in the nation by the mid-1920s, but now has less than fifty miles remaining today. The ten mile stretch of Old Dixie Highway through both St. Johns and Flagler County is the last remaining example of a rural road in Florida. The extended portion of the Old Dixie Highway, known as the "Old Brick Road", that lies in southern St. Johns County was originally constructed in 1915. Today only two miles of this original Old Brick Road can be found off of SR 204. The remaining eight point six mile portion of the original Old Dixie Highway lies in Flagler County. This rural brick highway today provides us with a glimpse of the past historical and engineering development as well as the ambiance and character of north Florida's highway heritage.

Old Kings Road

Florida's First Highway map reveals specific colonial routes as well as the history through Eastern Territorial Florida. As described in the Second Spanish Period (1784-1821) during the statehood time frame, immediately north of St Augustine, Kings Road was referred to as the "*High*" Road. Such a road was manually constructed on the course of least resistance, defined by natural features. This particular road, as its name implies, was built on the central, sand ridge running north and south through St. Johns County. Physical evidence of Kings Road starts with the planning and construction of the road during the British Period of Florida's history (1764-1783), a time frame embracing the American Revolutionary War. The initial historical records of the planning of this road were only found in the British public records office just outside London, England. The Kings Road was originally designed to connect what was Florida's southern settlement, now referred to as New Smyrna, Florida to St. Mary's, Georgia.

The *Pablo Road* dates back to the First Spanish Period (1565-1763) and it is known as the "*Low*" Road. This is because it ran closer to the low country along the North River and served the plantations, military.

and mission sites between St. Augustine and the mouth of the Pablo Creek near present day Mayport, Jacksonville. It was part of a continuous roadway that began at the Cubo Defense line on the north side of the colonial City of St Augustine and extended north, paralleling the west side of the North of Tolomato River. Upon reaching the headwaters of the North River, it crossed a ford and proceeded northeast to Fort San Diego, an eighteenth century Spanish defense position that strategically guarded an important land bridge between the North River and Pablo Creek. Because of its connection with Ft. San Diego and the Diego Plains, the road was often referred to as Diego Road, or the Path of Diego. The road continued to the Spanish sentinel post and defense positions, which guarded the mouth of the Pablo Creek and the St. Johns River. There, the road provided access to St. Johns and the interior of Florida, as well as the waterways that led to the present day coastal Georgia and South Carolina.

Road to Picolotta

The recognition of historic roads and their significance is relatively new in the United States. Historic roads range from elegant parkways to country roads that are characterized by their diversity. Federal regulation for all preservation activities in the U.S. is the National Historic Preservation (NHP) Act of 1966. This set the tone for these activities throughout the country, and established the National Register of Historic Places (NRHP) designation and the State Historic Preservation Officers (SHPO) in each state. The SHPOs oversaw the regulatory activities created through Section 106 of the NHP Act of 1966.

National Historic Landmarks

Selected by: Robin Moore, Joel McEachin, Adrienne Dessy, Tim Telfer and Amy Kennedy

Certain remarkable historic places are designated by the Secretary of the Interior as National Historic Landmarks because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States. To date, fewer than 2,500 historic places bear this national distinction. Within the National Heritage Area, seven landmarks have been designated by the Department of the Interior. Five of the seven are associated with St. Augustine's colonial eras, including the oldest existing European town plan in the United States, the St. Augustine Town Plan, and the first free black community in North America, Fort Mose. The sixth landmark, Ponce de Leon Hotel, is associated with Henry Flagler's monumental impact on the development of the east coast of Florida at the turn of the century.

- Cathedral of St. Augustine
- Fort Mose
- Gonzalez-Alvarez House
- Llambias House, Saint Augustine
- St. Augustine Town Plan Historic District
- Hotel Ponce de Leon
- Maple Leaf, historic shipwreck site.

National Historic Sites on the National Register Historic Places List

National Register Historic Districts in the proposed National Heritage Area

Within the City of St. Augustine there are 6 historic districts that are on the National Register of Historic Places and there are over 3,500 historic properties on the master site file and some of these properties are also listed on the National Register of Historic Places.

- Nassau County
 - American Beach Historic District
 - Fernandina Beach Historic District
 - Fernandina Beach Historic District (Boundary Increase)
- Duval County
 - Avondale Historic District
 - Fort Caroline National Memorial District
 - Old Ortega Historic District
 - Riverside Historic District
 - Springfield Historic District
- St. Johns County
 - Abbott Tract Historic District
 - Fort Matanzas National Monument District
 - Lincolnville Historic District
 - Model Land Company Historic District
 - St. Augustine Alligator Farm Historic District
 - St. Augustine Town Plan Historic District
- Flagler County
 - Marine Studios Historic District
 - Washington Oaks Historic District

National Register Listed Properties

-- By Robin Moore, Joel McEachin, Adrienne Dessy, Tim Telfer and Amy Kennedy, as well as Kathy Fleming, Florida Historical Commission, 2012

The National Register of Historic Places is the nation’s official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our significant historic and archaeological resources. Properties listed in the National Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. The National Register is administered by the National Park Service, which is part of the U.S. Department of the Interior.









Individual National Register Properties in the proposed National Heritage Area

Selected Listings in Duval County, FL

Selected Current listings

















[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
1	<u>310 West Church Street Apartments</u>		April 7, 1983	420 North Julia Street  <u>30°19'50"N</u> <u>81°39'41"W</u>30.330556°N <u>81.661389°W</u>	<u>Jacksonville</u>	
2	<u>Atlantic National Bank Annex</u>		November 7, 1997	118 West Adams Street  <u>30°19'40"N</u> <u>81°39'36"W</u>30.327778°N <u>81.66°W</u>	<u>Jacksonville</u>	Part of the <u>Downtown Jacksonville Multiple Property Submission</u>
3	<u>Avondale Historic District</u>		July 6, 1989	Roughly bounded by Roosevelt Boulevard, Belvedere Avenue, Seminole Road, the <u>St. Johns River</u> , and Talbot Avenue  <u>30°18'11"N</u> <u>81°42'19"W</u>30.303056°N <u>81.705278°W</u>	<u>Jacksonville</u>	
4	<u>Bethel Baptist Institutional Church</u>		April 6, 1978	1058 Hogan Street  <u>30°20'09"N</u> <u>81°39'30"W</u>30.335833°N <u>81.658333°W</u>	<u>Jacksonville</u>	
5	<u>Brewster Hospital</u>		May 13, 1976	915 West Monroe Street  <u>30°19'52"N</u> <u>81°40'08"W</u>30.331111°N <u>81.668889°W</u>	<u>Jacksonville</u>	
6	<u>Napoleon Bonaparte Broward House</u>		December 27, 1972	9953 Hecksher Drive  <u>30°24'09"N</u> <u>81°25'58"W</u>30.4025°N <u>81.432778°W</u>	<u>Jacksonville</u>	













[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
7	<u>Buckman and Ulmer Building</u>		December 30, 1992	29-33 West Monroe Street  30°19'43"N 81°39'10"W30.328611°N 81.652778°W	<u>Jacksonville</u>	Part of the <u>Downtown Jacksonville Multiple Property Submission</u>
8	<u>Carling Hotel</u>		February 28, 1991	33 West Adams Street  30°19'42"N 81°39'29"W30.328333°N 81.658056°W	<u>Jacksonville</u>	
9	<u>Casa Marina Hotel</u>		September 2, 1993	12 Sixth Avenue, North  30°17'40"N 81°23'26"W30.294444°N 81.390556°W	<u>Jacksonville Beach</u>	
10	<u>Catherine Street Fire Station</u>		June 13, 1972	14 Catherine Street  30°19'30"N 81°39'02"W30.325°N 81.650556°W	<u>Jacksonville</u>	
11	<u>Centennial Hall at Edward Waters College</u>		May 4, 1976	1715 Kings Road ^[5]  30°20'40"N 81°41'04"W30.344444°N 81.684444°W	<u>Jacksonville</u>	
12	<u>Church of the Immaculate Conception</u>		December 30, 1992	121 East Duval Street  30°19'44"N 81°39'19"W30.328889°N 81.655278°W	<u>Jacksonville</u>	Part of the <u>Downtown Jacksonville Multiple Property Submission</u>
13	<u>Cummer Gardens</u>		January 25, 2010	829 Riverside Ave.  30°18'56"N 81°40'34"W30.315442°N 81.676189°W	<u>Jacksonville</u>	
14	<u>Dyal-Upchurch Building</u>		April 17, 1980	4 East Bay Street  30°19'33"N 81°39'27"W30.325833°N 81.6575°W	<u>Jacksonville</u>	






[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
15	<u>El Modelo Block</u>		October 16, 1980	513 West Bay Street 30°19'38"N 81°39'53"W30.327222°N 81.664722°W	<u>Jacksonville</u>	
16	<u>Elks Club Building</u>		March 9, 2000	201-213 North Laura Street 30°19'41"N 81°39'32"W30.328056°N 81.658889°W	<u>Jacksonville</u>	Part of the <u>Downtown Jacksonville Multiple Property Submission</u>
17	<u>Epping Forest</u>		May 9, 1973	Christopher Point, off San Jose Boulevard 30°14'54"N 81°38'26"W30.248333°N 81.640556°W	<u>Jacksonville</u>	
18	<u>Evergreen Cemetery</u>		April 8, 2011	4535 N Main St 30°22'01"N 81°39'03"W30.366944°N 81.650833°W	<u>Jacksonville</u>	
19	<u>Florida Baptist Building</u>		January 12, 1984	218 West Church Street 30°19'49"N 81°39'37"W30.330278°N 81.660278°W	<u>Jacksonville</u>	
20	<u>Florida Theater</u>		November 4, 1982	128-134 East Forsyth Street 30°19'34"N 81°39'20"W30.326111°N 81.655556°W	<u>Jacksonville</u>	
21	<u>Fort Caroline National Memorial</u>		October 15, 1966	10 miles east of downtown Jacksonville 30°23'13"N 81°30'02"W30.386944°N 81.500556°W	<u>Jacksonville</u>	
22	<u>Grand Site</u>	Address Restricted	June 20, 1975	Address Restricted	<u>Jacksonville</u>	
23	<u>Groover-Stewart Drug Company Building</u>		December 30, 1992	25 North Market Street 30°19'33"N 81°38'08"W30.325833°N 81.635556°W	<u>Jacksonville</u>	Part of the <u>Downtown Jacksonville Multiple Property Submission</u>

[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
24	<u>House at 3325 Via de la Reina</u>		April 10, 1985	3325 Via de la Reina 30°14'42"N 81°37'41"W30.245°N 81.628056°W	Jacksonville	Part of the <u>San Jose Estates TR</u>
25	<u>House at 3335 Via de la Reina</u>		April 10, 1985	3335 Via de la Reina 30°14'42"N 81°37'40"W30.245°N 81.627778°W	Jacksonville	Part of the <u>San Jose Estates TR</u>
26	<u>House at 3500 Via de la Reina</u>		April 10, 1985	3500 Via de la Reina 30°14'39"N 81°37'32"W30.244167°N 81.625556°W	Jacksonville	Part of the <u>San Jose Estates TR</u>
27	<u>House at 3609 Via de la Reina</u>		April 10, 1985	3609 Via de la Reina 30°14'39"N 81°37'28"W30.244167°N 81.624444°W	Jacksonville	Part of the <u>San Jose Estates TR</u>
28	<u>House at 3685 Via de la Reina</u>		April 10, 1985	3685 Via de la Reina 30°14'34"N 81°37'14"W30.242778°N 81.620556°W	Jacksonville	Part of the <u>San Jose Estates TR</u>
29	<u>House at 3703 Via de la Reina</u>		April 10, 1985	3703 Via de la Reina 30°14'32"N 81°37'06"W30.242222°N 81.618333°W	Jacksonville	Part of the <u>San Jose Estates TR</u>
30	<u>House at 3764 Ponce de Leon Avenue</u>		April 10, 1985	3764 Ponce de Leon Avenue 30°14'38"N 81°37'13"W30.243889°N 81.620278°W	Jacksonville	Part of the <u>San Jose Estates TR</u>
31	<u>House at 7144 Madrid Avenue</u>		April 10, 1985	7144 Madrid Avenue 30°14'53"N 81°37'54"W30.248056°N 81.631667°W	Jacksonville	Part of the <u>San Jose Estates TR</u>
32	<u>House at 7207 Ventura Avenue</u>		April 10, 1985	7207 Ventura Avenue 30°14'48"N 81°37'36"W30.246667°N 81.626667°W	Jacksonville	Part of the <u>San Jose Estates TR</u>
33	<u>House at 7217 Ventura Avenue</u>		April 10, 1985	7217 Ventura Avenue 30°14'46"N 81°37'36"W30.246111°N 81.626667°W	Jacksonville	Part of the <u>San Jose Estates TR</u>

















[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
34	<u>House at 7227 San Pedro</u>		April 10, 1985	7227 San Pedro Road  <u>30°14'41"N</u> <u>81°37'57"W</u><u>30.244722°N</u> <u>81.6325°W</u>	<u>Jacksonville</u>	Part of the <u>San Jose Estates TR</u>
35	<u>House at 7245 San Jose Boulevard</u>		April 10, 1985	7245 San Jose Boulevard  <u>30°14'45"N</u> <u>81°37'48"W</u><u>30.245833°N</u> <u>81.63°W</u>	<u>Jacksonville</u>	Part of the <u>San Jose Estates TR</u>
36	<u>House at 7246 San Carlos</u>		April 10, 1985	7246 San Carlos  <u>30°14'42"N</u> <u>81°37'56"W</u><u>30.245°N</u> <u>81.632222°W</u>	<u>Jacksonville</u>	Part of the <u>San Jose Estates TR</u>
37	<u>House at 7246 St. Augustine Road</u>		April 10, 1985	7246 St. Augustine Road  <u>30°14'45"N</u> <u>81°37'34"W</u><u>30.245833°N</u> <u>81.626111°W</u>	<u>Jacksonville</u>	Part of the <u>San Jose Estates TR</u>
38	<u>House at 7249 San Pedro</u>		April 10, 1985	7249 San Pedro Road  <u>30°14'40"N</u> <u>81°37'56"W</u><u>30.244444°N</u> <u>81.632222°W</u>	<u>Jacksonville</u>	Part of the <u>San Jose Estates TR</u>
39	<u>House at 7288 San Jose Boulevard</u>		April 10, 1985	7288 San Jose Boulevard  <u>30°14'42"N</u> <u>81°37'47"W</u><u>30.245°N</u> <u>81.629722°W</u>	<u>Jacksonville</u>	Part of the <u>San Jose Estates TR</u>
40	<u>House at 7306 St. Augustine Road</u>		April 10, 1985	7306 St. Augustine Road  <u>30°14'41"N</u> <u>81°37'34"W</u><u>30.244722°N</u> <u>81.626111°W</u>	<u>Jacksonville</u>	Part of the <u>San Jose Estates TR</u>
41	<u>House at 7317 San Jose Boulevard</u>		April 10, 1985	7317 San Jose Boulevard  <u>30°14'43"N</u> <u>81°37'44"W</u><u>30.245278°N</u> <u>81.628889°W</u>	<u>Jacksonville</u>	Part of the <u>San Jose Estates TR</u>
42	<u>House at 7330 Ventura Avenue</u>		April 10, 1985	7330 Ventura Avenue  <u>30°14'42"N</u> <u>81°37'40"W</u><u>30.245°N</u> <u>81.627778°W</u>	<u>Jacksonville</u>	Part of the <u>San Jose Estates TR</u>
43	<u>House at 7356 San Jose Boulevard</u>		April 10, 1985	7356 San Jose Boulevard  <u>30°14'40"N</u> <u>81°37'43"W</u><u>30.244444°N</u> <u>81.628611°W</u>	<u>Jacksonville</u>	Part of the <u>San Jose Estates TR</u>









[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
44	<u>House at 7400 San Jose Boulevard</u>		April 10, 1985	7400 San Jose Boulevard  30°14'38"N 81°37'44"W30.243889°N 81.628889°W	<u>Jacksonville</u>	Part of the <u>San Jose Estates TR</u>
45	<u>Hutchinson-Suddath Building</u>		October 3, 2007	315-319 East Bay Street  30°19'31"N 81°39'15"W30.325278°N 81.654167°W	<u>Jacksonville</u>	Part of the <u>Downtown Jacksonville Multiple Property Submission</u>
46	<u>Jacksonville Terminal Complex</u>		October 22, 1976	1000 West Bay Street  30°19'40"N 81°40'18"W30.327778°N 81.671667°W	<u>Jacksonville</u>	
47	<u>Kingsley Plantation</u>		September 29, 1970	Northern tip of <u>Fort George Island</u> at Fort George Inlet  30°26'18"N 81°26'17"W30.438333°N 81.438056°W	<u>Jacksonville</u>	
48	<u>Henry John Klutho House</u>		December 19, 1978	28-30 West 9th Street  30°20'48"N 81°39'18"W30.346667°N 81.655°W	<u>Jacksonville</u>	
49	<u>W. A. Knight Building</u>		March 15, 2005	113 West Adams Street  30°19'42"N 81°39'33"W30.328333°N 81.659167°W	<u>Jacksonville</u>	Part of the <u>Downtown Jacksonville Multiple Property Submission</u>
50	<u>Lane-Towers House</u>		November 10, 1982	3730 Richmond Street  30°17'29"N 81°42'17"W30.291389°N 81.704722°W	<u>Jacksonville</u>	
51	<u>Lewis Mausoleum</u>		October 24, 1997	Memorial Cemetery at the junction of Edgewood Avenue and Noncreif Road  30°22'52"N 81°41'47"W30.381111°N 81.696389°W	<u>Jacksonville</u>	

[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
52	<u>Little Theatre</u>		July 12, 1991	2032 San Marco Boulevard  30°18'11"N 81°39'10"W30.303056°N 81.652778°W	<u>Jacksonville</u>	
53	<u>Lynch Building</u>		December 23, 2003	11 Forsyth Street  30°19'37"N 81°39'27"W30.326944°N 81.6575°W	<u>Jacksonville</u>	Part of the <u>Downtown Jacksonville Multiple Property Submission</u>
54	<u>Mandarin Store and Post Office</u>		October 1, 2001	12471 Mandarin Road  30°09'39"N 81°39'35"W30.160833°N 81.659722°W	<u>Jacksonville</u>	
55	<u>MAPLE LEAF (Shipwreck Site)</u>		October 12, 1994	In the middle of the <u>St. Johns River</u> , 12 miles (19 km) south of downtown Jacksonville  30°9'30"N 81°40'48"W30.15833°N 81.68°W^[6]	<u>Jacksonville</u>	
56	<u>Masonic Temple</u>		September 22, 1980	410 Broad Street  30°19'51"N 81°39'52"W30.330833°N 81.664444°W	<u>Jacksonville</u>	
57	<u>Mission of San Juan del Puerto Archeological Site</u>		March 25, 1986	Address Restricted	<u>Jacksonville</u>	
58	<u>Morocco Temple</u>		November 29, 1979	219 Newnan St.  30°19'40"N 81°39'18"W30.327778°N 81.655°W	<u>Jacksonville</u>	
59	<u>Mount Zion AME Church</u>		December 30, 1992	201 East Beaver Street  30°19'51"N 81°38'09"W30.330833°N 81.635833°W	<u>Jacksonville</u>	Part of the <u>Downtown Jacksonville Multiple Property Submission</u>

[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
60	<u>Old Jacksonville Free Public Library</u>		January 22, 1987	101 East Adams Street 30°19'38"N 81°39'22"W30.327222°N 81.656111°W	<u>Jacksonville</u>	
61	<u>Old Ortega Historic District</u>		July 14, 2004	Bounded by Roosevelt Boulevard, Verona Avenue, and the <u>St. Johns</u> and Ortega Rivers 30°16'27"N 81°42'18"W30.274167°N 81.705°W	<u>Jacksonville</u>	
62	<u>Old St. Luke's Hospital</u>		July 24, 1972	314 North Palmetto Street 30°19'33"N 81°38'49"W30.325833°N 81.646944°W	<u>Jacksonville</u>	
63	<u>Plaza Hotel</u>		December 30, 1992	353 East Forsyth Street 30°19'33"N 81°38'13"W30.325833°N 81.636944°W	<u>Jacksonville</u>	Part of the <u>Downtown Jacksonville Multiple Property Submission</u>
64	<u>Thomas V. Porter House</u>		May 13, 1976	510 Julia Street 30°19'52"N 81°39'40"W30.331111°N 81.661111°W	<u>Jacksonville</u>	
65	<u>Red Bank Plantation</u>		October 18, 1972	1230 Greenridge Road 30°17'02"N 81°39'09"W30.283889°N 81.6525°W	<u>Jacksonville</u>	
66	<u>Ribault Inn Club</u>		May 11, 2000	Ft. George Road 30°25'41"N 81°25'28"W30.427994°N 81.424536°W	<u>Jacksonville</u>	
67	<u>Riverside Baptist Church</u>		September 22, 1972	2650 Park Street 30°18'37"N 81°41'35"W30.310278°N 81.693056°W	<u>Jacksonville</u>	
68	<u>Riverside Historic District</u>		March 22, 1985	Roughly bounded by the former <u>Seaboard Coast Line</u> railroad line, Riverside and Memorial Parks, the <u>St. Johns River</u> , and Seminole	<u>Jacksonville</u>	

[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
				<p> 30°18'39"N 81°41'32"W30.310833°N 81.692222°W</p>		
69	St. Andrew's Episcopal Church		May 4, 1976	<p>317 Florida Avenue  30°19'32"N 81°38'37"W30.325556°N 81.643611°W</p>	Jacksonville	
70	St. George Episcopal Church		August 9, 2002	<p>10560 Ft. George Road, E.  30°24'48"N 81°25'48"W30.413333°N 81.43°W</p>	Jacksonville	Part of the Florida's Carpenter Gothic Churches MPS
71	St. James Building		May 3, 1976	<p>117 West Duval Street  30°19'48"N 81°39'34"W30.33°N 81.659444°W</p>	Jacksonville	
72	St. John's Lighthouse		June 3, 1976	<p>U.S. Naval Station  30°23'36"N 81°25'35"W30.393333°N 81.426389°W</p>	Naval Station Mayport	
73	John S. Sammis House		July 10, 1979	<p>207 Noble Circle West  30°19'19"N 81°36'44"W30.321944°N 81.612222°W</p>	Jacksonville	
74	San Jose Administration Building		April 10, 1985	<p>7423 San Jose Boulevard  30°14'37"N 81°37'35"W30.243611°N 81.626389°W</p>	Jacksonville	Part of the San Jose Estates TR
75	San Jose Country Club		April 10, 1985	<p>7529 San Jose Boulevard  30°14'30"N 81°37'29"W30.241667°N 81.624722°W</p>	Jacksonville	Part of the San Jose Estates TR

[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
76	<u>San Jose Estates Gatehouse</u>		December 20, 1988	1873 Christopher Point Road, North  <u>30°15'17"N</u> <u>81°38'33"W</u><u>30.254722°N</u> <u>81.6425°W</u>	<u>Jacksonville</u>	Part of the <u>San Jose Estates TR</u>
77	<u>San Jose Hotel</u>		April 10, 1985	7400 San Jose Boulevard  <u>30°14'30"N</u> <u>81°37'47"W</u><u>30.241667°N</u> <u>81.629722°W</u>	<u>Jacksonville</u>	Part of the <u>San Jose Estates TR</u>
78	<u>South Atlantic Investment Corporation Building</u>		December 30, 1992	35-39 West Monroe Street  <u>30°19'43"N</u> <u>81°39'08"W</u><u>30.328611°N</u> <u>81.652222°W</u>	<u>Jacksonville</u>	Part of the <u>Downtown Jacksonville Multiple Property Submission</u>
79	<u>South Jacksonville Grammar School</u>		April 15, 2004	1450 Flagler Avenue  <u>30°18'39"N</u> <u>81°39'28"W</u><u>30.310833°N</u> <u>81.657778°W</u>	<u>Jacksonville</u>	
80	<u>Springfield Historic District</u>		January 22, 1987	Roughly bounded by Twelfth, Clark, and First Streets, Hogans Creek, and Boulevard  <u>30°20'35"N</u> <u>81°39'12"W</u><u>30.343056°N</u> <u>81.653333°W</u>	<u>Jacksonville</u>	
81	<u>Edwin M. Stanton School</u>		September 29, 1983	521 West Ashley Street  <u>30°19'56"N</u> <u>81°39'48"W</u><u>30.332222°N</u> <u>81.663333°W</u>	<u>Jacksonville</u>	
82	<u>Timucuan Ecological and Historic Preserve</u>		February 16, 1988	13165 Mt. Pleasant Road  <u>30°22'08"N</u> <u>81°29'09"W</u><u>30.368889°N</u> <u>81.485833°W</u>	<u>Jacksonville</u>	
83	<u>Title & Trust Company of Florida Building</u>		February 23, 1990	200 East Forsyth Street  <u>30°19'34"N</u> <u>81°39'19"W</u><u>30.326111°N</u> <u>81.655278°W</u>	<u>Jacksonville</u>	

[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
84	<u>Village Store</u>		September 29, 1988	4216, 4212, and 4208 Oxford Avenue and 2906 and 2902 Corinthian Avenue  30°16'19"N 81°42'18"W 30.271944°N 81.705°W	<u>Jacksonville</u>	
85	<u>Woman's Club of Jacksonville</u>		November 3, 1992	861 Riverside Avenue  30°18'51"N 81°40'37"W 30.314167°N 81.676944°W	<u>Jacksonville</u>	
86	<u>Yellow Bluff Fort</u>		September 29, 1970	1 mile south of <u>State Road 105</u> on New Berlin Road  30°23'58"N 81°33'22"W 30.399444°N 81.556111°W	<u>Jacksonville</u>	
87	<u>Young Men's Hebrew Association</u>		October 29, 1992	712 West Duval Street  30°19'50"N 81°40'01"W 30.330556°N 81.666944°W	<u>Jacksonville</u>	















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1. ^ "National Register of Historic Places: Weekly List Actions". National Park Service, United States Department of the Interior. Retrieved on November 9, 2012.
2. ^ Numbers represent an ordering by significant words. Various colorings, defined here, differentiate National Historic Landmarks and historic districts from other NRHP buildings, structures, sites or objects.
3. ^ "National Register Information System". National Register of Historic Places. National Park Service. 2009-03-13. http://nrhp.focus.nps.gov/natreg/docs/All_Data.html.
4. ^ City of Jacksonville Community Planning
5. ^ Location derived from this National Park Service webpage and from this map from a shipwreck-related website; the NRIS lists the site as "Address restricted"

Selected Listings in Saint Johns County, Florida















Selected Current Listings

[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
1	<u>Abbott Tract Historic District</u>		July 21, 1983	Roughly bounded by Matanzas Bay and Pine, San Marco, and Shenandoah Aves. 29°54'04"N 81°18'50"W 29.901111°N 81.313889°W	St. Augustine	
2	<u>Alcazar Hotel</u>		February 24, 1971	79 King St. 29°53'30"N 81°18'51"W 29.891667°N 81.314167°W	St. Augustine	
3	<u>Avero House</u>		June 13, 1972	39 St. George St. 29°58'44"N 81°18'48"W 29.978889°N 81.313333°W	St. Augustine	
4	<u>Bridge of Lions</u>		November 19, 1982	King St. 29°53'33"N 81°18'27"W 29.8925°N 81.3075°W	St. Augustine	
5	<u>Castillo de San Marcos National Monument</u>		October 15, 1966	1 Castillo Dr. 29°53'52"N 81°18'41"W 29.897778°N 81.311389°W	St. Augustine	A National Monument
6	<u>Cathedral of St. Augustine</u>		April 15, 1970	Cathedral St. between Charlotte and St. George Sts. 29°53'34"N 81°18'45"W 29.892778°N 81.3125°W	St. Augustine	
7	<u>Dixie Highway-Hastings, Espanola and Bunnell Road</u>		April 20, 2005	Roughly Espanola in Flagler County to County Route 204 in St. Johns County 29°34'49"N 81°20'35"W 29.580278°N 81.343056°W	Espanola	Extends into Flagler County

[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
8	<u>Father Francisco Lopez Statue</u>		June 5, 2012	27 Ocean Avenue  29°54'15"N 81°19'00"W 29.904204°N 81.316724°W	<u>St. Augustine</u>	
9	<u>Fish Island Site</u>	Address Restricted	June 13, 1972	Address Restricted	<u>St. Augustine</u>	
10	<u>Fort Matanzas National Monument</u>		October 15, 1966	15 miles south of St. Augustine  29°42'55"N 81°14'21"W 29.715278°N 81.239167°W	<u>St. Augustine</u>	<u>A National Monument</u>
11	<u>Fort Matanzas National Monument Headquarters and Visitor Center</u>		December 31, 2008	8635 State Road A1A, South  29°42'42"N 81°14'07"W 29.711667°N 81.235278°W	<u>St. Augustine</u>	NRHP# 08001245, Part of the Florida's New Deal Resources <u>MPS</u>
12	<u>Second Fort Mose Site</u>		October 12, 1994	Address Restricted  29°55'40"N 81°19'31"W 29.927778°N 81.325278°W	<u>St. Augustine</u>	First free African settlement in the United States ^[5]
13	<u>Fullerwood Park Residential Historic District</u>		September 24, 2010	Roughly bounded by San Marcos, Macaris, Hildreth & Hospital Creek  29°54'59"N 81°19'14"W 29.916389°N 81.320556°W	<u>St. Augustine</u>	
14	<u>Gonzalez-Alvarez House</u>		April 15, 1970	14 St. Francis St.  29°53'17"N 81°18'36"W 29.888056°N 81.31°W	<u>St. Augustine</u>	
15	<u>Grace United Methodist Church</u>		November 29, 1979	8 Carrera St.  29°52'37"N 81°18'54"W 29.876944°N 81.315°W	<u>St. Augustine</u>	

[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
16	<u>Hastings Community Center</u>		February 21, 2007	401 N. Main St. 29°43'06"N 81°30'31"W29.718333°N 81.508611°W	<u>Hastings</u>	
17	<u>Hastings High School</u>		June 14, 2006	6195 S. Main St. 29°42'40"N 81°30'18"W29.711111°N 81.505°W	<u>Hastings</u>	
18	<u>Hotel Ponce De Leon</u>		May 6, 1975	74 King St., bounded by King, Valencia, Sevilla, and Cordova Sts. 29°53'32"N 81°18'54"W29.892222°N 81.315°W	<u>St. Augustine</u>	
19	<u>Lincolnvile Historic District</u>		November 29, 1991	Bounded by Cedar, Riberia, Cerro, and Washington Sts. and DeSoto Pl. 29°53'05"N 81°18'52"W29.884722°N 81.314444°W	<u>St. Augustine</u>	
20	<u>Lindsley House</u>		September 10, 1971	214 St. George St. 29°53'30"N 81°18'48"W29.891667°N 81.313333°W	<u>St. Augustine</u>	
21	<u>Llambias House</u>		April 15, 1970	31 St. Francis St. 29°53'15"N 81°18'39"W29.8875°N 81.310833°W	<u>St. Augustine</u>	
22	<u>Xavier Lopez House</u>		July 1, 1993	93½ King St. 29°53'29"N 81°18'58"W29.891389°N 81.316111°W	<u>St. Augustine</u>	
23	<u>Markland</u>		December 6, 1978	102 King St. 29°53'31"N 81°19'02"W29.891944°N 81.317222°W	<u>St. Augustine</u>	
24	<u>Model Land Company Historic District</u>		August 2, 1983	Roughly bounded by Ponce de Leon Boulevard and King, Cordova, and Orange Sts. 29°53'39"N 81°19'06"W29.894167°N 81.318333°W	<u>St. Augustine</u>	

[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
25	<u>Nelmar Terrace Historic District</u>		March 28, 2011	Alfred St., San Carlos Ave., San Marcos Ave., Hospital Creek 29°54'39"N 81°19'06"W 29.910833°N 81.318333°W	<u>St. Augustine</u>	NRHP # 11000145
26	<u>North City Historic District</u>		October 1, 2009	Roughly bounded by <u>Castillo Drive</u> , San Marcos Avenue, Old Mission Avenue, and <u>U.S. Route 1</u> 29°54'07"N 81°19'05"W 29.901944°N 81.318056°W	<u>St. Augustine</u>	NRHP # 09000778
27	<u>O'Reilly House</u>		October 15, 1974	131 Aviles St. 29°53'24"N 81°18'41"W 29.89°N 81.311389°W	<u>St. Augustine</u>	
28	<u>Old St. Johns County Jail</u>		August 27, 1987	167 San Marco Ave. 29°54'28"N 81°19'08"W 29.907778°N 81.318889°W	<u>St. Augustine</u>	
29	<u>Record Building</u>		April 26, 2006	154 Cordova St. 29°53'20"N 81°18'47"W 29.888889°N 81.313056°W	<u>St. Augustine</u>	
30	<u>Rodriguez-Avero-Sanchez House</u>		April 16, 1971	52 St. George St. 29°53'46"N 81°18'49"W 29.896111°N 81.313611°W	<u>St. Augustine</u>	
31	<u>St. Augustine Alligator Farm Historic District</u>		September 10, 1992	999 Anastasia Boulevard 29°52'53"N 81°17'18"W 29.881389°N 81.288333°W	<u>St. Augustine</u>	
32	<u>St. Augustine Civic Center</u>		April 21, 2005	10 Castillo Dr. 29°53'55"N 81°18'53"W 29.898611°N 81.314722°W	<u>St. Augustine</u>	Part of the Florida's New Deal Resources MPS




[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
33	<u>St. Augustine Lighthouse and Keeper's Quarters</u>		March 19, 1981	Old Beach Rd.  <u>29°53'08"N</u> <u>81°17'20"W</u> <u>29.885556°N</u> <u>81.288889°W</u>	<u>St. Augustine</u>	
34	<u>St. Augustine Town Plan Historic District</u>		April 15, 1970	Roughly bounded by Grove Ave., the <u>Matanzas River</u> , and South and Washington Sts.  <u>29°53'36"N</u> <u>81°18'38"W</u> <u>29.893333°N</u> <u>81.310556°W</u>	<u>St. Augustine</u>	
35	<u>Sanchez Homestead</u>		October 12, 2001	7270 Old <u>State Road 207</u>  <u>29°44'16"N</u> <u>81°28'43"W</u> <u>29.737778°N</u> <u>81.478611°W</u>	<u>Elkton</u>	
36	<u>Sanchez Powder House Site</u>		April 14, 1972	Marine St.  <u>29°52'53"N</u> <u>81°18'29"W</u> <u>29.881389°N</u> <u>81.308056°W</u>	<u>St. Augustine</u>	
37	<u>Shell Bluff Landing (8S)[32]</u>	Address Restricted	April 25, 1991	Address Restricted	<u>Ponte Vedra Beach</u>	
38	<u>Solla-Carcaba Cigar Factory</u>		May 6, 1993	88 Riberia St.  <u>29°53'27"N</u> <u>81°19'08"W</u> <u>29.890833°N</u> <u>81.318889°W</u>	<u>St. Augustine</u>	
39	<u>Spanish Coquina Quarries</u>		February 23, 1972	<u>State Road A1A</u> in <u>Anastasia State Park</u>  <u>29°52'14"N</u> <u>81°16'31"W</u> <u>29.870556°N</u> <u>81.275278°W</u>	<u>St. Augustine Beach</u>	
40	<u>Stanbury Cottage</u>		October 8, 2008	232 St. George Street  <u>29°53'27"N</u> <u>81°18'44"W</u> <u>29.8907°N</u> <u>81.31235°W</u>	<u>St. Augustine</u>	







^[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
41	<u>Villa Zorayda</u>		September 23, 1993	83 King St.  29°53'27"N 81°18'53"W29.890833°N 81.314722°W	St. Augustine	
42	<u>Horace Walker House</u>		January 30, 1998	33 Old Mission Ave.  29°54'12"N 81°19'14"W29.903333°N 81.320556°W	St. Augustine	

Section References

- ¹ [^] The latitude and longitude information provided in this table was derived originally from the National Register Information System, which has been found to be fairly accurate for about 99% of listings. For about 1% of NRIS original coordinates, experience has shown that one or both coordinates are typos or otherwise extremely far off; some corrections may have been made. A more subtle problem causes many locations to be off by up to 150 yards, depending on location in the country: most NRIS coordinates were derived from tracing out latitude and longitudes off of USGS topographical quadrant maps created under the North American Datum of 1927, which differs from the current, highly accurate WGS84 GPS system used by most on-line maps. Chicago is about right, but NRIS longitudes in Washington are higher by about 4.5 seconds, and are lower by about 2.0 seconds in Maine. Latitudes differ by about 1.0 second in Florida. Some locations in this table may have been corrected to current GPS standards.
- ² [^] "National Register of Historic Places: Weekly List Actions". National Park Service, United States Department of the Interior. Retrieved on November 9, 2012.
- ³ [^] Numbers represent an ordering by significant words. Various colorings, defined here, differentiate National Historic Landmarks and historic districts from other NRHP buildings, structures, sites or objects.
- ⁴ [^] "National Register Information System". *National Register of Historic Places*. National Park Service. 2009-03-13. http://nrhp.focus.nps.gov/natreg/docs/All_Data.html.
- ⁵ [^] Griffin, Justine (January 30, 2011). "Locals hope to keep parks". *St. Augustine Record*. St. Augustine, Florida. <http://staugustine.com/news/local-news/2011-01-30/locals-hope-keep-parks>. Retrieved January 30, 2011.

Selected Listings in Flagler County

^[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
1	<u>Bulow Plantation Ruins</u>		September 29, 1970	Address Restricted  29°26'10"N 81°08'28"W29.436111°N 81.141111°W	Bunnell	
2	<u>Cherokee Grove</u>		May 2, 1997	West of <u>State Road A1A</u> and east of <u>Interstate 95</u> , on Pellicer Creek, approximately	Bunnell	

[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
				¼ mile south of the St. Johns-Flagler county line 29°39'30"N 81°14'15"W29.658333°N 81.2375°W		
3	<u>Dixie Highway-Hastings, Espanola and Bunnell Road</u>		April 20, 2005	Roughly Espanola in Flagler County to County Route 204 in St. Johns County 29°34'49"N 81°20'35"W29.580278°N 81.343056°W	<u>Espanola</u>	Extends into <u>St. Johns County</u>
4	<u>Mala Compra Plantation Archeological Site</u>		March 5, 2004	Approximately 1000 feet west of the intersection of North Oceanshore Boulevard and Mala Compra Drive 29°36'54"N 81°12'14"W29.615°N 81.203889°W	<u>Palm Coast</u>	
5	<u>Marine Studios</u>		April 14, 1986	State Road A1A, Box 122 29°40'06"N 81°12'46"W29.668333°N 81.212778°W	<u>Marineland</u>	
6	<u>Old Bunnell State Bank Building</u>		June 25, 1992	101-107 North Bay Street 29°27'53"N 81°15'32"W29.464722°N 81.258889°W	<u>Bunnell</u>	
7	<u>Vocational Agriculture Building</u>		February 21, 2007	1001 East Howe Street 29°28'19"N 81°15'17"W29.471944°N 81.254722°W	<u>Bunnell</u>	Part of the Florida's New Deal Resources <u>MPS</u>
8	<u>Washington Oaks Historic District</u>		September 30, 2009	6402 Oceanshore Boulevard 29°38'06"N 81°12'14"W29.635°N 81.203889°W	<u>Palm Coast</u>	











Selected References

1. [△] The latitude and longitude information provided in this table was derived originally from the National Register Information System, which has been found to be fairly accurate for about 99% of listings. For about 1% of NRIS original coordinates, experience has shown that one or both coordinates are typos or otherwise extremely far off; some corrections may have been made. A



more subtle problem causes many locations to be off by up to 150 yards, depending on location in the country: most NRIS coordinates were derived from tracing out latitude and longitudes off of USGS topographical quadrant maps created under the North American Datum of 1927, which differs from the current, highly accurate WGS84 GPS system used by most on-line maps. Chicago is about right, but NRIS longitudes in Washington are higher by about 4.5 seconds, and are lower by about 2.0 seconds in Maine. Latitudes differ by about 1.0 second in Florida. Some locations in this table may have been corrected to current GPS standards.

2. [^] "National Register of Historic Places: Weekly List Actions". National Park Service, United States Department of the Interior. Retrieved on November 9, 2012.
3. [^] Numbers represent an ordering by significant words. Various colorings, defined here, differentiate National Historic Landmarks and historic districts from other NRHP buildings, structures, sites or objects.
4. [^] "National Register Information System". *National Register of Historic Places*. National Park Service. 2009-03-13. http://nrhp.focus.nps.gov/natreg/docs/All_Data.html.

Selected Listings in Nassau County

^[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
1	<u>Amelia Island Lighthouse</u>		February 13, 2003	215½ Lighthouse Circle  <u>30°40'23"N</u> <u>81°26'33"W</u>30.673056°N <u>81.4425°W</u>	<u>Fernandina Beach</u>	NRHP# 03000004, Part of the Florida's Historic Lighthouses MPS
2	<u>American Beach Historic District</u>		January 28, 2002	Roughly bounded by Gregg, Lewis, Leonard, Main, and James Streets, and Ocean Boulevard  <u>30°34'24"N</u> <u>81°26'46"W</u>30.573333°N <u>81.446111°W</u>	<u>American Beach</u>	NRHP# 01001532
3	<u>Bailey House</u>		June 4, 1973	28 South 7th Street  <u>30°40'09"N</u> <u>81°27'37"W</u>30.669167°N <u>81.460278°W</u>	<u>Fernandina Beach</u>	NRHP# 73000591
4	<u>Ervin's Rest</u>		April 23, 1998	5448 Gregg Street  <u>30°34'30"N</u> <u>81°26'40"W</u>30.575°N <u>81.444444°W</u>	<u>American Beach</u>	NRHP# 98000376
5	<u>Fairbanks House</u>		June 4, 1973	227 South 7th Street  <u>30°40'10"N</u> <u>81°27'46"W</u>30.669444°N <u>81.462778°W</u>	<u>Fernandina Beach</u>	NRHP# 73000592

[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
6	<u>Fernandina Beach Historic District</u>		July 20, 1973	Roughly bounded by North 9th Street, Broome, Ash, South 5th Street, Date, and South 8th Street; also roughly bounded by Sixth, Broome, North Third, and Escambia Streets, Seventh and Date Streets, and Ash 30°40'13"N 81°27'42"W 30.670278°N 81.461667°W	<u>Fernandina Beach</u>	Second set of boundaries represents a boundary increase of April 20, 1987; NRHP# 73000593 and 87000195
7	<u>Fort Clinch</u>		February 23, 1972	3 miles north of Fernandina Beach on <u>State Road A1A</u> 30°42'17"N 81°27'18"W 30.704722°N 81.455°W	<u>Fernandina Beach</u>	NRHP# 72000343
8	<u>Hippard House</u>		October 12, 2001	5406 Ervin Street 30°34'32"N 81°26'50"W 30.575556°N 81.447222°W	<u>American Beach</u>	NRHP# 01001087
9	<u>Merrick-Simmons House</u>		January 13, 1983	102 South 10th Street 30°40'08"N 81°27'26"W 30.668889°N 81.457222°W	<u>Fernandina Beach</u>	NRHP# 83001431
10	<u>Mount Olive Missionary Baptist Church</u>		August 28, 1998	<u>State Road 107</u> 30°34'42"N 81°31'08"W 30.578333°N 81.518889°W	<u>Nassauville</u>	NRHP# 98001099
12	<u>Nassau County Jail</u>		November 18, 2009	233 South 3rd Street 30°40'04"N 81°27'49"W 30.667778°N 81.463611°W	<u>Fernandina Beach</u>	NRHP# 09000927
13	<u>Original Town of Fernandina Historic Site</u>		January 29, 1990	Roughly bounded by Towngate Street, the city cemetery, and Nassau, Marine, and Ladies Streets 30°41'20"N 81°27'16"W 30.688889°N 81.454444°W	<u>Fernandina Beach</u>	NRHP# 86003685
14	<u>John Denham Palmer House</u>		July 3, 1986	1305 Atlantic Avenue 30°40'11"N 81°27'11"W 30.669722°N 81.453056°W	<u>Fernandina Beach</u>	NRHP# 86001453

[3]	Landmark name ^[4]	Image	Date listed	Location	City or town	Summary
15	Tabby House		June 4, 1973	27 South 7th Street  30°40′08″N 81°27′36″W30.668889°N 81.46°W	Fernandina Beach	NRHP# 73000594

Selected References

1. [^] The latitude and longitude information provided in this table was derived originally from the National Register Information System, which has been found to be fairly accurate for about 99% of listings. For about 1% of NRIS original coordinates, experience has shown that one or both coordinates are typos or otherwise extremely far off; some corrections may have been made. A more subtle problem causes many locations to be off by up to 150 yards, depending on location in the country: most NRIS coordinates were derived from tracing out latitude and longitudes off of USGS topographical quadrant maps created under the [North American Datum of 1927](#), which differs from the current, highly accurate [WGS84](#) GPS system used by most on-line maps. Chicago is about right, but NRIS longitudes in Washington are higher by about 4.5 seconds, and are lower by about 2.0 seconds in Maine. Latitudes differ by about 1.0 second in Florida. Some locations in this table may have been corrected to current GPS standards.
2. [^] "[National Register of Historic Places: Weekly List Actions](#)". National Park Service, [United States Department of the Interior](#). Retrieved on November 9, 2012.
3. [^] Numbers represent an ordering by significant words. Various colorings, defined [here](#), differentiate [National Historic Landmarks](#) and [historic districts](#) from other NRHP buildings, structures, sites or objects.
4. [^] "[National Register Information System](#)". *National Register of Historic Places*. [National Park Service](#). 2009-03-13. http://nrhp.focus.nps.gov/natreg/docs/All_Data.html.

National Memorials

- Fort Caroline National Memorial

National Memorials

This designation was created through the Antiquities Act of 1906 to protect resources that are of exceptional value to the country as a whole. Only two of the 100 designated National Monuments in our country are within Florida. Both of these exist within the boundaries of the proposed NHA and both are fortifications that constituted the coastal defense system of Spanish colonial St. Augustine. Castillo de San Marcos, established in 1672 to protect the northern boundaries of Spain's empire in the New World, survives as our nation's oldest standing stone fort. The fortifications embody the struggle and contest of the entire colonial era, as well as the foundations of American identity, and vividly illustrate the essential maritime orientation of St. Augustine's colonial people.

- Castillo de San Marcos
- Fort Matanzas

Other Notable and Important or Eligible Properties

- St. Johns County
 - AL Lewis Arch
 - Colored School No. 36
 - San Sebastian Cemetery
 - Dupont House
 - Tolomato Anchorage Site
 - Industry shipwreck
 - Canopy Shores Archaeological Site

Working Landscapes/Waterfronts that Support Traditional Maritime Livelihoods

Over the 5,000 years of human occupation in this region, the maritime environment has been the key environmental factor in human groups' subsistence, economy, and geographic development. Due to natural advantages, certain locations and bodies of water have been used more intensively in the maritime infrastructure. A few of these areas have retained their importance in this infrastructure up to modern times, and still provide a direct link to the maritime heritage of the past. These areas still support traditional livelihoods such as boatbuilding and repair, shrimping, fishing, and tour guiding.

- Mayport Village, Mayport, Florida
- San Sebastian River/Riberia Street, Saint Augustine, FL (Shrimping and Boatbuilding moved here in the 1920s)
- Usina's North Beach, near Vilano Beach Florida
- St. Augustine City Marina, near the Historic Bayfront at the Center of St. Augustine
- Amelia Island, Fernandina Beach Fl waterfront, Fernandina Beach, FL (Nation's Earliest Shrimping History)

Colonial Plantation Ruins

European colonial periods lasted for over 250 years in the St. Augustine region. The economic strategies for exploiting available resources differed over time and between cultures. The more successful strategies were associated with the operation of plantations which produced a variety of commodities including indigo, rice, sugar, and timber products for export on an international scale. Though many archaeological resources associated with these plantations exist in the area, a certain number of these sites retain ruins that are easily accessible by the public. All of these exceptional heritage sites are either listed on the National Register, or are eligible for listing.

- Bulow Sugar Plantation
- Governor Grant's Indigo Plantation
- Mala Compra
- Kingsley Plantation

Traditional Cultural Places and Landmarks

By - Robin Moore, Joel McEachin, Adrienne Dessy, Tim Telfer/Amy Kennedy)

There are places within the Nation's Oldest Port region that are associated with beliefs and cultural practices. These traditional, cultural, and religious centers are important to recognizing and maintaining the cultural identity of the region. Some of the most widely know traditional cultural places are listed below.

- Cathedral of St. Augustine
- Grace United Methodist Church
- Menorcan Chapel
- Mission Nombre de Dios
- Photios Shrine

Museums and Historic Sites and Attractions: Nature-based, Historical and Cultural

By - Robin Moore, Joel McEachin, Adrienne Dessy, Tim Telfer/Amy Kennedy, Sam Turner/Chuck Meide

- Amelia Island Museum of History, Amelia Island Florida
- Amelia Island Lighthouse, Amelia Island Florida
- Maritime Museum and Welcome Center of Fernandina Beach, Fernandina Beach, FL
- Beaches Museum and History Center, Atlantic Beach, FL
- Cummer Museum of Arts and Gardens, Jacksonville, FL
- Jacksonville Historical Society, Jacksonville, FL
- Jacksonville Maritime Museum, Jacksonville, FL
- Karpeles Manuscript Museum, Jacksonville, FL
- Mandarin Museum, Mandarin, FL
- Museum of Contemporary Art, Jacksonville, FL
- Jacksonville Cultural Council, Jacksonville, FL
- Jacksonville Museum of Science and History, Jacksonville, FL
- Ritz Theatre and Museum, Jacksonville, FL
- Colonial Quarter Museum, St. Augustine, FL
- Fort Mose Historical State Park and Interpretive Center, St. Augustine, FL
- Guana Tolomato Matanzas National Estuarine Research Reserve, Ponte Vedra Beach, Florida
- Government House and Museum and the University of Florida, Saint Augustine Florida
- Lightner Museum, Saint Augustine, FL
- Flagler College, Saint Augustine, Florida
- St. Augustine Lighthouse and Museum, Inc. and the Lighthouse Archaeological Maritime Program, Saint Augustine FL, on Anastasia Island.
- St. Augustine Pirate and Treasure Museum, Saint Augustine, FL
- World Golf Hall of Fame, St. Johns County Florida
- St. Augustine Historical Association and the Oldest House Museum, Inc., Saint Augustine, FL
- St. Photios Greek Shrine, Saint Augustine, FL
- St. Augustine Alligator Farm and Zoological Park, Saint Augustine, FL on Anastasia Island
- Jacksonville Zoo, Jacksonville, FL
- Ximenez-Fatio House, Saint Augustine, Florida
- The Pena Peck House and the Women's Exchange, Saint Augustine, FL
- St. Johns County Visitors Center, Saint Augustine, FL
- The Fountain of Youth Archaeological Park
- Flagler Beach Historical Museum, Flagler County, FL
- Florida Agricultural Museum, Flagler County, FL
- Holden House Museum Flagler County

- MalaCompra Plantation Archaeological Site, Flagler County
- Military Museum of North Florida, Clay County
- St. Johns County Amphitheatre, Saint Johns County FL
- Beaches Area Historical Society, Jacksonville, FL
- Riverside Avondale Preservation, Jacksonville, FL
- San Marco Preservation Society, Jacksonville, FL
- Southern Genealogist's Exchange Society, Inc., Duval County, FL
- Colonial St. Augustine Foundation, Saint Augustine, FL
- Florida Living History, Inc. , Saint Augustine, FL
- Florida Public Archaeology Network, Regional entity, Saint Augustine, FL
- Historic St. Augustine Research Institute, Saint Augustine, FL
- Menorcan Cultural Society, Saint Augustine
- Romanza, Saint Augustine, FL
- St. Johns County Cultural Council, Saint Augustine, FL
- St. Augustine Archaeological Association, Saint Augustine, FL
- St. Augustine Historical Society, Saint Augustine
- African American Cultural Council, Flagler County
- Flagler County History Coalition, Flagler County
- Palm Coast Historical Society, Flagler County
- Putnam County Historical Society, Putnam County
- Historic City of Palatka, FL

Maritime and Nautical

- St. Augustine State of Florida Designated Underwater Archaeological Reserve, off shore, Saint Johns, County.
- Lighthouse Archaeological Maritime Program underwater Archaeological Research, Duval, St. Johns, Flagler and contiguous Counties.
- The St Johns River; St. Johns RiverKeeper and St. Johns River Alliance
- Saint Augustine Lighthouse (open 7 days a week)
- Amelia Island Lighthouse (call ahead for times of public access)
- Mayport Lighthouse (on Navy base, not accessible)
- Saint Augustine Beach Pier
- Flagler Beach Pier
- Guana Tolomato Matanzas National Research Reserve
- Anastasia State Recreational Area

Traditional Crafts, Music Styles, Foods, Crops, Seafood and Fishing

- Parks, preserves, and public lands within the proposed National Heritage Area.
- Scenic Highways and Roads
- Birdwatching sites
- Lakes and Beach Front Parking and Driving Areas
- Camping Working Waterfronts
- Important national and international public archaeological sites and historic sites
- Archaeological preserves and reserves

- Traditional Foods include: Menorcan, Greek, Seafood and Farm Fresh Produce. See Tourist web sites for more information.

Tourism Centers and Resources:

- <http://www.floridashistoriccoast.com/> - St. Johns County, Saint Augustine, Saint Augustine Beach, Ponte Vedra and Vilano Beach.
- <http://www.visitjacksonville.com/>, Duval and Nassau County
- <http://www.visitflagler.org/>, Flagler County.
- <http://www.ameliaisland.com/>, Amelia Island.com

Natural Vegetative Communities

Within the Oldest Ports National Heritage Area proposed designated boundary area, there are approximately twenty-three (23) distinct Florida Natural Areas Inventory (FNAI) natural communities. FNAI status and rankings for the flora and fauna including the federal state and species of special concern can be found on line at <http://www.dep.state.fl.us/coastal/sites/gtm/management/plan.htm>

Sandhill - (synonyms: Longleaf Pine-Turkey Oak, Longleaf Pine-Xerophytic Oak, Longleaf Pine-Deciduous Oak, High Pine). Sandhill habitats are characterized as a forest of widely spaced pine trees with a sparse understory of deciduous oaks and a fairly dense ground cover of grasses and herbs on rolling hills of sand. Fire is a dominant factor in the ecology of this community. Sandhills are a fire climax community, being dependent on frequent ground fires to reduce hardwood competition and to perpetuate pines and grasses. The natural fire frequency appears to be every 2 to 5 years. Without frequent fires, Sandhills may eventually succeed to Xeric Hammock. Unburned Sandhills may be dominated by turkey oak.

Scrub - (synonyms: Sand Pine Scrub, Florida Scrub, Sand Scrub, Rosemary Scrub, Oak Scrub). Scrub occurs in many forms, but is often characterized as a closed to open canopy forest of sand pines with dense clumps or vast thickets of scrub oaks and other shrubs dominating the understory. Scrub is essentially a fire maintained community. Ground vegetation is extremely sparse and leaf fall is minimal, thus reducing the chance of frequent ground fires. As the sand pines mature, however, they retain most of their branches and build up large fuel supplies in their crowns. When a fire does occur, this fuel supply, in combination with the resinous needles and high stand density, ensures a hot, fast burning fire. Such fires allow for the regeneration of the Scrub community which might otherwise succeed to Xeric Hammock. The minerals in the vegetation are deposited on the bare sand as ashes, and the heat of the fire generally facilitates the release of pine seeds. As discerned from the life histories of the dominant plants, scrub probably burns catastrophically once every 20 to 80 years or longer. Scrub is also readily damaged by off-road vehicle traffic or even foot traffic, which destroys the delicate ground cover and allows the loose sand to erode. Once disturbed, ground lichens may require 50 years or more to recover.

Xeric Hammock - (synonyms: Xeric Forest, Sand Hammock, Live Oak Forest, Oak Woodland, Oak Hammock). Xeric Hammock is characterized as either a scrubby, dense, low canopy forest with little understory, other than palmetto, or a multi-storied forest of tall trees with an open or closed canopy. Xeric Hammock is an advanced successional stage of Scrub or Sandhill. The variation in vegetation structure is predominantly due to the original community from which it developed. In all cases, however,

the soils consist primarily of deep, well-drained sands derived from old dune systems. The sparse herbs and the relatively incombustible oak litter preclude most fires from invading Xeric Hammock. When fire does occur, it is nearly always catastrophic and may revert Xeric Hammock into another community type. Xeric Hammock only develops on sites that have been protected from fire for 30 or more years.

Beach Dune - (synonyms: Sand Dunes, Pioneer Zone, Upper Beach, Sea Oats Zone, Coastal Strand). Beach Dune is characterized as a wind-deposited, foredune and wave-deposited upper beach that are sparsely to densely vegetated with pioneer species, especially sea oats. Plants of the Beach Dunes are extremely vulnerable to human impacts, particularly soil compaction. A footpath or off-road vehicle trail over the beach dunes damages the vegetation, increasing erosion by wind and water. Once begun, gaps continually widen unless they are revegetated and stabilized. The sand from the gap moves inland and rapidly buries vegetation, destabilizing the beach dunes and disturbing adjacent communities. Gaps also increase erosion caused by storms. Because of their vulnerability, Beach Dunes require protection from trampling (i.e., boardwalks for beach access) and off-road vehicles.

Coastal Berm - (synonyms: Shell Ridge, Coastal Levee, Coastal Forest, Buttonwood Embankment, Mangrove Hammock). Coastal Berm applies to a variety of plant associations that develop on ridges of storm deposited sand, shells, and debris. These associations include dense thickets of large shrubs and small trees, hammocks, or sparse shrubby vegetation with spiny xerophytic plants. Coastal Berm habitats are similar to Coastal Strand habitats in their physiographic and resilience.

Coastal Strand - (synonyms: Shrub Zone, Maritime Thicket, Coastal Scrub). Coastal Strand is characterized as stabilized, wind-deposited coastal dunes that are vegetated with a dense thicket of salt tolerant shrubs. Coastal Strand dunes are generally quite stable but are susceptible to severe damage if the vegetation is disturbed. Shrubs in the Coastal Strand are frequently dwarfed and pruned as a result of the salt spray laden winds that kill twigs on the seaward side, producing a smooth, dense upward-slanting canopy resembling a sheared hedge. Coastal Strand is actually an ecotonal community that generally lies between Beach Dune and Maritime hammock. It may also grade into Scrub, and it often shares many of the same species that occur in Coastal Berm. Fire may reduce succession towards Maritime Hammock. However, maritime land use alone will often suffice to inhibit succession to forest. Coastal Strand is one of the most rapidly disappearing community types in Florida. It is most extensive along the Atlantic Coast where, being elevated and next to the coast, it is prime resort or residential property. Coastal Strand originally occurred as a nearly continuous band along the Atlantic shorelines. Now it occurs largely as broken and isolated small stretches. Along with other coastal communities, Coastal Strand protects inland communities from the severe effects of storms.

Coastal Interdunal Swale - Habitats that occur where 1) dune and swale topography has developed within the past 5000 years, 2) a lens of groundwater intersects the bottom of the swales, and 3) extensive flooding by saltwater is infrequent. Critical to the existence of this habitat is a subsurface hydraulic connection with the barrier island's water table. The water levels in the interdunal wetlands are strongly tied to local rainfall events. Consequently, the community varies from flooded to completely dry depending on rainfall, as well as area and elevation of the surrounding dunes. Little in the way of active management is required other than to prevent disruption by vehicles or excessive foot traffic or disruption of natural hydrology. Fires occasionally burn through the swales but the dominant factor in this community's development and maintenance is hydrology.

Maritime Hammock - (synonyms: Coastal Hammock, Maritime Forest, Tropical Hammock). Maritime Hammock is characterized as a narrow band of hardwood forest lying just inland of the Coastal Strand

community. The generally mesic conditions and insular locations of well-developed Maritime Hammock communities inhibit natural fires, which occur no more frequently than once every 26 to 100 years. In mature Maritime Hammock, fire may alter the original appearance, obscuring former beach ridge vegetation patterns and creating a diversity of plant sub-associations. Nutrient recycling is generally accomplished by biological based processes instead of by fire. Maritime Hammock is the terminal stage of succession in coastal areas. Maritime Hammock is pruned resort and residential property because of its relatively protected location along the coast. Although it originally occurred in virtually continuous bands with Coastal Strand, Maritime Hammock is now dissected into fragments by development and is rapidly disappearing. Maritime Hammock is reasonably resilient so long as the canopy remains intact and the landform stable.

Shell Mound - (synonyms: Midden, Indian Mound, Tropical Hammock, Maritime Hammock, Coastal Hammock). Shell Mound is unusual among the biological communities in that it is largely a result of the activities of Native Americans, rather than natural physical factors. Shell Mound is generally characterized as an elevated mound of mollusk shells and aboriginal refuse on which a hardwood, closed-canopy forest develops. Being constructed of archaeological remains, Shell Mounds are vulnerable to damage by artifact-seekers and archaeological excavations. Sites where visitor use is not monitored should not be publicized and public access should be discouraged. Archaeological investigations should be conducted with care to protect important unique botanical features.

Mesic Flatwoods - (synonyms: Pine Flatwoods, Pine Savannahs, Pine Barrens). Mesic Flatwoods are characterized as an open canopy forest of widely spaced pine trees with little or no understory but a dense ground cover of herbs and shrubs. Mesic Flatwoods occur on relatively flat, moderately to poorly drained terrain. The soils typically consist of 1-3 feet of acidic sands generally overlying an organic hardpan or clayey subsoil. The hardpan substantially reduces the percolation of water below and above its surface. During the rainy seasons, water frequently stands on the hardpan's surface and briefly inundates much of the Flatwoods; while during the drier seasons, ground water is unobtainable for many plants whose roots fail to penetrate the hardpan. Thus, many plants are under the stress of water saturation during the wet seasons and under the stress of dehydration during the dry seasons. Another important physical factor in Mesic Flatwoods is fire, which typically occur every 1 to 8 years due to natural causes. Nearly all plants and animals inhabiting this community are adapted to periodic fires; several species depend on fire for their continued existence. Without relatively frequent fires, Mesic Flatwoods succeed into hardwood-dominated forests, whose closed canopy can essentially eliminate the ground cover herbs and shrubs. Additionally, the dense layer of litter that accumulates on unburned sites can eliminate the reproduction of pines which require a mineral soil substrate for proper germination. Thus, the integrity of the Mesic Flatwoods community is dependent on periodic fires. However, fires that are too frequent or too hot would eliminate pine recruitment and eventually transform Mesic Flatwoods into Dry Prairie.

Scrubby Flatwoods - (synonyms: Xeric Flatwoods, Dry Flatwoods). Scrubby Flatwoods are characterized as an open canopy forest of widely scattered pine trees with a sparse shrubby understory and numerous areas of barren white sand. The vegetation is a combination of Scrub and Mesic Flatwoods species. Scrubby Flatwoods often occupy broad transitions or ecotones between these communities and generally occur intermingled with Mesic Flatwoods, along slightly elevated relictual sandbars and dunes. The white sandy soil is several feet deep and drains rapidly. However, the water table is unlikely to be very deep. Scrubby Flatwoods normally do not flood even under extremely wet conditions. The temperature and humidity of air and soil in Scrubby Flatwoods fluctuate substantially more than in most other communities because the scattered overstory, sparse understory, and barren sands of Scrubby Flatwoods

do not buffer daily and seasonal changes very well. Although the elevated, deeper sandy soils of scrubby Flatwoods engender a drier environment than the surrounding Mesic Flatwoods, the general sparsely of ground vegetation and the greater proportion of relatively incombustible scrub-oak leaf litter reduce the frequency of naturally occurring fires. Only after a long absence of fire and during periods of drought does the leaf litter becomes sufficiently combustible and concentrated enough to support an ecological burn. Several species of plants in Scrubby Flatwoods are typical scrub plants which endure only when long intervals between fires occur. Thus, a periodicity of approximately 8 to 25 years between fires appears to be natural for this community.

Upland Mixed Forest - Upland Hardwood Forest and Upland Mixed Forest - (synonyms: Mesic Hammock, Climax Hardwoods, Upland Hardwoods, Beech-Magnolia Climax, Oak-Magnolia Climax, Pine-Oak Hickory Association, Southern Mixed Hardwoods, Clay Hills Hammocks, Piedmont Forest). Upland Mixed Forests are characterized as well-developed, closed canopy forests of upland hardwoods on rolling hills. Soils of Upland Mixed Forests are generally sandy-clays or clayey sands with substantial organic and often calcareous components. The topography and clayey soils increase surface water runoff, although this is counterbalanced by the moisture retention properties of clays and by the often thick layer of leaf mulch, which help conserve soil moisture and create mesic conditions. Furthermore, the canopy is densely closed, except during winter in areas where deciduous trees predominate. Thus, air movement and light penetration are generally low, making the humidity high and relatively constant. Because of these conditions Upland Mixed Forests rarely burn. Upland Mixed Forests are climax communities for their respective geographic locations. They are often associated with and grade into Upland Pine Forest, Slope Forest or Xeric Hammock. Occasionally, Upland Mixed Forests may also grade into Maritime Hammock or Prairie Hammock. During early stages of succession, Upland Mixed Forest may be difficult to distinguish from Upland Pine Forests that have not been burned for several years. Disturbed sites may require hundreds of years to reach full development with species compositions representative of climax conditions. Silvicultural, agricultural, industrial, and residential developments have already eliminated the vast bulk of these communities. These activities are continuing at an accelerated pace in many areas, such that the few remnant mature examples are in urgent need of protection and proper management.

Depression Marsh - synonyms: Isolated Wetland, Flatwoods Pond, St. John's Wort Pond, Pineland Depression, Ephemeral Pond, Seasonal Marsh). Depression Marsh is characterized as a shallow, usually rounded depression in sand substrate with herbaceous vegetation often in concentric bands. Depression Marshes occur where sand has slumped and created a conical depression subsequently filled by direct rain fall, runoff, or seepage from surrounding uplands. The substrate is usually acid sand with deepening peat toward the center. Some depressions may have developed or been maintained by a subsurface hardpan. Hydrological conditions vary, with most Depression Marshes drying in most years. Hydro-periods range widely from as few as 50 days or less to more than 200 days per year.

Floodplain Swamp - (synonyms: River Swamp, Bottomland Hardwoods, Seasonally Flooded Basins or Flats, Oak-Gum-Cypress, Cypress-Tupelo, Slough, Oxbow, Back Swamp). Floodplain Swamps occur on flooded soils along stream channels and in low spots and oxbows within river floodplains. Soils of Floodplain Swamps are highly variable mixtures of sand, organic, and alluvial materials, although some sites, especially within sloughs or on smaller streams, may have considerable peat accumulation. Floodplain Swamps are flooded for most of the year, with sites along channels inundated by aerobic flowing water while those of sloughs and back swamps are naturally flooded with anaerobic water for extensive periods of time. Soils and hydro-periods determine species composition and community structure. Seasonal and often prolonged inundations restrict the growth of most shrubs and herbs,

leaving most of the ground surface open or thinly mantled with leaf litter. Floods redistribute detritus to other portions of the floodplain or into the main river channel. This rich organic debris is essential to the functional integrity of down river ecosystems such as estuaries. These swamps are usually too wet to support fire. Alteration of the hydro-period by impoundments, canals or river diversions and the disruption of floodplain communities by forestry residential development or agriculture have consequences to the entire river and bay system. Many plant and animal species, both onsite and down river, depend upon the presence and natural fluctuations of these swamps for survival and reproduction.

Flatwoods / Prairie / Marsh Lake - (synonyms: Flatwoods Pond, Ephemeral Pond, Grass Pond, St. John's Wort Pond, Freshwater Lake, Pineland Depression, Swale, Prairie Pond). The distinctions between these communities, and from Depression Marsh, are often quite subtle, because of their successional interrelationships.

Water for this habitat is derived mostly from runoff from the immediately surrounding uplands. This habitat functions as aquifer recharge areas by acting as reservoirs. Water generally remains throughout the year in a Flatwoods /Prairie Lake or a Marsh Lake, although water levels may fluctuate substantially. Alterations in natural hydrologic conditions and water quality are the primary disturbances to this habitat.

Blackwater Stream - (synonyms: Blackwater River, Blackwater Creek). Blackwater Streams are characterized as perennial or intermittent seasonal watercourses originating deep in sandy lowlands where extensive wetlands with organic soils function as reservoirs, collecting rainfall and discharging it slowly to the stream. The tea-colored waters of Blackwater Streams are laden with tannins, particulates, and dissolved organic matter, and iron derived from drainage through swamps and marshes. Blackwater Streams are the most widely distributed and numerous Riverine systems in the southeast Coastal Plain. Very few, however, have escaped major disturbances and alteration. Clear cutting adjacent forested lands and disruptions to natural hydrology are two of the more devastating alterations for this community. Additionally, limited buffering of Blackwater Streams from development intensifies the detrimental impacts of agricultural, residential and industrial polluted runoff.

Estuarine Tidal Marsh - (synonyms: Saltmarsh, Brackish Marsh, Coastal Wetlands, Coastal Marshes, Tidal Wetlands). Marine and Estuarine Tidal Marshes are Floral Based Natural Communities generally characterized

as expanses of grasses, rushes, and sedges along coastlines of low wave energy and river mouths. Adverse impacts of urban development on Tidal Marshes include degradation of water quality, filling of marshes, increased erosion, and other alterations such as bulkheading, dock construction, and beach renourishment. Offshore and watershed based pollution from oil spills, litter, and polluted storm-water runoff can also have detrimental impacts to Estuarine Tidal Marsh habitats.

Estuarine Unconsolidated Substrate - (synonyms: Beach, Shore, Sand Bottom, Shell Bottom, Sand Bar, Mud Flat, Tidal Flat, Soft Bottom, Coralgall Substrate, Marl, Gravel, Pebble, Calcareous Clay). The GTM Research Reserve's estuarine unconsolidated substrate supports salt marshes that are rich in estuarine invertebrates. While these areas may seem relatively barren, the densities of faunal organisms in sub tidal zones can reach the tens of thousands per meter square, making these areas important feeding grounds for many bottom feeding fish, such as redfish, flounder, spot, and sheep head. This habitat is vulnerable to compaction associated with vehicular traffic on beaches and disturbances from dredge and fill activities and low dissolved oxygen levels, all of which can cause faunal organisms to be destroyed or to migrate out of the area. Generally these areas are easily recolonized either by the same organisms or a series of organisms which eventually results in the community returning to its original state once the

disturbance has ceased. In extreme examples, significant alterations of elevation or sediment grain size distribution can also cause long-term impacts to this habitat. This habitat is also susceptible to the accumulation of toxic levels of heavy metals, oils, and pesticides associated with fine-grained sediments and organic matter. Significant amounts of these compounds in the sediments will harm the infaunal organisms, thereby eliminating or contaminating a food source for certain fishes, birds, and other organisms. Such problems occur in some of the major cities, in areas where there is heavy industrial development, near sewage treatment plant outfalls, and along major shipping channels where oil spills are more likely to occur. Improperly treated stormwater runoff from residential areas is becoming a progressively more important source of pollutants as human population densities increase along the coast.

Estuarine Mollusk Reef - (synonyms: Oyster Bar, Oyster Reef, Oyster Bed, Oyster Rock, Oyster Grounds, Mussel Reef, Worm Shell Reef, Vermetid Reef). Marine and Estuarine Mollusk Reefs are Faunal Based Natural Communities typically characterized as expansive concentrations of sessile mollusks occurring in intertidal and subtidal zones. The most common type of Mollusk Reef in the GTM Research Reserve, oyster mollusk reefs, occur in water salinities from just above fresh water to just below full strength sea water, but develop most frequently in estuarine water with salinities between 15 and 30 ppt. Their absence in marine water is largely attributed to the many predators, parasites, and diseases of oysters that occur in higher salinities. Prolonged exposure to low salinities (less than 2 ppt.) is also known to be responsible for massive mortality of oyster reefs. Thus, significant increases or decreases in salinity levels through natural or unnatural alterations of freshwater inflow can be detrimental to oyster Mollusk Reef communities. The condition of this community provides a valuable performance indicator for restoring natural freshwater inflows to altered estuarine habitats. Mollusk Reefs occupy a unique position among estuarine invertebrates and have been an important human food source since prehistoric times. They present a dynamic community of estuarine ecology, forming refugia, nursery grounds, and feeding areas for a myriad of other estuarine organisms. The major threats to mollusk reefs continue to be pollution and substrate degradation due, in large part, to upland development. Mollusks are filter feeders, filtering up to 100 gallons of water a day. In addition to filtering food, they also filter and accumulate toxins from polluted waters. Sources of these pollutants can be from considerably distant areas, but are often more damaging when nearby. Substrate degradation occurs when silts, sludge and dredge spoils cover and bury the Mollusk Reefs. Declining oyster and other Mollusk Reef populations can be expected in coastal waters that are being dredged or are receiving chemicals mixed with rainwater flowing off the land, or from drainage of untreated residential or industrial sewage systems.

Marine Consolidated Substrate - (synonyms: Hard Bottom, Rock Bottom, Limerock Bottom, Coquina Bottom, Relic Reef). This community is represented by an outcrop of coquina rock called the Anastasia Formation that is supratidal to subtidal. Zonation of the plants and animals is driven by the tides, with the supratidal zone labeled the black zone, followed by the yellow zone, the green zone, and the red zone. Colors are the result of the dominant alga. Well over 100 species of plants and animals have been identified from this formation in Washington Oaks State Garden. The resilience of this habitat to anthropogenic disturbance requires further study.

Marine Unconsolidated Substrate - (synonyms: Beach, Shore, Sand Bottom, Shell Bottom, Sand Bar, Mud Flat, Tidal Flat, Soft Bottom, Coralgal Substrate, Marl, Gravel, Pebble, Calcareous Clay). The portion of the beach, which lies seaward of the beach dune community, is categorized as marine unconsolidated substrate. This community is largely devoid of plant species. Marine uncon-solidated substrate is critical habitat for shorebirds (for breeding, resting, and feeding), and nesting/hatching sea turtles. Marine Unconsolidated Substrates are also sensitive to disturbances from coastal erosion, dredging activities and

low dissolved oxygen levels. Generally these areas are also easily recolonized once the disturbance has ceased. Toxic levels of heavy metals, oils, and pesticides can accumulate within Unconsolidated Marine Substrates particularly smaller grain sized substrates.

Open Water - This is a non-FNAI categorized marine habitat consisting of pelagic water areas of marine habitat within state waters that extend three nautical miles off of the Florida east coast. The subtidal oceanic portion of the Guana River Marsh Aquatic Preserve is an example of this habitat type. This location has been identified as an important habitat for the endangered North Atlantic right whale (*Eubalaena glacialis*).

Ruderal - Natural ground cover severely disturbed by human influence. Developed land within the GTM Research Reserve consists of the maintenance and office facilities, parking lots, trails, roads, and other nature elements.

St. Johns County

Federal Parks

Castillo De San Marcos National Monument is located in the City of St. Augustine on the Matanzas River. The fort protects the bay inside the St. Augustine Inlet. The Castillo De San Marcos fortress rest upon a slightly elevated hill overlooking the river sited on approximately 21 acres of spacious open green field in the heart of downtown St. Augustine. This massive Spanish fortress dates back to 1672 and it is the oldest masonry fort in the continental U.S. The major restoration on this fortress occurred in 2001; however, smaller fort stabilization projects occurred from 2006 through the early 2008. This site is listed on the National Register of Historic Places. Pressured by the English presence to the north, this fortress was constructed one century (100 years) after the founding of St. Augustine to protect the City.

The National Park Service owns and operates Castillo De San Marcos. Its mission is to maintain the historic integrity of this setting while providing peace, tranquility and inspiration to the St. Johns citizens as well as tourists. The National Park Service balances the needs of this historic setting while meeting the needs of its modern day tourist. The Castillo De San Marcos provides passive recreation, a museum, walking trails, and sightseeing as the primary activities.

Fort Matanzas National Monument was completed in 1742 and it is located on Rattlesnake Island on the Matanzas River (a Spanish word meaning massacre) adjacent to S.R. A1A. The original thinking in constructing Ft. Matanzas was to protect St. Augustine's "back door" from invading enemies who entered the Matanzas Inlet and sailed northward on the Matanzas River to attack Castillo de San Marco from the rear.

This site contains approximately 300 acres, including a portion of Rattlesnake Island, all of which is owned by the National Park Service. This entire site, due to its unique style of military architecture and engineering, is located on the National Register of Historic Places. The Superintendent of the Castillo de San Marcos in St. Augustine manages the Fort Matanzas National Monument. The management objectives provides the framework for conserving the park resources, while integrating the park into its regional environment and creating environmentally compatible public uses in accordance with the existing National Park Service management policies. The primary activities include a beach walking area, walking

trails, a museum, sight-seeing, and a boat shuttle to the fort. For additional information on this subject go to (<http://www.nps.gov/foma>)

Florida Department of Environmental Protection (DEP) Division of Recreation and Parks

Anastasia State Park is located south of St. Augustine in the eastern part of the County. It is bounded on the east by the Atlantic Ocean and on the west by A1A. The park comprises 1,535 acres with approximately three miles of ocean beach. This park is intended to meet the beach and shoreline preservation objective as defined in Chapter 161, Florida State Statutes and Chapter 62B-33, Florida Administrative Code. The primary activities are ocean related, including both active and passive. These activities include swimming, fishing, camping, nature study and picnicking.

The Department of Protection owns and manages this site. The management objectives include: preserving natural and archaeological resources, protecting habitat and species, restoring dunes, removing exotic plant and animal species, upgrading existing park facilities and promoting/ educating the public about the unique natural and cultural resources in this area.

Faver Dykes State Park is located in the southeast portion of the County and encompasses approximately 725 acres. Pellicer Creek forms the southern boundary. A portion of the Pellicer Creek Aquatic Preserve, approximately 2.5 miles, is located in Favor Dykes. Although, Pellicer Creek is the primary water body, there are several other smaller creeks and streams which traverse this park, all of which have been designated as a part of the National Estuarine Research Reserve (NERR).

The main Department of Environmental Protection's (DEP's) management objective is to preserve the natural and cultural resources while providing recreational opportunities. Popular activities are water related, such as, swimming, fishing, and boating. The adjacent marshland provides excellent open space for passive activities. The program emphasis is on interpretative natural eco-systems, aesthetics and on educational opportunities. For additional information on this go to floridastateparks.org/faverdykes/default.cfm

Matanzas State Forest is located adjacent to the recently expanded Favor Dykes State Park on the west side of the Intracoastal Waterway and in some places the property abuts SR 206. The Matanzas State Forest is the northern portion of the old Rayonier Tract purchased by SJRWMD and DEP in 2003 as a part of the Northeast Florida Blueway Phase II Florida Forever (FF) project boundary area. The Matanzas State Forest contains 4,700 acres of land, 121 listed wildlife species and 8 vegetative community types, consisting of basin swamp, depression marsh, dome swamp, hydric hammock, mesic flatwoods, scrubby flatwoods, tidal marsh and wet flatwoods. The Matanzas State Forest is open at different times of the year (December, January, March and September) for hunting activities (hog, turkey, deer and small game) for different lengths of times. Other activities allowed on this site include hiking biking, camping and horse back riding. This tract of land along with the expansion of the Favor Dykes State Park protects five miles of the Matanzas River shoreline and creates 16,000 acres of contiguous conservation land from Favor Dykes State Park to Princess Place.

A portion of the GTM NERR is an aquatic preserve, known as the *Guana River Marsh Aquatic Preserve*. This area has a management plan, which contains approximately 40,000 acres. As of 1999 the Guana State Park, Guana River Marsh Aquatic Preserve and Wildlife Management makes up Phase I of the

National Estuarine Research Reserve (NERR). This includes all of Guana River Aquatic Preserve, consisting of waters in the Tolomato and Guana River estuaries, and 25,000 acres of Atlantic Ocean.

The Guana River Marsh Aquatic Preserve requirements are identified in Section 258.36 F.S. which state that, "it is the intent of the Legislature that the State-owned submerged lands in areas which exhibit exceptional biological, aesthetic and scientific value be set aside forever as aquatic preserves or sanctuaries for the benefit of future generations".

Pellicer Creek Aquatic Preserve is located approximately 16 miles south of the City of St. Augustine and the creek borders the St. Johns and Flagler County boundary lines. This 505-acre preserve borders U.S. 1 and extends approximately four (4) miles eastward to the Matanzas River. Boundaries of the Pellicer Creek Aquatic Preserve include only state-owned (sovereign) submerged lands that occur below the mean high water line (MHWL). In 1970, when Pellicer Creek was designated as an Aquatic preserve, its salt-water marsh habitat was considered one of the most pristine estuarine/riverain systems along Florida's East Coast. As such, the Department of Natural Resources (DNR) designated Pellicer Creek as a State-Canoe-Trail. The boundaries of the state-owned preserve include all tidal lands and islands, sandbars, shallow banks, submerged bottoms, and lands water-ward of the mean high water line (MHWL). The estuarine marsh provides important habitat for a diversity of bird life and functions as a nursery area for juvenile species of fish and invertebrates. The Pellicer Creek Aquatic Preserve requirements are stated in Section 258.36 F.S. which states that, "it is the intent of the Legislature that the State-owned submerged lands in areas that exhibit exceptional biological, aesthetic and scientific valued resources be- set-aside forever as an aquatic preserves or sanctuaries for the benefit of future generations. For additional information please go to (www.sjrwmd.com/recreationguide/nc07/)

Deep Creek State Forest lies on the west Intracoastal Waterway bank across the waterway from the GTM NERR, just south of the Nocatee Preserve. This site is presently owned and managed by the Division of Forestry. Access to the site is via the Intracoastal Waterway. This State Forest is a total of 380 acres, of which 339 acres are wetlands (marsh) and 41 acres are uplands. The major vegetative communities that lie on this site include messic flatwoods and depression marsh. The Threatened, Endangered and Species of Special Concern found on this site include bold eagle, osprey, wading birds, black bear and western manatee. Other animals that can be found on this site include wild hogs, deer and turkey. In the future, the Division of Forestry hopes to provide recreational amenities to accommodate the public through greenway trails, picnic shelters, public boat access and primitive camping. For additional information please go to www.fl-dof.com?state_forests.

Frank Butler Park (East and West) is located south of St. Augustine and includes approximately 54 acres adjacent to the Atlantic Ocean and the Matanzas River. The Frank Butler Recreation/Park area is owned by the State. Waters of the Matanzas River adjacent to Frank Butler State Park (west) have been designated as a NERR. The St. Johns County Recreation Department leases this park from DEP, but the county still pays for improvements at the site and manages the upkeep of the park. The lease is expected to be continued in the future; therefore, this site is included in the county's Level of Service (LOS) when computing the recreation needs for the residents. Primary activities include fishing, swimming, picnicking, and other ocean related activities. There is a playground and boat launching facility also located at this park.

Fort Mose, a two-an-half (2.5) acre site was purchased by the State of Florida in 1996. This site is strategically located on the Tolomato River (a part of the Intracoastal Waterway) across the waterway from the GTM NERR boundary area, in the proximity of Vilano Beach. This site not only provides the

county's residents with an additional opportunity to access the water, but provides St. Johns County with the opportunity to become interconnected with the surrounding counties and cities north and south of this site, through the Intracoastal Waterway. In 2003, with the assistance of the Trust for Public Lands (TPL) and the Florida Community's Trust (FCT) program, St. Johns County purchased an eight (8) acre site north of the original Ft. Mose site. Access to this site is from US 1 via Isla Drive.

This additional site is comprised of three distinct vegetative communities, classified by their Florida Land Use Cover Forms Classification System (FLUCFCS) as maritime hammock, estuarine tidal marsh and ruderal (common plant species). The maritime hammock community dominates the site. The dominant plants species within this community includes live oak, red bay, and yaupon holly. The estuarine tidal marsh community ranges from intertidal marsh dominated by cordgrass, (*Spartina alterniflora*) to high marsh dominated by saltgrass (*Distichlis spicata*). Traversing the marsh are numerous tidal creeks and rivulets. Common plant species observed on this site include red maple, southern magnolia, laurel oak, saw palmetto, cabbage palm, pignut hickory, loblolly pine, southern red cedar, wax myrtle, horrible thistle, stinging nettle, black needle rush, smooth cord grass, sea oxeye, and saltwort.

Wildlife observed on this site include white ibis, little blue heron, tricolored heron, Florida sand hill crane, wood stork, great blue heron, and great horned owl. This site also contains an established great heron rookery and wood stork feeding grounds.

The historic significance of the Fort Mose site to African-American cultural history is tremendous. In 1738, Garcia Real de Santa Teresa de Mose, known as Fort Mose, (*mosay*) was established as the first legally sanctioned community of freed slaves in what is now known as the United States. At that time, the site's location was approximately two (2) miles north of the Spanish Fort in St. Augustine. Fort Mose served as the northern defense line to the garrison town. Most of the community of Fort Mose consisted of escaped or run away slaves from the British colony of South Carolina. The Spanish government gave them freedom in exchange for their conversion to Catholicism and their allegiance to the Spanish crown. In 1740, English forces attacked Fort Mose, capturing and destroying many inhabitants. However, some inhabitants of Fort Mose escaped and moved to the safety of St. Augustine's Spanish Fort, Castillo de San Marco. At the urging of Spain, Fort Mose was rebuilt just north of the original site as a packed earthen fort, surrounded by a six-foot moat. Fort Mose thrived as a separate community from St. Augustine until 1763 when Spain ceded Florida to the British.

The British occupied Fort Mose until 1775, and then the Menorcan farmers sporadically inhabited the site until 1821. According to modern-day historic research, the site was relocated in 1986, bringing it out of abandonment.

From 1986-1996, this site went through extensive research and the completion of an archaeological investigation. A traveling museum exhibit, *Fort Mose: America's Black Fortress of Freedom*, was developed and opened at the Museum of Science and History in Jacksonville in February 1994. A permanent home for this traveling exhibit was built on this site in 2007. For additional information on this go to (http://www.sjcfl.us/Bcc/Land_Management/LAMP/FLct_se.aspx)

St. Johns River Water Management District (SJRWM) – Conservation Lands

Moses Creek Conservation Area is located north of SR 206 and west of the Intracoastal Waterway (Matanzas River). Moses Creek is also included within the GTM NERR boundary area. Acquisition of this site was important to protect the Class II waters of the Matanzas River. This conservation area has significant value in buffering the adjacent salt marsh community from any future shoreline development activity. The diversity of natural communities supports numerous terrestrial, aquatic, and water-

dependent wildlife by providing nesting, feeding and resting habitats for wading birds (i.e., blue heron rockery and ospreys) and gopher tortoises. The vegetative communities on this site include scrub, upland mixed forest, freshwater tidal swamp, mesic flatwoods, depression marsh, estuarine tidal marsh and dome swamp. Recreational opportunities include fishing, canoeing, hiking, biking, horseback riding and nature study. For additional information on this subject please go to (www.sjrwmd.com/recreationguide/mosescreek/)

Stokes Landing is located north of St. Augustine and west of the GTM NERR. Stokes Landing is approximately 274 acres and access is provided from US 1 via Lakeshore Drive. The SJRWMD acquired this site in order to protect the water resources, wetland functions, ecological functions, and enhance the fish and wildlife functions. This property is one of the last few remaining undeveloped areas adjacent to the tidal marshes in the region and it lies adjacent to the Guana River Aquatic Preserve. This represents the Water Management District's first acquisition within the Tolomato River basin. This site encompasses four (4) different natural communities including tidal marsh, depression marsh, upland mixed forest, and pine flatwoods. Uplands comprise of approximately sixty three percent (63%) of the property and the wetlands occupy only thirty seven percent (37%) of the site which supports the number of wildlife species. Some of the wildlife species include wood storks, wading birds, shore birds, red-tailed hawks, several frog species, black racer, and otter. There is a one hundred (100) acre archaeological Neder Midden on this site, that is relatively undisturbed, eligible for the National Register designation. This site is managed by the SJRWMD as well as the county; but, Nease High School utilizes this site as an outdoor environmental classroom.

Twelve Mile Swamp is located in the north central area of St. Johns County, between U.S. 1 and Interstate 95. This area comprises approximately 24,000 acres, consisting of mixed hardwoods and swamp. Twelve Mile Swamp eventually drains into the St. Johns River and serves as the headwaters for Sampson Creek, a tributary of Durbin Creek. The Water Management District has expressed an interest in this area because of its hydrological significance. Acquisition of the Twelve Mile Swamp was proposed through the CARL program. If this land is acquired by the State through the CARL program, the area would be managed as a Wildlife Management Area in association with the Guana River Wildlife Management District east of Twelve Mile Swamp.

Local Parks

Davis Park contains 138 acres and is located off of CR 210 (Palm Valley Road) on the way to Ponte Vedra. This is an active base park designed to serve St Johns County's Northeast Planning District's community activity needs. The active recreational facilities at this park include baseball fields, soccer fields, softball fields and football fields. The remaining natural portions of this park include freshwater wetlands and pine silviculture.

Nocatee Preserve, a 1,630 acre site, part of the Nocatee Development of Regional Impact (DRI) is located directly across the water from the Guana Tolomato Matanzas National Estuarine Research Reserve (GTM NERR) on the west bank of the Intracoastal Waterway. The preserve ranges in width between half a mile to one-an-half (1.5) miles; however, the lengths of the preserve extends for three-an-half (3.5) miles. The primary function of the Nocatee Preserve is to preserve, protect and maintain the ecological integrity of the natural systems as well as the water quality along the northern Tolomato River. The Nocatee Preserve creates a continuous protective vegetative buffer between the Guana-Tolomato River and the Nocatee Development. The vegetative communities on this site include four hundred and fifty-two (452) acres of saltwater marsh, nine hundred and forty-six (946) acres of hydric hammock and floodplain

(stream and lake swamp, wet coniferous plantation) vegetation, and two hundred and thirty-two (232) acres of upland habitat (coniferous plantation, live oak, pine, mesic oak and temperate hardwoods). Wildlife species including wading birds, song birds, raptors (owls, hawks and eagles), wood peckers and mammals such as river otters, bobcat, white-tail deer, raccoon, Sherman's fox squirrel, gray fox, and numerous reptiles and amphibians. The passive recreational amenities include Environmental Learning Center, interpretative displays, restrooms, trails, boardwalks, observation areas as well as various other support facilities. The Nocatee Preserve will be donated to St. Johns County and once the ownership is transferred, the county will be responsible for maintenance of the preserve subject to deed restrictions, conservation easement, and management plan requirements.

The *South Ponte Vedra Park* includes a parking lot with beach access and picnic areas. The park is located off of A1A in South Ponte Vedra.

The *North Shores Park* is located at Vilano Beach off A1A on Meadows Road. This park includes little league playing fields, paddle tennis courts, basketball goals, and a playground. There is also a building available for an activity center. The Ponte Vedra / Palm Valley School provide many active recreation facilities. The school offers basketball courts, softball, football, and baseball, fields, and a playground. Allen Nease High School also provides baseball fields, football fields, and a multi-purpose area.

Nease Beachfront Park, a 3.2 acre site, is located 1 mile north of the St. Augustine Inlet on A1A Scenic & Historic Coastal Byway about 230 feet from the Atlantic Ocean. The Nease Park site is located within the vicinity of the Vilano Waterfront Community boundary area designated as a Community Redevelopment Area (CRA). Nease Park was the previous residence of Allen Nease and was built in the 1950's.

There is a dense wind and salt pruned coastal scrub and live oak hammock located adjacent to A1A Scenic & Historic Coastal Byway. The live oak (*Quercus virginiana*) is interspersed with red cedar (*Juniperus silicicola*) along the marsh fringe. The coastal understory consists of saw palmetto (*Serenoa repens*) and yaupon holly (*Ilex vomitoria*) that is interspersed with some myrtle oak (*Quercus myrtifolia*). The site topography varies slightly where the high marsh gradually slopes into the low marsh on the western edge of the property. The high marsh consist of salt grasses (*Distichlis spicata*), sand cordgrass (*Spartina bakeri*) and salt meadow cord grass (*Spartina patens*) which gradually slopes into the low marsh area where nine (9) small scrub islands can be found sporadically located among the smooth cord grass (*Spartina alterniflora*) and black mangroves (*Avicennia germinans*).

The saltwater marsh community provides habitat for several state listed Species of Special Concern (SCC) classified as wading birds which include white ibis, snowy egret, tri-colored heron, little blue heron and one endangered species, the wood stork. Many bird watchers will appreciate observing the colorful painted bunting and Florida scrub jay on this site, as well as the gopher tortoise. The Allen Nease residence is listed on the Florida Master Site File (8SJ4962). The majority of the listed structures were built in the 1930's and 1940's. Mr. Nease was a pioneer of Florida's reforestation and conservation efforts in the mid-20th century. For additional information on this subject go to (http://www.sjcf.us/LAMP/Projects/FLct_nease.aspx)

Mussallem Beachfront Park property is an eight and a half acre (8.5) site located in north eastern St. Johns County on A1A Scenic & Historic Coastal Byway. The site is bounded by the Atlantic Ocean to the east and by the Intracoastal Waterway to the west. This site is one of the last remaining undeveloped parcels in the area.

The major vegetative communities that lie on this site include maritime hammock, tidal salt marsh, and beach dune, all of which have not been significantly impacted by humans and are in good or excellent

condition. Approximately one (1) acre of this site, lying on the east side of the scenic byway, consists of an unconsolidated substratum of beach dunes frequently used by nesting sea turtles. On the west side of this site, there are approximately five (5) acres of maritime hammock, two (2) acres of tidal marsh, and approximately one third of an acre of this entire site, scattered among the salt water march adjacent to the Tolomato River, lies many scenic upland islands. These beautiful upland island are surrounded by black needle rush, salt marsh cordgrass and salt water and provide excellent vista views for the citizens to enjoy and learn about this habitat.

The beach dune community is in good condition; however, approximately one (1) acre of this area was cleared to provide access to this site. In the future this area will continue to be used for site access and a future parking area, but the remaining previously disturbed land will be restored by planting native plants such as sea oats, beach morning glory, and dune panic grass which will enhance this area.

The proposed use of this neighborhood park site will be used for passive resourced-based activities. Facilities on this site will be limited to hiking and fitness trails, a nature boardwalk and viewing platform, as well as parking and beach access amenities. Other recreational opportunities on this site will include low impact activities such as bocce ball courts, horseshoe pits, and a multi-use area for croquet, volleyball or badminton. In addition, this site will provide an East Coast Greenway Alliance trail-head. For additional information on this go to http://www.sjcfll.us/LAMP/Projects/FLct_mussallem.aspx

Vilano Beach Oceanfront Park is the highlight of the Vilano Beach Community Redevelopment Agency (CRA), a 1.7 acre oceanfront community park, lying at the eastern site line terminus of the proposed future town center. This site was previously a four star restaurant known as Fiddlers Green. To the north of the site lies Vilano's beach ramp, beach pavilion and a small splash park. This community park is located just off of A1A Scenic and Historic Coastal Byway and the proposed East Coast Greenway, an urban trail whose vision is to run from Key West, Florida to Calais, Maine. Nestled among the beach sand dune habitat are the nesting sea turtles (loggerhead, green, and leatherbacks). This site was previously the home of the great 1926-1939 Vilano Casino; therefore, this site has great historical significance. The original structure was built to entertain the residents and commercial community during the Florida Land Boom. The entertainment included big bands, dancing, Broadway cabaret, and vaudeville.

The Casino's original New York developer/investor never saw the success of this facility, due to the great depression and a series of 1930 storms which washed the building out to sea. Today this site is honored with a Florida Heritage Land Mark title and the original Fiddlers Green structure will be converted into a community facility to be used for cultural, educational and recreational oceanfront activities. Such uses are, historically speaking, similar to the original developer/investor's vision for this property. For additional information on this subject please go to (http://www.sjcfll.us/LAMP/Projects/FLct_vilano.aspx)

The *St. Augustine Lighthouse and Museum, Inc.* property is approximately 6.5 acres and is located west of Red Cox Drive, just to the south of the Lighthouse Boulevard and to the north of R.B. Hunt Elementary School. The lighthouse station contains a lighthouse tower built in 1871 to 1874, a Victorian lighthouse keeper's home built in 1876, two brick summer kitchens built in 1888, a maintenance garage built in 1930's, a U.S. Coast Guard Barracks built in 1941, and a new Visitors Information Center built in 2000. The lighthouse keeper's home, which once provided shelter for two families, is utilized as a museum today. The U.S. Coast Guard Barracks today is utilized as Archaeological Laboratory.

In 1980 the St. Augustine Lighthouse and Museum found its place on the National Register of Historic Places. The new Visitor's Information Center complies with Section 106 and does not impact the National Register status of the property.

St. Johns County owns the keeper's house, summer kitchens, USCG Barracks, maintenance shed, and associated acreage. It is leased for 99 years to the Junior Service League of St. Augustine. In turn, the league sub-leases the property to the St. Augustine Lighthouse and Museum, Inc. a not-for-profit 501 (c) 3 organization, after county approval. Conditions in the lease require that the county pay for the annual maintenance expenses on county owned buildings in the excess of \$1000 annually. The Lighthouse tower is owned and operated by the U.S. Coast Guard and is leased to the Junior Service League of St. Augustine Lighthouse and Museum, Inc. The lighthouse tower remains an active aid to boaters in their navigation efforts. Its physical conditions are maintained by the U.S. Coast Guard Auxiliary on a weekly basis. In order for this site to remain on the National Register, all repairs and maintenance must comply, and do comply, with the Department of Interior's Standards for Historic Preservation.

The Lighthouse Station is surrounded by maritime hammock containing nature trails and open areas available for impromptu picnics activities, etc. Parking is available in front of the Visitors Information Center. Across the street from the St. Augustine Lighthouse and Museum, on Red Cox Drive, is the lighthouse restaurant, the boat ramp, the tennis courts, and the parking facilities.

Davenport Park is a primarily passive park, located on U.S.1, north of Carlos Avenue in the City of St. Augustine. The park contains eight picnic tables and a playground which functions as both a passive and active park.

Deleon Shores Community Park is located off of A1A in the Wellington by the Sea subdivision. The park includes ball playing fields, basketball courts, tennis courts, and playground facilities. There are also picnic tables for passive recreation enjoyment.

St. Augustine South Park is maintained by the St. Johns County Recreation Department. The recreational opportunities offered at this park includes tennis courts, ball playing fields, basketball and shuffleboard courts, a playground with a tot lot facility, and picnic tables which provide passive recreation for its users.

Vaill Point Park contains 23 acres and is bordered on the east by the Intracoastal Waterway and on the north by Moultrie Creek. Accessibility to this park is from US 1 via Vaill Point Road and Sturdivant Road. This site contains the last remaining parcel from an 80-acre parent tract owned by the Vaill Family since 1918. Over the years, the Vaill Family utilized this site for passive recreational activities such as family picnics and horseback riding. In 2001 a Florida Community Trust (FCT) grant was written and awarded to St. Johns County to acquire this parcel of land.

Elevated on a geologically unique bluff (20-25 feet on the east side), Vaill Point Park overlooks the Intracoastal Waterway and Moultrie Creek, where many panoramic and vista views of the surrounding waterways from the densely vegetated plant communities can be observed. The predominate vegetative communities on this site are characteristic of Northern Florida and include live oak/upland temperate hammock, temperate hardwoods, oak/pine forest and saltwater marsh. These communities vary according to the topography of the land. The live oak / upland temperate hammock and the temperate hammock communities align the entire northern and northeastern boundaries (approximately 1146 linear feet) of this site along both the Moultrie Creek and the Matanzas River. This is where the geologically unique Intracoastal Waterway "Bluff" vegetative community is found and is currently classified as imperiled in Florida. According to the Florida Natural Areas Inventory (FNAI), there are only 19 other locations in the State of Florida where the bluff occurs. The very high-quality native vegetative

communities consist of numerous mature canopy oak trees and densely vegetated understory. In both the upland and wetland areas where erosion has occurred, a re-vegetation will take place through native vegetation. The bluff is of particular interest in the live oak community where existing oak, magnolia, and hickory trees extend into the actual bluff edges. The saltwater marsh community contains habitat for several state and federal listed wading birds including the least tern, least bittern, yellow-crowned night heron, reddish egret, snowy egret, tri-colored heron, brown pelican, bald eagle and the white ibis. Both the least tern and the bald eagle are listed as Threatened (T) and the brown pelican, little blue heron, reddish egret and tricolor heron are listed as Species of Special Concern (SSC), according to the Florida Fish and Wildlife Conservation Commission (FWCC). The live oak/upland temperate hammock, consisting of large pines lying along the western bluff of Moultrie Creek, provides nesting and/or roosting sites for several state and federal listed species. These species include the bald eagle, peregrine falcon and osprey. The oak/pine forest community currently has two inactive gopher tortoise burrows. The Florida Fish and Wildlife Conservation Commission (FWCC) lists the gopher tortoise as a Species of Special Concern (SSC).

Future uses of the site will incorporate hiking trails, nature observation platforms (2), picnicking, a canoe launching area, fishing dock, environmental and archaeological interpretive signage, a playground area, a multi-purpose area access road, and a parking area. The facilities will be developed in a manner that will allow the general public reasonable access to observe and appreciate the natural resources without causing harm to these resources. The Moultrie Creek / Intracoastal Tract will be managed only for the conservation, protection, and enhancement of the natural archaeological resources and outdoor recreation compatible with these natural resources.

Canopy Shores Park is a 33 acre site located within the St. Augustine Shores Planned Unit Development (PUD) located off US 1. This site is located on the west side of the Intracoastal Waterway. Direct access to the site is provided off Shores Boulevard on to Christina Drive and this site lies across the street from the St. Augustine Shores Riverview Club property.

As the name implies, Canopy Shores Park is filled with majestic canopy oak trees defined by three distinct vegetative communities: the hydric hammock, estuarine tidal marsh, and the floodplain swamp. The hydric hammock vegetative community dominates the majority of this site, containing 27 acres of dense, mature canopies of live oaks, laural oaks, and red cedar and an understory of yaupon holly and cabbage palm. Along the eastern portion of the site lies ground cover material consisting of Spanish needles, American beauty berry, and blackberry, while the western area contains a dense cover of saw palmetto, sparkle berry, deer berry and wild petunia.

The three and a half (3.5) acre floodplain swamp lies adjacent to the man-made creek and bisects the site from the Matanzas River. Along the southern creek's edge, the floodplain swamp is filled with dense lizard trails, marsh pennywort, buttonbush, netted chain fern and wax myrtle.

The two-an-half (2.5) acre estuarine tidal marsh vegetative community lies along the Matanzas River edge and is defined by the sea oxeye daisy, needle rush, and cord grass. The majority of the wildlife species located on this site is located in the estuarine tidal marsh vegetation area and the species observed includes bald eagle, brown pelican, least tern, yellow crowned night heron, reddish egret, snowy egret, tri-colored heron, and white ibis.

Since Canopy Shores' eastern boundary is defined by the Matanzas River, it exists within an archaeologically high probability area and contains one shell midden, according to the master site file (SJ03169).

Canopy Shores will be used as a resource-based park and the proposed amenities include a waterfront boardwalk, canoe/kayak launching area, and fishing dock, wildlife viewing (birds, manatees and bottle-nose dolphin) trail heads, hiking and fitness trails, interpretative signs to educate the visitors about the natural vegetation, wildlife, and archaeological resources on the site, a playground area, and parking facilities.

Southeast Intracoastal Waterway Park contains 114 acres and is located between Crescent Beach and Marineland on Anastasia Island, all lying in the far southeastern region of St. Johns County on S.R. A1A on the Matanzas River. This project is made up of two parcels: the Boyd (112 acres) and Roth tract (2 acres). These parcels are relatively rare and rapidly diminishing coastal ecosystems that are pristine areas of very rich bio-diversity, providing 43 to 82 natural communities. In 1998 the county applied for and received funding from the Florida Communities Trust (FCT) to acquire this property. Through this acquisition, the county will be able to prevent any further threats to the natural systems, which include habitat loss and degradation of nursery productive estuarine waters of the Matanzas River, recently designated as a NERR. In addition, the County will be able to redirect the population away from the Coastal High Hazard Area (CHHA) and the 100-year floodplain. The Management Plan is designed to protect and educate the public on the following issues: protecting the environment, protecting archaeological sites, providing resource-based recreational activities, and promoting the education of the environment and archaeological history. Physical improvements will include facilities such as hiking trails, nature interpretation, picnicking, fishing, restrooms / visitor center, an entrance road/parking, security, historic restoration and a playground. For additional information on this subject please go to (http://www.co.st-johns.fl.us/LAMP/Projects/FLct_se.aspx)

The historic 1950 *Windswept Motel* site is strategically located in south St. Johns County approximately seven and a half (7.5) miles north of the Flagler / St. Johns County boundary line on SR A1A. Historically speaking, this early 20th century motel, lying immediately off of SR A1A, is a reflection of what was once an emerging post World War II commercial traveling business during the 1950s in the United States. The leaders of the local byway community requested that this structure be preserved and renovated for future generations. Byway leaders felt that this 1950 tourist motor court would be a perfect location for the byway travelers to learn about the historic 1950 federal and state highway travel ways.

Treaty Park is located off Wildwood Drive. The area includes the Osceola Treaty Ground and the captive site of Osceola. The park provides passive recreational activities and sight-seeing opportunities.

City of St. Augustine Beach

Ron Parker Field is located on Pope Road in St. Augustine Beach. Although primarily used for active recreation, the park provides picnic tables which can serve as passive area recreation. The park contains a playground, paddle tennis courts, tennis courts, basketball courts, shuffleboard courts, and ball playing fields.

The Saint Augustine Beach Pier and Beach Pavilion is a place for fishing as well as community festivals and gatherings. Active all year, the park includes areas for volley ball, picnics, tourist information, and

more. On New Year's Eve a community family event is held here that draws thousands of families, locals, and tourists for fireworks and fun.

Throughout the year, St. Augustine Beach is a charming sea-side community of quaint shops, wonderful restaurants, rental and vacation opportunities, and wide sandy beaches. It sits at the heart of the Nation's Oldest Port Heritage Area's beach communities.

Flagler County

Florida Department of Environmental Protection (DEP) Division of Recreation and Parks

Washington Oaks Gardens State Park (www.floridastateparks.org/washingtonoaks/)

Washington Oaks Gardens State Park is located two miles south of Marineland on A1A Scenic & Historic Coastal Byway. This site contains approximately 423.31 acres and park is bordered by the Atlantic Ocean on the east and Intracoastal Waterway on the west.

Nestled in among the coastal live oak hammock on the west and the coastal strand communities and unique Anastasia formation coquina rock outcroppings east on the beach, the park provides a good example of northeast Florida's communities.

There are nine (9) distinct natural communities consisting of beach dune, coastal strand, maritime hammock, mesic flatwoods, scrubby flatwoods, shell mound, estuarine tidal marsh, marine consolidated substrate, and marine unconsolidated substrate. The hammock, scrub, and coastal strand communities and the rock outcroppings on the beach provide habitat for a variety of wildlife. A total of 45 listed species have been documented within the park boundary area. There are two (2) species of marine turtles, the loggerhead (*Caretta caretta*) and the green turtle (*Chelonia mydas*), that have been documented nesting on the beach. In addition, gopher tortoises are found throughout the park and periodically Florida scrub-jays can be found as well.

There are many opportunities for visitors to observe a wide variety of plant and animal species in the park. East central Florida has a rich cultural prehistory and history. The area that is presently Washington Oaks Gardens State Park saw occupation and/or utilization by a cultural sequence of Archaic, Mount Taylor, Orange, Transitional, St. Johns, First Spanish Period, British Period, Second Spanish Period, and Territorial Washington Oaks contains evidence of prehistoric occupation as well as historic use. Washington Oaks also has a substantial historic component. This includes nineteenth and early twentieth century sites associated with the Bella Vista Plantation, as well as sites associated with the ornamental gardens dating from the late 1930s to the 1950s. Access to the AIWW bordering the western shoreline of the park is available for fishing and scenery appreciation. The Atlantic beachfront contains unique natural coquina rock outcroppings. This park provides quality visual resources and scenic vistas are available from both shoreline areas of the park.

In the management of Washington Oaks Gardens State Park, emphasis is placed on the natural and cultural resources and the maintenance and enhancement of the historic gardens. Recreational uses are passive. Activities in the park have been limited to the gardens, picnicking, nature trails, and necessary support facilities. Park programs emphasize interpretation of the park's natural and cultural resources.

Gamble Rogers Memorial State Recreation Area (<http://www.floridastateparks.org/gamblerogers/>)

Gamble Rogers Memorial State Recreation Area is located at 3100 S. State Road A1A in Flagler Beach, Florida 32136. This windswept park, nestled between the Atlantic Ocean and the Intracoastal Waterway, is named for Florida folk singer Gamble Rogers. The beach is the most popular feature at this park, where visitors enjoy swimming, sunbathing, beachcombing, or fishing. The daily low tide is an ideal time to observe shore birds feeding in tidal pools; summer months bring sea turtles that lay their eggs in the golden-brown coquina sand. On the Intracoastal Waterway side of the park, picnic pavilions provide a shady place to enjoy a meal. A nature trail winds through a shady coastal forest of scrub oaks and saw palmetto. Boaters and canoeists can launch from a boat ramp on the Intracoastal Waterway. The park's full-facility campground is situated on the dune above the shore of the Atlantic Ocean. A short walk along a boardwalk takes you to the beach.

Bulow Plantation Ruins Historic State Park (<http://www.floridastateparks.org/bulowplantation/>)

The 150 acres of Bulow Plantation Ruins Historic State Park is located off County Road 2001 at Flagler Beach, Florida 32110. This park stands as a monument to the rise and fall of sugar plantations in East Florida. In 1836, the Second Seminole War swept away the prosperous Bulow Plantation where the Bulow family grew sugar cane, cotton, rice, and indigo. Ruins of the former plantation, a sugar mill, a unique spring house, several wells, and the crumbling foundations of the plantation house and slave cabins show how volatile the Florida frontier was in the early 19th century. Today, a scenic walking trail leads visitors to the sugar mill ruins, listed on the National Register of Historic Sites. The park has picnic facilities and an interpretive center that tells the plantation's history. A boat ramp provides access for canoes and small powerboats to scenic Bulow Creek, a designated state canoe trail. Anglers can fish from the dock or a boat.

Local Parks

River to Sea Preserve (www.flaglerparks.com/riversea/preserve.htm)

The River to Sea Preserve is located on both sides of SR A1A in Marineland. It is jointly owned by Flagler County and the Town of Marineland. Beginning at the beach of the Atlantic Ocean and reaching west to the Matanzas River, the River to Sea Preserve protects a rapidly disappearing maritime scrub environment. The 90 acre preserve offers walking trails, nature vistas, and ecological education opportunities, as well as public access to the beach. Oak scrub and hardwood hammock cover the preserve on the west side of SR A1A, and beach environments can be found east of SR A1A. There are extensive examples of plant and animal life.

Princess Place Preserve (www.flaglerparks.com/princess/preserve.htm)

The Princess Place Preserve, once home to a Russian Princess, is located on a knoll overlooking the confluence of Pellicer Creek and the AIWW. It was built as a hunting lodge in 1886 by Henry Cutting and is the oldest standing structure in the county. Princess Place has a rich history and contains 1500 pristine acres. The preserve is an important component of Flagler County's system of parks, with many opportunities for wildlife viewing. For more information on Princess Place Preserve, its resources, and how it is managed, please refer to the site's management plan, which can be acquired by contacting Flagler County. The preserve attracts nature enthusiasts from near and far. Visitors can enjoy the environment using the several hiking trails, fishing in the salt marshes along the Matanzas River and Pellicer Creek, or by camping. The preserve is also a popular spot for equestrian enthusiasts.

CHAPTER 5

SUPPORTIVE INTERPRETIVE THEMES

DEFINITION OF OLDEST PORT

The Nation's Oldest Port

The Brand *Nation's Oldest Port* is selected to interpret a region, not simply a single place, where costal trade and the sea impacted American history by connecting us to others, either encouraging or discouraging development, and allowing settlement to occur longest and to become oldest. When the Heritage Alliance set the brand, it was discussed and established that the word "oldest" is a different word with a different meaning than the word "first", the former bringing permanence and perseverance to the table. Along the coast of Northeast Florida are some of the oldest seaport towns in America, with men and women who have thrived here and persevered over time. The region is home to a rich and varied cultural heritage along the coastal frontier that will be explored in these themes. It was home to Native Americans who lived life by the sea and to the Oldest European City in the Continental US. It is home to an impressive military heritage, and has been sustained by tourism and resorts across centuries. It has remarkable and historic transportation corridors, fabulous coastal arts and architecture, a unique agricultural and culinary heritage and a distinctive natural beauty. All of this is tied together in this region by a powerful normative maritime culture, sometimes overlooked, but always present.

There also happens to be some firsts. It was here that Ponce De Leon's Navigator took his northern most ready of 3" 8 minutes before landing and laying claim to La Florida. When he did so, he was near the center of the proposed Nation's Oldest Port National Heritage Area, a brand meant not to geographically tie the region to one location, but rather to promote the oldest continuous maritime settlements and nautical heritage in the continental United States.

Amelia Island is a barrier island on the East Coast of Florida in **Nassau, County**. The Nation's Oldest Port Heritage Area stretches from here through Duval County to Jacksonville and its beaches, then on to **St. Johns County**, and St. Augustine and yet further still to **Flagler County**, an area of natural resources upon which the whole area has depended for trade, shipbuilding and sustenance.

Amelia Island is only 13 miles and just about 4 miles wide at its widest point, but the tiny island holds a lot of history. Named for Princess Amelia, daughter of King George II of England and Great Britain, the island has frequently experienced changes in government during its long history. It has been under no less than eight different flags – French, Spanish, British, Patriot, Green Cross (*A flag with a green cross on a white ground was first flown at Fort San Carlos on Amelia Island in Florida by man named Gregor Macgregor, a Scottish-born soldier of fortune, who seized the island in June of 1817 driving off the Spanish, whose attempt to fully take control back was foiled by several men a coalition of men including a pirate named Autry*) Mexican, Confederate, and United States – the only location in the United States to have done so.

Native American bands associated with the Timucuan peoples settled on the island and nearby around the year 1000. In 1562, French Huguenot explorer Jean Ribault became the first recorded European visitor to the Timucuans when he established Fort Carolina near Jacksonville, FL south of Amelia Island.

Founded in 1565, **St. Augustine, FL** is recognized as the nation's oldest, continually occupied port city. The Spanish founded St. Augustine as an important defensive post, not only to help defeat French forces established at Ft. Caroline to the north, but also to aid Spanish ships coming back along the trade routes. Spanish treasure galleons returning from the Caribbean along the Gulf Stream were much too large to enter the shallow harbor, but smaller pataches (messenger vessels) and chalupas (transport vessels) frequented our waters, along with barcathas, a flat bottomed vessel for shallow waters.

In 1586, Giovanni Battista Boazio, an Italian draftsman and cartographer, drew a map of the raid of the city by English Sea Dog, Sir Francis Drake. Boazio's map includes this text describing a tower on the island, "a beacon or high scaffold standing on a hils(sic), where in the Spaniards did vse (sic) to disocouer (sic) ships at sea."

Spanish governor Pablo de Hita y Salazar wrote to the Spanish King in 1675, documenting his worry that enemy vessels could land on and seize Anastasia Island, impairing the use of both the St. Augustine Inlet and Matanzas Inlet in Flagler County to the south. In response, more wooden watchtowers were constructed. These watchtowers are the predecessors of the first lighthouse. Together with the Castillo De San Marcos, they served as lookout and defensive posts for vessels carrying both friend and foe. Spanish soldiers signaled the town with flags and cannons when the masts of ships were seen.

It is entirely possible that these soldiers burned a fire for light and comfort at the top of the watchtowers. If so, it most likely would have come from the burning of a coiled rope which had been dipped in oil and lit inside a brazier basket. However the exact date that the tower first held a light has been lost.

By 1737, the Spanish had erected a more permanent coquina tower on the north end of the island, and followed it by building Ft. Matanzas to the south. When the British took over St. Augustine from the Spanish in 1763, one of their first acts was to upgrade this northern tower. They heightened it and put cannon at its top. In 1765, British Cartographer, George Gauld documented, "Ye Lighthouse" on, Anastasia Island. The word "lighthouse" appears again in May of 1794, when

Capt. N. Holland presented his "New Chart of the Coast of North America." It is entirely possible that the British did use this tower as a lighthouse, because they had established others lights in the colonies to the north, the most famous of which is the one at Boston, first lit in 1716.

The British only stayed in St. Augustine for 20 years, but during that short span greatly increased coastal trading, including the shipping of indigo from plantations along the rivers and estuaries to shipping naval stores like pitch and turpentine from what is today **Flagler County**. After the end of the American Revolution the British released their colony back to Spain. This largely occurred because of the Spanish Patriots' involvement in helping the United States achieve its footing as a nation. In the Battle of Pensacola the Spanish Governor of Louisiana, Bernado Galvez, sailed into the harbor aboard his brig, the Galveztown. Galvez captured cities all along the Gulf Coast and put pressure on East Florida, whose capital was St. Augustine. He helped supply Washington's Army by running clandestine shipments up the Mississippi River. After Galvez supplied him with many sleepless nights, the final British Governor, Patrick Tonyn, withdrew from his house on St. George Street in St. Augustine. This withdrawal was not

until 1785, two years after the Battle of Yorktown. Tonyn had closed out British interests from New York south, making Florida not Virginia the final spot for British Government housing.

The returning Spanish ripped out the British wooden construction atop the lighthouse and employed a system of white, round, signal balls that hung from the top tower, indicating the depth of the water for vessels entering port. Astilleros, or boat yards, near the Castillo De San Marco would have built shallow working vessels like the Chalupa, for use in the shallow waters of Matanzas Bay.

By 1824, the American government had purchased Florida from the Spanish. In May of the same year, the Old Spanish Watchtower on Anastasia Island was lit officially as the first lighthouse in the new colony.

Additionally, the first keepers of this light were Menorcans, the name given to settlers from Menorca, Italy and Greece who settled here following the failure of a British Indigo plantation in New Smyrna Beach. The very first American lighthouse keeper was Juan Andreu. Andreu is known also to have kept a 15-foot yawl boat to aid his work. A former Harbor pilot, he was considered experienced enough to help captains navigate the treacherous bar. Andreu would have had a hard job keeping the light going in his Winslow Lewis argon Lamp with a silver reflector panel, as the light was known to smoke and cloud. Eventually, the lamps were replaced with the more efficient Fresnel lenses.

Coastal erosion along what the Spanish called the “crazy bank” began to claim the first lighthouse tower after the American Civil War. Congress authorized exactly \$100,000 for a lighthouse on Anastasia Island. The spiral-striped tower with a red lantern was built between 1871 and 1874. For a time two towers stood in the town, but the old tower eventually gave way to the sea in 1880.

In the Victorian era, Henry Flagler brought his grand hotels and his railroad to St. Augustine. Our historic site today is restored to the year 1888, when the lighthouse era was in its heyday, and most supplies still came by sea. Farmers in Hastings and Palatka brought payments of potatoes and peas to the lighthouse keepers in appreciation for them keeping the port open so that shipments could go to market.

During WWII, German patrol boats threatened coastal shipping. The United States Coast Guard, then in the Department of the Navy, manned a Jeep repair facility on the St. Augustine Lighthouse site and trained for war while living in Flagler’s Grand Hotels. Armed guards keep watch atop the tower for enemy ships and men patrolled the beaches on horseback and with dogs.

After WWII a growing shrimping, boat building, and fishing industry served our area, starting in Amelia Island and moving to St. Augustine with the invention of the railroad. Tourism grew in earnest. Fried shrimp and Menorcan clam chowder can still be enjoyed locally, as they have been since early days.

NATION’S OLDEST CONTINUALLY OCCUPIED CITY

Summary of Theme

The St. Johns County and Flagler County region of northeast Florida is home to the oldest port and continuously occupied city in the United States. No other National Heritage Area currently commemorates the commercial and cultural ties with other areas of the Americas and Caribbean islands, Europe, and Africa via the Atlantic Ocean. Access to the Atlantic Ocean and the Gulf Stream, essentially the Atlantic Superhighway, was the main reason for Spain to support the town and its port, which has offered a harbor and point of entry for ships since 1565. For centuries, the city of St. Augustine offered

protection for Spain's transoceanic fleet of the Indies, which carried goods from Central America and South America to Europe. The town also offered a base for life-saving and for salvaging shipwrecks. The Spanish royal budget kept St. Augustine alive, although the town and the colony did not pay for themselves. Other early European settlements on the Atlantic Coast of North America failed because they did not receive monetary support to survive the early years. To Spain, St. Augustine and its port were worth the price. Today, as we expand our historical perspectives to encompass the concept of the Atlantic World and global history, St. Augustine's early role in the development of the region, nation, hemisphere and world stands as an important element.

Description of Theme

On September 8, 1565, Pedro Menéndez de Avilés of Spain led 1000 settlers ashore from small boats to found St. Augustine, Florida. Spain claimed territory from the tip of the Florida peninsula north into Canada and west as far as could be imagined, as its colony of *La Florida*. The ships that brought them from Spain waited at anchor outside the St. Augustine bar. The founding settlers of St. Augustine came from all regions of the Iberian Peninsula with white male settlers, the largest group among the founders. Many of them, already professional soldiers, would fill that military role in *La Florida*. Others would serve as craftsmen, sailors, oarsmen, a priest, and two women, children, and free and enslaved Africans rounded out the expedition. Local Indians, to whom the Europeans would assign the name "Timucuan," watched the landing and observed as the Spanish offered a Mass of Thanksgiving for their safe arrival. The Indians joined the Europeans in the celebratory dinner that followed the religious rites—a meal that has been called "the Real First Thanksgiving." Other Europeans, mostly the Spanish, had made earlier attempts to settle in North America on the coasts of the Atlantic Ocean and the Gulf of Mexico. In 1565, none survived except the struggling 15-month-old French settlement, Fort Caroline, about 40 miles north of St. Augustine. Within the month the Spanish would seize Fort Caroline, a National Monument, and eliminate French presence from North America.

The People and the Port

Christianity began its permanent presence in today's United States at the founding of St. Augustine. Christian religious rites have been conducted continuously since September 8, 1565 in St. Augustine and Menéndez also immediately established other elements of European culture. He set up municipal institutions and courts, basing his enterprise firmly on ancient urban customs of Europe.⁶⁸ (Lyon, E. n.d.) From the time of its founding, St. Augustine was a port city. In its harbor Europeans and Indians arrived at and departed from a crude settlement which offered the basics of European municipal organization—mayor, city council, customs inspector, and a process for appealing officials' decisions.

St. Augustine was a port in the fullest sense of the word, a portal for the exchange of goods and ideas with Europe, the Caribbean islands, and Central and South America. Spain's *La Florida* colony, with its enduring city of St. Augustine and the short-lived settlement of Santa Elena (today's Parris Island, South Carolina), did not reward the crown and other investors. Like many ventures established before and after St. Augustine, the colony and its capital city of St. Augustine did not become self sustaining. St. Augustine's location near the Gulf Stream provided essential protection for the voyages of the Spanish fleet to Europe, laden with items from the Indies. Spain literally could not afford for another nation to

⁶⁸ Lyon, *Enterprise of Florida*, 116.

occupy La Florida's Atlantic coast in order to use it as a platform for menacing the fleet and hijacking the silver from Central and South America.

In 1570 Menéndez withdrew some of his own financial funding for the colony and forced the hand of Spain's King Phillip II to support St. Augustine and La Florida with funds from the royal treasury. For the rest of its existence as a Spanish colony until 1763 and from 1784 to 1821, Spanish royal funded it. La Florida's settlers became soldiers and St. Augustine itself a garrison town with a decidedly military character. The subsidy (*situado*) authorized by the crown paid the salaries of the soldiers, and provided food, weapons and ammunition, and supplies to operate the government. In an agreement with the Pope in 1508, (the *Patronato Real*) the Spanish monarch had assumed responsibility to underwrite the Roman Catholic Church in the Americas and to spread the Catholic religion to non-Christian peoples. In La Florida the *situado* paid for religious needs as well as defense, supporting priests and purchasing items needed for rites, such as altar wine, candles, and silver vessels. Over the span of more than two centuries, the sum of the *situado* allotment varied and the arrival of the money or the goods was at times terribly delayed.

Not only was St. Augustine a port city, but the continued existence of its residents depended on what arrived at the port. With St. Augustine dependent on the *situado* and the time and energy of its male population monopolized with military duty, residents looked for food, clothing and tools to arrive through the port of St. Augustine instead of providing these items for themselves. As time passed, the Indians in the mission villages also came to rely on the imports—cloth, sharp metal items, and tools such as needles, scissors, hoes, and axes. A few exports left through the port—onions, fish, and in the eighteenth century, oranges.

St. Augustine began as a city at today's Fountain of Youth Park and Mission Nombre de Dios. In the summer of 1566 Menendez and his captains decided to relocate across the Matanzas Bay estuary to Anastasia Island at "the harbor entrance . . . thus removing [the settlement] from the threat of Indians, and enabling a better defense against them and other enemies . . ." In 1572, after six years on the island, St. Augustine moved back across the bay to the west side of the estuary, where it remains today. In 1576 Santa Elena was abandoned and its residents incorporated into St. Augustine's population. St. Augustine was laid out according to the 1573 Ordinance for Towns contained in the Laws of the Indies. The St. Augustine Town Plan (NHL) is the oldest town plan in the United States. The plan reflected the requirement that towns situated on bodies of water place the main plaza with one side along or near the waterfront. Today, fill dirt has extended the riverbank eastward, and the plaza is land bound. St. Augustine's plaza is the oldest public space in the United States and the oldest cultural landscape.

Sixteenth century drawings of St. Augustine offer views of the early town. Baptiste Boazio depicted St. Augustine of 1586 at the time that England's Sir Francis Drake raided and burned the town as he made the last of his attacks on Spanish cities in the Caribbean. Drake took supplies from St. Augustine to deliver at England's Roanoke settlement on the Outer Banks, but the Roanoke settlement had already vanished before Drake's raid in Spanish Florida. According to the Library of Congress, Boazio's engraving, published in 1588, "The view of St. Augustine is the earliest engraving of any locality in the United States." The nine blocks and streets depicted on Boazio's drawing are extant and apparent in modern maps and are the core from which the rest of the city grew. They are the oldest streets in the United States. About seven years after Drake's attack, Hernando de Mestas provided a rendering of the rebuilt town with its fort, government buildings, church and fields. The church bell, cannons, docks, and small boats at anchor are also illustrated.

The estuaries provided a natural inland waterway with intervals of muddy flats or dry, higher land that served as portages between estuaries for canoes or other small boats. Today's Intracoastal Waterway replicates the ancient route. The estuaries leading north and south from St. Augustine abetted the establishment of missions in the Indian villages and the movement of soldiers, priests, and goods to the mission villages. The Spanish needed the support or at least the cooperation of the Indians along the estuaries. The *Convento* (Friary) of St. Francis in St. Augustine served as the headquarters for La Florida's mission system. Missions were established north of St. Augustine at today's Ft. George Island, Amelia Island, and on the barrier islands of southern Georgia. These coastal missions lasted until incursions between 1680 and 1702 by English settlers from today's South Carolina that forced abandonment and consolidation of the villages nearer St. Augustine. Attempts to establish friendly relations with the Native Americans south of St. Augustine were less successful and enduring. In 1605, Alvaro Mexía drew a map of the estuaries south from St. Augustine to the area of Cape Canaveral and recorded land features relevant to navigation. This document is one of the earliest inland waterway charts of the United States.

Fortifying St. Augustine

From the inception of the city, a fort protected St. Augustine. The first fort took over the house of the chief of the local Indians. The second and third forts were built on Anastasia Island during the six years the city was located there. Fire, erosion, or rot destroyed the first nine forts of St. Augustine. In 1672 La Florida's Governor Manuel de Cendoya broke ground for the final and extant fortification, Castillo de San Marcos. Located across from the point where the channel rounded the north tip of Anastasia Island into the harbor, Castillo de San Marcos provided a vantage point and protection against both sea and land attacks. The need to command the entrance to St. Augustine's harbor influenced the design and height of the Castillo's gundeck walls; it was essential that artillery fire from the fortress prevent an enemy from landing on or seizing and holding Anastasia Island. A watchtower placed near the north end of Anastasia Island could signal with flags or fire to communicate with the Castillo. Another watchtower was located near the southern end of the barrier island at the dual inlets to the Atlantic Ocean –Matanzas Inlet and the Inlet of Juan Ribault (the second later named Peñon Inlet). Messengers from the southern outpost could warn the city of danger of attack from the south.

St. Augustine's location on the Atlantic sea lane was as attractive to the British as to the Spanish. General James Oglethorpe, first colonial governor of Georgia, asserted in 1740 that he could control the Bahama Channel, and the shipping that used the Gulf Stream, if he could control St. Augustine. The contest between England and Spain for control of the southeast and the Gulf Stream kept La Florida and St. Augustine in a perpetual state of alert. French privateers and pirates added to the problem. The bar at the entrance to St. Augustine's harbor made it difficult for both friendly and enemy ships to enter the port, offering both protection and frustration to the town's residents. But the perilous bar was not a fail-safe barrier against enemy invasions. England's Francis Drake arrived by sea in 1568 and in June 1668, English pirate Robert Searles sneaked into St. Augustine under the guise of a friendly vessel and landed on the wharf near the plaza. The brigands killed about 60 persons, captured Indians to sell as slaves, and stole silver religious items from the church and money from the counting house. Fifteen years later, on March 30, 1683, English and French pirates threatened St. Augustine when they seized the watchtower at Matanzas Inlet on. The freebooters were routed the following day from Anastasia Island before they could reach the town itself. In 1686 the French pirate Nicholas Grammont tried to attack St. Augustine, but was intercepted several miles from the town. The most destructive of any attack was the 1702 siege by expeditionary forces from English Carolina. Most of the English troopers arrived by land. Spanish reinforcements arrived, however, by ships from Havana, forcing the already unsuccessful English to retreat. Before departing, the English raiders set fire to St. Augustine, burning all but a few buildings. Only

Castillo de San Marcos remained unharmed. St. Augustine had to rebuild yet again. In 1740 General Oglethorpe led a land and sea attack on the town. The British units marching from the north were stopped at the fortified village of free blacks, Gracia Real Santa Teresa de Mose (Fort Mose NHL), about two miles north of the Castillo and the city. Oglethorpe's men shelled St. Augustine from islands on either side of the inlet, but did little damage and ultimately retreated.

The Treaty of Paris of 1763 transferred La Florida and St. Augustine from Spain to Great Britain. For the next twenty years Great Britain would control the port of St. Augustine. As the British arrived, the Spanish departed in late 1763 and early 1764. Spanish subjects—Indians, free and enslaved blacks, and whites—sailed out of St. Augustine's port to Cuba. The Spanish evacuees took what possessions that would fit on the ships. Cannon, sacramental items, and the records of the lives of the early settlers of St. Augustine left the North American mainland through St. Augustine's inlet. Great Britain transported its own soldiers, settlers, weaponry and equipment into the town through the same inlet. Some of the transports sank in the inlet, such as the British sloop, "Industry," as it delivered supplies and artillery to the newly British colony. In 1768 a group of 1200 agricultural workers arrived at St. Augustine's port. They had relocated from areas of the Mediterranean—Greece, Italy, and Minorca. By the second generation the name "Menorcans" applied to all of the immigrant families. The Menorcans became a persistent cultural group in St. Augustine up to the present. Their skills and culture that had focused on the sea in Europe were transferred to Florida. Here many of them became pilots, crews, or captains of vessels, and fishermen.

East and West Florida remained loyal to the British crown while the colonies to the north rebelled. St. Augustine and East Florida offered refuge to loyalists who fled the American Revolution. At the end of the war, treaty negotiations retroceded the Floridas to Spain. Again the St. Augustine harbor saw the departure of residents with the change of flags. Many left for the British Bahamas or other areas under British control.

Spanish rule returned to the city through the same inlet in July 1784. Soldiers, administrators, priests, weapons, food, other supplies and the all-important *situado* sailed from Havana or from Veracruz (Mexico) to arrive at the St. Augustine waterfront. Ships in and out of St. Augustine maintained a steady communication with Spanish colonial administrators in Havana. In 1821 the United States received East and West Florida from Spain and St. Augustine became an American port of entry.

Distinctiveness of Theme

St. Augustine claims the distinction of being the oldest city, and the region encompasses the oldest port cities in the Continental United States. Additionally, along the St. Johns River are some of the oldest maritime and riverine communities in the State of Florida. No other National Heritage Area currently commemorates commercial and cultural ties with other areas of the Americas and Caribbean islands, Europe, and Africa via the Atlantic Ocean. Access to the Atlantic Ocean and the Gulf Stream were the main reason for France, Spain and England to support the area and its people. .

The River May, near Jacksonville, offered a deep water port for French trade, in 1562. The shallow harbor at St. Augustine offered protection for Spain's Fleet of the Indies, which carried goods from Central America and South America to Europe. The town also offered a base for life saving and for salvaging shipwrecks. The Spanish royal budget kept St. Augustine alive although the town and the colony did not pay for themselves. Other early European settlements on the Atlantic Coast of North America failed because they did not receive monetary support to survive the early years. To Spain, St.

Augustine and its shallow but safe port were worth the price. Today, as we expand our historical perspectives to encompass the concept of the Atlantic World and global history, North East Florida's early role in the nation, hemisphere, and world continues to gain significance and recognition on the world stage.

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NATIVE AMERICAN LIFEWAYS (9,000 YEARS AGO TO PRESENT)

By Christine Newman

Summary of Theme

At the time of European contact, Native Americans had been living in the Nation's Oldest Port area for more than 9,000 years. The 420 documented prehistoric archaeological sites within the project boundary are of various type, size, and time period and show evidence of human adaptation to the area's varied resources. Through time and environmental change, the number of people living in the area increased and their material culture and social systems evolved. The Oldest Port boundaries include some of the Nation's most interesting examples of Native American cultural transformation. Today, several archaeological sites within the Oldest Port boundaries can be visited and the story of the area's Native Americans is told at annual festivals, museums, and State and Federal parks. Artifacts reflective of Native American culture are celebrated, displayed, and interpreted throughout the area.

Description of Theme

Prehistoric Cultures

Paleo-Indian

The earliest known cultural period in the region is the Paleo-Indian, which began with the first human arrivals in Florida at the end of the Pleistocene epoch, ca. 14,000 to 12,000 year ago, and terminated about 9,500 years ago. Most of the information about this period, thought to be characterized by small nomadic bands of hunters and gatherers, is derived from excavations in other parts of the state. Research confirms the contention that permanent sources of water, scarce during this drier and cooler time, were very important to Paleo-Indian populations. Many of the large, documented sites are associated with springs, solution holes, and areas that would have held water. Few Paleo-Indian sites have been documented in the state's northeast region, and none within the Nation's Oldest Port area, but this does not preclude the belief that Paleo-Indians inhabited the area. Rather, the lack of documented sites has been linked to environmental constraints imposed by a lower sea level and drier climate, or to subsequent rising sea levels that may have inundated or destroyed early coastal sites.

Archaic

The accepted date for the beginning of the Archaic is around 9,000 years ago. This time is marked by a gradual but persistent environmental and cultural change, leading to a modification of prehistoric settlement patterns and subsistence strategies. While the Paleo-Indians depended more heavily upon Pleistocene megafauna and a relatively limited number of freshwater sources, Archaic populations hunted smaller game and learned to exploit their environment more effectively. These adaptive changes resulted in an increase in the number and types of archaeological sites, as well as more variety in types of sites.

Within the Nation's Oldest Port's boundaries, and in general, more sites can be assigned to the end of the period (Middle to Late Archaic) than to the beginning (Early Archaic). A total of twenty-two sites within the port's boundaries contain documented Archaic components. Of these, one dates to the Early Archaic, six to the Middle Archaic, and five to the Late Archaic. The remaining nine sites are simply listed as having Archaic components.

The archaeological record indicates that shell, bone, wood, and lithic tools, as well as fabric and cordage, were being used by Archaic period populations. A well-scheduled pattern of exploiting both coastal and interior resources is indicated at several excavated sites, while other sites in the region show evidence of long term occupation. Archaic sites range in type from small, seasonal campsites to large mortuary pond sites. Artifacts and human osteological research indicate a complex culture where less physically fortunate individuals led relatively long lives and interments included grave goods such as textiles, worked bone, shell and wood.

During the Middle Archaic (around 7,000 years ago), wetter conditions prevailed. Pine forests and swamps began to emerge as the sea levels rose, and it is believed that the climate changed to one of more pronounced seasonality. There is some evidence of a correlation between the Atlantic Ridge and other relatively elevated locales and the presence of archaeological sites of this period. While there are no known quarry sources for this region of the state, middle Archaic sites are often characterized by large stemmed projectile points and silicified coral was more prevalent as a stone tool material. Additionally, thermal alteration of the stone became more common. Middle Archaic projectile points have been recovered from sites within the Nation's Oldest Port boundaries.

By the Late Archaic (around 5,000 years ago), climatic and environmental conditions approximated present day patterns. The rapid rise of sea level had stabilized and the vegetation and the configuration of many of the water features in the region approximated modern conditions. Late Archaic settlements are often located near wetlands and many sites show evidence of expanded resource utilization. Shellfish, fish, and other food sources were now available from coastal and freshwater wetlands and an increase in population size and site density is evident. The Mt. Taylor culture, centered on this stable and productive environment is identified for the St. Johns River Basin, and while there are no sites with Mt. Taylor components within the Nation's Oldest Port boundaries, those living inland along the St. Johns River no doubt had contact with the coast. Artifacts of marine origin are found at Mt. Taylor sites.

The first pottery in the region was manufactured around 4,000 years ago, marking the beginning of the Orange period. The distinct ceramic type, known as Orange pottery, was tempered with plant fibers and molded by hand into bowls of various sizes and shapes; both plain and incised design types are found. Human adaptation to the riverine environment was firmly established by this time and numerous large shell mounds, formed by discarded oyster and clam shells, are present near the coast. Evidence suggests that some sites were occupied on a year-round basis while others were occupied during specific seasons.

Coastal and Intracoastal sites dating to the Orange period in the Nation's Oldest Port are numerous and include some 58 documented Orange period components. Several are relatively well known and include Guana River Shell Ring, Crescent Beach, Wright's Landing, Shell Bluff Landing, Summer Haven, Hemming Point, and Ponte Vedra Beach. Other sites, such as the Fountain of Youth and the Florida School for the Deaf and Blind, are better known for later components, but have significant Orange period deposits.

Bridging the close of the Archaic stage and the beginning of the Formative is the Florida Transitional period, ca. 2,200 to 2,500 years ago. Many have suggested that assemblages from this "period" cannot be discerned with any accuracy from the preceding or following periods. The long accepted belief that fiber-tempered pottery was slowly replaced by sand-tempered and temperless wares (St. Johns series) is being challenged by new radiocarbon dates and petrographic analysis. The established patterns of shellfish, fish, and wild plant gathering, as well as a reliance on hunting, were continued. Additionally, increased population growth and sedentism, socio cultural complexity, regional interaction, and the development of

regional differentiation based on pottery are characteristics associated with the Formative or Florida Transitional.

Woodland/Formative

In the East and Central Region of Florida, and specifically the Nation's Oldest Port area, the period from between 2,500 and 500 years ago is defined as the St. Johns. This tradition or period is divided into two major subperiods, St. Johns I and II, separated around 800 A.D. by the appearance of check stamped pottery. St. Johns I and II are further divided into additional temporal subperiods based on artifacts and cultural trends.

Archaeologically, St. Johns I has been divided into three temporal subperiods: St. Johns I (2,500 - 1900 years ago), St. Johns Ia (1900 - 1500 years ago), and St. Johns Ib (1500 - 1200 years ago). These designations are based on the presence or absence of particular pottery types, many of which are not usually found in smaller artifact collections. One notable trend during St. Johns I times appears to have been a population shift into the northern part of the St. Johns River valley, possibly due to the need for more arable land. Additionally, there seems to have been a second population shift to the coast to take advantage of the increasing oyster beds. Burial mounds, with exotic pottery types found in association with individuals, first appear. Village wares were almost all St. Johns Plain and St. Johns Incised types. Approximately 50 sites within the Nation's Oldest Port area contain St. Johns I components, and it is likely that there are many more that have not yet been recorded. Weeden Island, Deptford, and Swift Creek pottery, as well as exotic materials such as bannerstones and red jasper beads, have been recovered from several sites in the area, suggesting contact with distant regions during this time period.

Mississippian/Acculturative

The St. Johns II period also has been subdivided into three sub-periods: St. Johns IIa, St. Johns IIb, and St. Johns IIc. The St. Johns IIa-c periods are marked by the presence of St. Johns Check Stamped pottery. The lifeways of the St. Johns II people were similar to those of the St. Johns I groups as the occupation of riverine and coastal shell middens begun during the St. Johns I period continued. It is believed that hunting and gathering remained important and that dependence upon cultivated crops such as squash and gourds increased. Even though gourds and squashes have been around for thousands of years prior to this period, there is no evidence for cultivation and the use of gourds as domesticates is still being studied.

There was an increase in the number and size of villages during the St. Johns IIa period suggesting population expansion. Also, noted changes occurred in burial patterns and customs. Burial mounds continued to be used, but the manner of burial became more varied. In some St. Johns II burial mounds, primary burials were the common type while at other mounds secondary burials were characteristic. At the Sanchez Mound, a site within the Nation's Oldest Port boundaries, more than 20 burials and associated artifacts were noted during late 1880s investigations. It appears that mound burial was not afforded to all, as often the number of burials within a mound is limited. During the previous periods, the majority of the burials were found in large central pits, probably the result of secondary interments.

The St. Johns IIb period is characterized by the adoption of some Mississippian traits into the ceremonial system. Artifacts made from exotic material, such as copper, galena, mica, and stone not found in Florida, are found at St. Johns IIb sites. The Mississippian lifestyle, however, never became dominant, possibly because the soils were not suitable for full agricultural pursuits. A more complex sociopolitical organization is suggested by the presence of platform mounds at the ceremonial centers.

The St. Johns IIc period is marked by the introduction of European artifacts in some of the mounds, such as chevron and glass seed beads, iron tools, and copper, silver, and gold ornaments. Some of the silver ornaments are similar to forms typically found to the south, such as the Glades and Indian River areas. Additionally, Spanish pottery, both olive jars and majolica types, have also been recovered from sites dating to the period.

The historic counterpart to the St. Johns prehistoric population is known as the Timucuan, a European term applied to the Native Americans living in the northeast region of Florida. The Timucua shared a common language but cannot be considered a specific cultural group. They were not united politically, but rather were independent groups speaking dialects of the same language. The Timucua evolved out of the St. Johns tradition and shared the same basic material culture and cultural practices including the St. Johns ceramic series, burial mounds, and diffuse shell middens.

Timeline of Prehistoric Cultural Chronology for the General Region.

Cultural Period Time Frame	Cultural Traits
Paleo-Indian 14,000 – 9,500 B.P. (before present)	Migratory hunters and gatherers; Clovis, Suwannee and Simpson projectile points; unifacial scrapers.
Early Archaic 9,500 – 7,000 B.P.	Hunters and gatherers; less nomadic; increased utilization of coastal resources; increase in population size and density.
Middle Archaic/ Mount Taylor 7,000 – 4,000 B.P.	First occupation of the St. Johns River valley; large freshwater shell middens; burials in wet environment cemeteries and middens; increased sedentism; shellfish increasingly important part of diet; more evidence for coastal occupation; stemmed, broad-bladed projectile points, Newnan points most common.
Orange 4,000 – 2,500 B.P.	Appearance of ceramics; Orange series is fiber-tempered and molded; plain ceramics early on, incising during later periods; increased occupation of the coastal lagoons; cultigens may have been utilized; toward end of period increased use of sand as a tempering agent and an apparent increase in population size, socio-political complexity, and territorial range.
St. Johns I 2,500 – 1,900 B.P.	Plain and incised varieties of St. Johns ceramics; ceramics coiled, not molded; some pottery has fiber and quartz sand tempering; first use of burial mounds.
St. Johns Ia 1,900 – 1,500 B.P.	Village pottery was primarily plain; burial mounds increase in size, some containing log tombs; trade evidenced by exotic materials within burial mounds; Dunns Creek Red ceramics are common.
St. Johns Ib 1,500 – 1,250 B.P.	Village pottery is plain; increased influence of Weeden Island populations; central pit burials within the mounds; some pottery caches in mounds.

Cultural Period Time Frame	Cultural Traits
St. Johns IIa 1,250 - 950 B.P.	St. Johns Check Stamped ceramics appear; increased use of burial mounds; mound burials seem to be saved for higher status individuals; pottery caches found in mounds; increase in size and number of villages; increase in the variety of burial patterns.
St. Johns IIb 950 - 487 B.P.	Evidence of Mississippian influence seen; continued use of plain and check stamped ceramics; platform mounds make their appearance at some ceremonial complexes.
St. Johns IIc 487 - 435 B.P.	European artifacts occasionally found in burial mounds and middens; Timucuan speaking groups; disease beginning to decimate the aboriginal populations.

Distinctiveness of Theme

Few of the existing National Heritage Areas have themes related to Native American history and cultural traditions, especially traditions related to maritime activities. In the Nation’s Oldest Port Area, more than 420 Native American sites have been documented. These sites, in addition to numerous areas within the City of St. Augustine where Native American artifacts and features have been excavated, provide abundant information about life in the area prior to European contact. Information about prehistoric structures, foods, resource utilization, adaptation to both inland and coastal environments, burial practices, and everyday life is found in the varied archaeological sites throughout the region. Early archaeological excavations were conducted in the region more than 100 years ago and continue today in the form of private, city, state, and federally funded projects. While the information obtained through these excavations is presented to the public in several venues, the proposed Nation’s Oldest Port designation provides additional opportunity for telling the complex and compelling story of Native Americans in the region.

Related Resources

The Native American history and cultural traditions of the region are interpreted and celebrated at a number of places and events open to the public. At the GTM NERR, artifacts and exhibits about prehistoric cultures can be found, as well as nature trails where several significant archaeological sites are incorporated into the visitor experience. Exhibits displaying Native American artifacts can be found at the National Park Service’s Castillo de San Marcos and Fort Matanzas; the City of St. Augustine’s Government House Museum and Visitor Information Center; the St. Augustine Historical Society’s Oldest House Museum; the Flagler Historical Museum, the Mala Compra Plantation Ruins, and the privately-owned Fountain of Youth Park; as well as other museums and exhibits throughout the area. Lectures and other local events related to Native American cultures of the region are held during monthly meetings of the St. Augustine Archaeological Association; meetings and conferences sponsored by the Northeast Florida Public Archaeology Network; and during the state-wide Florida Archaeology Month. The City of St. Augustine is one of the few cities within the U.S. where an Archaeological Ordinance protects archaeological resources on both private and public land. A City Archaeology Program with a designated

archaeologist is involved daily in protecting the irreplaceable cultural resources found in the downtown area. Archaeology is often a topic of discussion and interest with the Nation's Oldest Port region.

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MULTICULTURAL COASTAL FRONTIER

By: Patricia C. Griffin Chairperson, Brendan Burke, and Carl Halbirt

Summary of Theme

As the first settled, continuously occupied European town in what is now the Continental United States, St. Augustine, its shallow seaport, and hinterland occupy a unique place in American history. Founded in 1565 by Pedro Menendez de Aviles near the end of the feudal era in Europe, the city has a deep, rich history.

This very local story of St. Augustine's Spanish heritage has both regional and global connections. Regional history is built upon European power struggles for colonization, religious dominance and occupation of a new land. It was the French under the command of Jean Ribault who established a colony first, at the mouth of the St Johns River in 1562, near present day Jacksonville. It is this short lived protestant colony at Fort Caroline that Menendez came to defeat and undo when he founded St. Augustine in a spot with strong natural defenses from seaside attack, a shifting shallow sand-bar.

Native Americans claimed the land for thousands of years before waves of colonists from diverse cultural traditions in Europe, Africa, and Middle and South America sailed into the areas ports. Amelia Island has 4000 years of history in Timucuan settlements and villages. Eventually, even before the end of the 18th century, with Spanish, English, Menorcans, Greeks, Canary Islanders, Irish, Scots, Germans, Welch, French, Portuguese, and blacks from many African and African American groups, the town and port region could be called the nation's first center of cultural exchange. This coastal strand has also served through the years as a welcome sanctuary from starvation, slavery, discrimination, ill health, and many hostilities and wars. Considering the buffets of politics, religion, and location, the Nation's Oldest Port Heritage Area Region displays a remarkable saga of survival.

Description of Theme

Cultures, Sub Cultures, Immigration

Through time the concept of culture has changed and had many definitions. Generally, we might define culture as "an integrated pattern of beliefs, values, human knowledge and behavior that depends on the capacity for symbolic thought and learning." To this, we today might add "as conditioned by geography and genetics." Although some cultures are monolithic, more frequently they are not, and may have many subcultures. Differences can also be found between north and south, coastal and inland, and urban and rural, and between groups that share boundaries with other cultures.

Historical Time Periods

The First Spanish Period (1565-1763)

In the 16th and 17th centuries, both the Spanish and the French desired to claim Florida. It was believed to be the gateway to possible riches and might even possess a waterway that would take colonizers to the

East Indies. However, the French and Iberian cultures also had conflicting reasons for settlement. The French colonists under Ribault were persecuted Protestants who sought sanctuary and religious freedom while at the same time serving France's thrust for overseas colonization. Some of these French Huguenots had already tried to start a colony in South America that eventually failed.

Aside from Pedro Menendez's intent to vanquish the French colony to the north, and thus assure permanent claim to *la Florida*, the Spanish colonists in 1565 aimed at discovering possible riches for themselves and some were attempting to step up in the rigid Spanish class structure. Also, priests and brothers with the colony expected to harvest souls for God by establishing missions. These earliest Spanish settlers were from Spain's north coast with its strong maritime culture. They were speakers of Catalan, not Castilian Spanish.

Menendez, with his soldiers, sailors, craftsmen, priests, slaves, and settler families, took up land at the harbor location of the Seloy Indian settlement and formally established the town of St. Augustine. Seloy was a town of the large Native American group named Timucua, by the Spanish. A few days later, aided by a fortunate hurricane, a massacre of a majority of the French by the Spanish took place at their colony on the St. Johns River to the north, and a few days later at the killing fields south of St. Augustine on the north side of an inlet. The inlet was believed to be the one at Matanzas, but other research indicates that it may have been at Penon Inlet, in what is now northern Flagler County. The northern maritime traditions of the Spanish group may have been a deciding factor in this competition because, with the exception of the French Catholic priests and nuns who came to the town three centuries later, the town was Catholic for 198 years after founding.

Within a year after settlement three wooden forts were built to protect the town. The largest was at the northern tip of Anastasia Island, while the sparse little town of St. Augustine itself was constructed opposite on the mainland. The other two forts were small installations referred to as *casas fuertes* (strong houses). One was built at the original landing spot, the Timucuan town of Seloy, to stand guard to the north. The second was the *Casa Fuerte San Julian*, constructed about eight miles south of the town "in order to give notice to the said fort [on the north] of ships which appeared on the sea," and also to take notice of enemy Indians approaching the town. This third fort was thus a backdoor protection that was eventually replaced by the small coquina fort, Fort Matanzas, built after the James Oglethorpe raid in 1740.

During subsequent years the town barely survived mutinies, Indian raids, hurricanes, and starvation. Then in 1586 Sir Francis Drake, on behalf of the English, sailed his armada into the harbor at St. Augustine. The colonists fled into the nearby woods as Drake sacked and burned the town. Undaunted after the corsairs left, the settlers undertook the long task of rebuilding. Almost a century later Anglo-Spanish conflict once again threatened the colony when Robert Searle, an English buccanneer, avenging a Spanish raid on the Bahamas, attacked St. Augustine.

A rigid class system was a hallmark of sixteenth and seventeenth century feudal Spain. The *hidalgos*, loosely defined as the lesser nobility, were prominent among the soldiers who landed in St. Augustine in 1565. Honor and reputation coupled with an avoidance of manual labor were strong characteristics. Those trying to improve their position in the class structure rose into that group through service in Spain's colonies, and they looked for brave deeds to gain that rise in status. Thus the settlement suffered from a lack of men willing to grow crops, sometime resulting in hunger, especially when the Timucua no longer could be prevailed upon to supply food, and Spanish aid was not immediately forthcoming.

The settlement was the northernmost outpost of Spain's Caribbean complex and served to guard the boats plying north loaded with riches from the West Indies, Mexico, and South America. The port was situated where ships turned east to Spain using the gulf stream, the Atlantic Ocean's superhighway. At one point, Spain considered closing the port and abandoning the city, but ultimately its value for defensive purposes insured its continuance, although the annual allotment, the *situado*, continued to drain the Spanish treasury for many years.

The founding of missions was planned from the very beginning. The original mission, Nombre de Dios, was established at the Seloy landing site where the first mass was celebrated, and it now has the distinction of being the first mission to serve an Indian population in North America. Missionizing the Indians served two cultural goals: the religious thrust to convert the Native Americans to Christianity and the secular goal of turning them into willing workers. Also, the mission establishments were thought to be protective buffers from foreign invasion. This first mission, with its attached Indian village, was a short walk north of the Spanish settlement. This proximity proved to be wise as the *caciqua* (Indian woman leader), a Catholic convert, came to the aid of the town, after furnishing much needed food for the starving Spanish, for which she was paid in red cloth.

While the number of missions that ultimately spread north along the east coast into to present Georgia and westward to the Tallahassee area were moderately successful, there was some resentment of the imposition of European values on the native cultures. The Native Americans were also irate at being impressed as slaves to work for the Spanish. In Florida, the Franciscans often adapted to the itinerant lifeways of the Timucua and other Native American groups by settling at an established village and then moving with the Indian group when they settled elsewhere. Referred to as *visitas*, the smaller missions were visited on Sundays and Holy days to ensure proper religious observance. Although some of the Indians resisted, Spanish military forces managed to squelch these rebellions, but not without deaths on both sides.

In 1702-1704 the British, under the leadership of Governor James Moore of Georgia, staged successful raids into Florida, effectively ending the large scale mission effort. The entire town population gathered in the recently built fort to watch with great sadness while the town went up in flames. Those Christianized Indians who survived the raid and had not died of European diseases were settled in small relict missions surrounding St. Augustine.

Large plantation grants were eventually awarded to prominent men in Spain during the First Spanish Period, but most were absentee owners. Some used the land for cattle, naval stores, and casually planted orange groves. Of special significance, all three of these activities were firsts in the history of North America, laying the foundation for these economic pursuits in the future.

Black slaves were among those brought by Menendez to the initial settlement in 1565. Since most had come from Spain, they are properly called African Spaniards. The first black child born to a slave couple in St. Augustine in 1606 was appropriately named Augustin. As time went on other black slaves and some freedmen were brought to the town.

Unprecedented elsewhere, the first free black town and fort in North America was established north of St. Augustine in 1693. Before that time various blacks from the Caribbean found the town a safe haven from various problems. As time went on, runaway slaves from Georgia and the Carolinas also fled to St. Augustine, and this led to the founding of the free community and Fort *Gracia Real de Santa Teresa de Mose* two miles north of St. Augustine. The new settlers were given their freedom, providing they

converted to Catholicism. Blacks living in Spain and its possessions were recognized as individuals with legal rights, and the Catholic Church approved intermarriage with whites. Slaves even had a right to contract for their freedom or to sue their masters under Spanish law.

The town and little fort of Mose served as a defense for St. Augustine, and when the Georgian James Oglethorpe staged a two-pronged attack in 1740 the troops at Mose put up a valiant defense. Eventually, the fort was closed and the inhabitants moved to the town, farmed small plots outside the town boundaries, or became mariners or soldiers. This free black addition to the population insured that northeast Florida contained more freedmen than was common in colonial settings. Not all of the blacks, slave or free, were satisfied with their lot and some chose to run away to the Indian habitations to the south and east. In the early years of the town, Africans came from many cultural groups and subgroups in Africa, and the resulting black subculture was unlike that in any other city in the American south.

During that time the Timucua Indians suffered decimation from the many epidemics of European diseases. By the end of Spain's first settlement of Florida, they were a remnant population and the few remaining retreated to Cuba with the white and black Spaniards exiting the province at the time of the change of flags.

The British Period (1763-1783)

The turbulent days of Spain's long ownership of the peninsula came to an end when England gained ownership of Florida by the Treaty of Paris. St. Augustine became the capital of the province of East Florida, when the peninsula was separated into East Florida and West Florida each with a separate government. The port of St. Augustine was a busy place until almost the entire Spanish population sailed away, leaving a hollow town for the new settlers.

As they added this new colony to their North American coastal chain, the British expected to develop an agricultural complex and large grants were awarded, necessitating a sizable number of slaves. Some of the grantees were well placed men in England, and some were absentee owners, with their plantations managed by overseers. Other grantees were of the lesser nobility, often of the squire group in rural England, who oversaw their own lands in Florida. Many maintained a habitation in town for social and political purposes.

In 1768 approximately 1,300+ white contract employees arrived from the Mediterranean area settling on a 40,000 acre plantation at what is now New Smyrna about seventy miles south of St. Augustine. Three high placed men in England undertook the enterprise and one, Dr. Andrew Turnbull, became the on-site proprietor. Turnbull had spent time in the Mediterranean and noted that the people there were accustomed to work in hot climates. He originally planned to recruit the Greeks, being familiar with their homelands, but due to hostilities in the Eastern Mediterranean, the number fell short of his expectations. He established his recruiting headquarters in Minorca, then under British ownership. While waiting in the port of Mahon, Minorca, a number of Italian men married Menorcan girls and a cultural mixture began even before leaving the Mediterranean. These diverse south European immigrants were suffering from wars, starvation, religious persecution, and personal misfortunes. Most of them were from folk cultures. The whole group was eventually called Menorcan, since those from the Island of Minorca made up the largest initial number and subsequent intermarriages added to the cohesiveness. The Menorcans became and still are a significant part of St. Augustine, and their traditional lifeways remain an important backbone of St. Augustine's population.

Raising mainly indigo, the plantation in New Smyrna endured for nine years. The hardships on the plantation led to a population crash of half the number near the beginning, and another starvation time occurred a few years later due to soil depletion, drought, and crop failure. A more subtle influence was the dramatic cultural differences between the Mediterranean group and the English planters and owners. In their homelands the settlers cultivated small farms and at certain times of the year were part-time mariners and fishermen. To the English, life was earnest and work was a serious and brisk business. Even space use was different. In their homelands, the colonists traditionally lived in nucleated villages going out by day to work their farm plots and clustering in convivial groups in the evening, whereas the British in Florida settled them in a strung out pattern along the waterway, insisting on a regular workday and chafed at the numbers of holy days they celebrated. They believed that these workers needed harsh measures to insure compliance, just as they thought slaves did. In a dramatic exodus, about 600 of the survivors straggled the long miles to St. Augustine in the hot summer of 1777. They were allowed to occupy land between the plaza and the fort in what came to be named the Menorcan Quarter. They engaged in farming and fishing, and became skilled mariners, taking up other trades as needed. As skilled boat pilots they were often the pilots that guided ships through the dangerous St. Augustine Inlet. Others served as lighthouse keepers and boat builders.

In the meantime, other British plantations began to make a profit from the unicropping of indigo and other large-scale crops such as rice, corn, and even sugar. Showplaces were Governor James Grant's plantation north of the city and *Bella Vista*, the elaborately laid out complex of Lieutenant Governor John Moultrie south of St. Augustine. An industrial cluster even existed along the Little Matanzas River (Pellicer Creek), including Huett's lumber mill; a tar pit plant utilizing the trees of the forest; and a lime kiln works exploiting shell banks near the estuary. The latter two enterprises were located in what is now Faver-Dykes State Park. Shipping was easily accomplished by boat down the shallow creek to the Matanzas River and thence to St. Augustine.

The province remained loyal to the Crown during the American Revolution and John Adams and John Hancock were even burned in effigy in the public plaza. Subsequently, St. Augustine and the coastal lands were inundated with loyalists from the northern colonies. The poorer loyalists moved into town or squatted on land wherever they could. With the advent of the Menorcans and the Loyalists, St. Augustine thus became a boomtown, an odd mixture of white and black peoples speaking various languages.

The Second Spanish Period (1784-1821)

The transition was not easy as the British staged a mass migration, most to take up lands in the Bahamas, and again the port was crowded with vessels. For one and a half years the black slaves, who were intended to go with them, found themselves pawns between the British and the incoming Spanish. At the end, a number of the blacks remained and almost all of the Menorcans, including the Greeks and Italians, stayed, finding the Spanish culture, religion, and language more congenial than that of the British.

This second period of Spanish colonial history was much different than the first. As with the British, the thrust was to make the province into a thriving agricultural and commercial economy, but the initial limited population was a problem. An attempt was made to encourage the Spanish who had retreated to Cuba twenty years earlier to resettle in their old homes, but these *Floridanos*, in most cases chose not to do so. As time went on the population of the town and province was a mixture of many different cultures punctuated by trading visits from the Seminole Indians, who had moved south into the peninsula after the Timucua were gone. During much of the Second Spanish period the Menorcans constituted over 50%

of the population of St. Augustine, with those of African descent also an important segment of the urban complex, augmented by white and black military detachments from Caribbean locations.

The Irish also played a key role in the province. Three of the governors, the Catholic priests, and especially the Hibernia Regiment that sailed into the port at the beginning of the Second Spanish Period added a significant Irish element. The Irish-Spanish connection was grounded in their original European connection. Not only were they all Catholic, but the Spanish valued the Irish fighting mentality.

Nevertheless, it was the Menorcans who set the general tenor of the port city, even though their social class position was not high. Spanish and Menorcan lifeways, including religious festivals, continued to be of great importance in work and leisure, as family ties amplified by godparent networks were interwoven with the commercial and political activities of the citizens. Picnics, called *convites*, were enjoyed in the town. The ruins of Fort Mose was a select spot to have an outdoor meal, with citizens riding out there on the native marsh tackeys, descendants of the Spanish horses brought to the area many years before. There the white citizens enjoyed an oyster roast, the whole washed down with Catalan wine.

Those of African heritage, whose numbers gave them a role in the town, again lived in a relatively positive cultural climate, their habitations interspersed with those of others and taking part in the public activities. If their owners agreed, male slaves could even go to the free school that was founded by the Catholic Priests for the boys of the town. This school is believed to have been the first free school ever established in what is now the United States.

During this era many of the colonial buildings that now give St. Augustine its Old World flavor were erected. The houses, set on the old Spanish grid often with business, tavern, or craft activities on the first floor, were built of coquina or local wood. The homes edging the narrow streets with their balconies that jutted out across the street toward each other served as communication venues between residents, particularly as families tended to occupy enclaves within the town. The small one and two room houses lived in by less affluent families, were likewise a big part of the built environment of the town. They were made of wood with thatched roofs and were so insubstantial that they usually did not stand for more than a few years.

The street close to the waterfront was the Street of the Merchants as it was there that those engaged in trade with arriving ships had their establishments. Merchants and fishermen docked their small boats in the basin at the foot of the plaza. Medium size craft anchored in the bay while pilot boats escorted larger ships through the treacherous inlet.

Life was not always pleasant during this time, however. The Seminoles and their allies were alarmed at the settlement of lands that they considered their territory. In 1802 they began to stage raids south of Matanzas Inlet, killing farmers and their families, and sometimes capturing the young and carrying them away. Other trouble came from the north as American frontiersmen spilled down in an attempt to force Florida to become a territory of the United States. This led to the Patriot War, a spin-off of the War of 1812.

The Territorial Period (1821-1845) and Statehood (1845--)

Most of the Spanish authorities left with the change of flags, but given the strong Mediterranean population remaining, the town continued strongly Spanish in flavor and action. Newcomers, after the rush of individuals and families from the southern states seeking land for plantations, came from New

England and found the climate effective for health cures. Tuberculosis, referred to as consumption, was endemic in their cold climates. Trips were usually made in the winter months, but some stayed longer; they or their relatives established permanent residence. Many were amazed at the diverse peoples and life of St. Augustine. Protestant missionaries also arrived in the area and began to form congregations, with sometimes more success with the black population than the white. Their initial lack of success is easily explained by the heavy Roman Catholic influence in the community.

Plantations and small farms added to the economic life. In the 1820s sugar became a significant crop south of St. Augustine, requiring a hefty investment by the owners to build and operate large coquina sugar works and cultivate the extensive fields. The largest of these was Bulow Plantation, near the southern boundary of what is now Flagler County. This elaborate plantation of almost 7,000 acres was developed in 1821 by the von Bulows, a wealthy, titled German family, and required 200-300 slaves to operate. Today the ruins of the plantation are in a State Park open to visitors.

Just as life had settled down in the town and countryside, the Seminole Indians rose in protest over attempts by the United States government to move them to the western states. When the conflict reached the northeast coast in 1835, Indians under leaders such as Osceola - who was of Indian, black, and white heritage - attacked and totally destroyed the lush sugar plantations to the south. The plantation slaves nearly starved as the whites and their house slaves fled to St. Augustine. A number of the field slaves chose to join the Indians, while a few plantation owners incarcerated their slaves on Anastasia Island where many died in the cold winter weather.

As statehood was achieved in 1845, Americanization took place in earnest and repressive laws were passed to control the slaves and freedmen. The city of St. Augustine passed ordinances limiting the activities of blacks, while freedmen were required to have white sponsors, effectively making them into quasi-slaves. When Protestant missionaries began to arrive, blacks often joined those congregations, commonly having different services from the whites, but with the requirement that a white person always be present to prevent the planning of a riot.

As the country progressed toward the Civil War, Florida was one of the first states to join the Confederacy, and early in the war Union ships heavily patrolled the coast. In St. Augustine the few Union sympathizers were threatened with confiscation of property. Things changed abruptly early in 1862 when Union troops landed. Early in the Union, occupation local slaves were gathered in the Presbyterian Church and given their freedom, an unofficial act, as the official Emancipation Proclamation came later.

Concurrently, white men joined the Confederate forces west of the St. Johns River, while some of their wives stayed in town serving as Confederate spies. Friendships in the town began to fracture as Confederate women, who earlier demolished the flagpole to keep it from being used by Union forces, and those of Union adherence found themselves on opposite sides. The city and surrounding area remained under Union occupation throughout the rest of the war. The Confederate monument erected in the downtown St. Augustine plaza after the war contains mostly Menorcan and Spanish names.

After the war, visitors from the north again came in search of a healthful climate for their diseases, especially tuberculosis; and the coughing in the streets nearly drowned out the church bells. Until the Flagler era began at the end of the 19th century, hotels and boarding houses flourished, especially in the winter. The port city began to see more pleasure craft anchored in the bay as sportsmen made the coastal strand their headquarters.

Over time various Menorcan families moved out into the Moccasin Branch area, fertile well watered land between St. Augustine and the St. Johns River. They refer to themselves today as “fresh water Menorcans” in contrast with “saltwater Menorcans.” Many settled around St. Ambrose Church which served their religious and secular needs. Today, the St. Ambrose Fair celebration every spring attracts locals and tourists for traditional Menorcan food and events.

Around the middle of the nineteenth century the Menorcans treasured their festive life, even as the Menorcan dialect of Catalan began to gradually fade out. It did continue to be a hearth language as late as the turn of the century. In addition, the Churchwardens, mostly Spanish and Menorcan men, conducted the affairs of the Catholic Church, managing to drive away any unlucky priest assigned to the parish. This uncommon time of lay leadership came to an abrupt end when Bishop Augustin Verot, born in France, sailed into St. Augustine in 1859 to correct matters. Within a year he recruited French priests to fill vacancies in Florida and arranged for sisters of the order of St. Joseph to come to St. Augustine to instruct black children. The sisters arrived knowing no English and with no knowledge of black culture. To their credit they overcame these difficulties and remain active in St. Augustine to this day.

The 1890s marked the beginning of elite tourism in St. Augustine as Henry Morrison Flagler filled in a large section of the Maria Sanchez Creek and built three elaborate hotels. He also built a railroad to serve the town, and for a time the area competed nationally with the other elite wintering locations at Los Angeles and San Diego. This elite tourism era, that truly brought St. Augustine and its coast into modern times, lasted for a decade before Henry Flagler moved south to develop Palm Beach. However, the headquarters of the Florida East Coast Railroad remained in town, and its personnel brought a middle class group into the mix of peoples in the city.

The progressive era, before American entry into World War I, brought increasing development. A progressive time for white citizens, it was a repressive time for blacks as Jim Crow requirements intensified and retaliations occurred when blacks attempted to vote. Many African American families by then were living in Lincolnville, an exclusively black section established after the Civil War. There they erected many churches and a thriving business district, and several schools served this town within a town. Tourism increased after World War I and the 1920s were prosperous, but the boom burst in Florida in 1926, three years before the national economic collapse.

The first decade of the century had witnessed the start of one of the greatest culinary revolutions in the history of the United States. Shrimping in Florida had its beginnings in Fernandina, but soon boat building became a major industry and Greek, Italian, and Menorcan families made St. Augustine into a booming port for shrimping and other commercial fishing activities. During World War II, members of the Coast Guard stationed at the Ponce de Leon Hotel for training were introduced to shrimp and the national taste for shrimp began to increase. With the founding of the Diesel Engine Sales Company (DESCO), St. Augustine became the center for building the characteristic shrimp trawler. It is estimated that approximately four thousand super-trawlers were built out of wood, steel, or fiberglass. The style of the St. Augustine trawler has a direct connection to the ethnic background of its original designers and builders, the Greeks and Italians.

In earlier days, the Menorcans added to their cuisine and economic livelihood by seigning for fish, either using handmade nets or, in larger operations, large nets dragged in by small boats and horses at the beach. Pickup trucks later replaced the horses, particularly when the schools of mullet run in the fall. Characteristically, the small boats were built in Menorcan family compounds.

After the war, local efforts to attract tourists intensified. The 1950s brought dramatic changes in development and attitudes toward tourism. The town's attractiveness as an old world Spanish village with a deep historical heritage, and an adjoining beach and waters for fishing and boating, made St. Augustine a prime tourist destination. In the 1950s, the state of Florida mounted a development and preservation effort in the town in a newly restored area on St. George Street from the City Gate to the Plaza, the section that was previously the Menorcan Quarter. The restored area has been much visited in subsequent years. Today huge crowds can be seen in the restored area on high tourist days.

The 1950s also saw the beginning of a revitalization movement on the part of Menorcan descendants and those who traced their ancestry back to Spanish families in the First Spanish Period. Named The Royal Family, it consisted of a reenactment of The Spanish Royal Family of 1672. Now, each year three "heritage natives" are chosen to represent Queen Marriana, Princess Marguerita Maria, and the boy King Carlos. These royals are complemented by a retinue of ladies-in-waiting, pages, and other royal retainers and add color and elegance to state and local events as they bring attention to local Hispanic heritage.

Today, traditional food offerings provide pleasure and texture for visitors. The early Spanish entrants learned how to use local Indian foods for survival. Aside from the deer and other animals, especially the gopher tortoise, and abundant fish, Native Americans taught Europeans how to process some of the local plants. The root of the abundant coontie (*zamia*) was processed into flour, after first leaching out the poisons the raw roots contain. A welcome caffeine addition was the cassina tea, and acorn broth staved off starvation even as late as during the depression of the 1930s. Traditional gopher tortoise stew was a common Menorcan dish for many years. Today, many local restaurants serve Menorcan Clam chowder, spiced by the pungent local datil peppers. Other local dishes that have survived are rice pilau, smoked mullet, and *fromarjadis* cheese pastries. Datil pepper sauce graces tables in local homes and restaurants.

When the time came to commemorate the 400th anniversary of the town's founding in 1965, a gala celebration was planned with national and world figures invited to attend. Although it was a success in many ways, an interruption occurred when some black leaders informed the federal government that they had no part in planning or participation in the event. Vice President Lyndon Johnson was sent to St. Augustine to insure an integrated celebration. This proved to be a token effort. As a result the Southern Christian Leadership Conference was invited to the town and sit-ins at local restaurants, motels, and churches began, while nightly marches took place from Lincolnville to the downtown plaza. Swim-ins were undertaken at local beaches and in motel pools. The Ku Klux Klan responded by holding their own rallies and marches, and St. Augustine became a hotbed of violence and hatred as a result. The whole affair received national attention when Martin Luther King came to town and was eventually arrested and jailed along with many others.

As a result, Florida Memorial, the thriving black college in West Augustine, closed its doors and moved to Miami. On the positive side, it is now believed that activities in St. Augustine helped lead to the passing of the Equal Rights Amendment by Congress in 1964. In 1989 the State of Florida kicked off the inauguration of the Martin Luther King federal holiday by a march from Lincolnville to the plaza, led by the governor, and St. Augustine commemorated the forty-year anniversary of the Civil Rights activities in 2005. A freedom trail with markers was installed and trailer train tours of Lincolnville now inform many visitors.

Archaeology

Extensive archaeological work has occurred in St. Augustine and its environs. The below ground and underwater record for both prehistoric and historic times is without parallel. From early excavations by C.B. Moore and A.E. Douglass in the late nineteenth century, through recent field programs by state universities and the National Park Service, the record has been extensive. In the 1990s the city of St. Augustine passed an ordinance setting up one of the first city archaeological programs in the U.S. Since then a large volunteer program has been established, whose members work with the professionals wherever the ground will be disturbed. St. Johns County also employs an archaeologist. In addition, the Lighthouse Archaeological Program (LAMP) was established in 1999 as the research arm of the St. Augustine Lighthouse and Museum. The role of the program is to discover, present, and preserve the story of the nation's oldest port via archaeological, historical, and ethnographic methods. Similarly, the regional division of the Florida Public Archaeology Network (FPAN) is headquartered in St. Augustine, offering programming to the community and surrounding counties to educate the public on its archaeological resources.

The Multicultural Scene Today

Today a multicultural scene still exists along this designated section of the coast. There remains a core of permanent residents who are descendants of the Spanish, Menorcan, Italians, Greeks, the "old English" (as they have been called), and the African Americans, peoples from other centuries. A curious fact is the number of individuals of this stable old core group of families who go away in their youth, but return to spend their last years in the town; thus the expression, "once from St. Augustine, you always return."

Added to this core are retirees from the northern or mid-western states and Canada, who have found new homes here particularly in the last thirty years. The winter brings the Snowbirds, some of whom decide to become residents. Part time citizens may spend as much as half of the year in this coastal area, but the pattern is quite variable. Other tourists are regional and some are from foreign countries. To all, the deep texture of the history is of overriding attraction along with the splendid beaches, sports, many festivals, natural beauty, and agreeable weather.

Jacksonville, Florida and its surrounds are also richly multi-cultural. Although later in European development than St. Augustine, it is no less important to the region. The city of Jacksonville began to grow in the late 18th century under the name of **Cowford**, but it burgeoned in the time after the American Civil War to become a winter vacation spot. The presence of the St. Johns River greatly aided its development and growth. However, growth was slowed and even halted by tragedies such as the Great Fire in 1901 and the Florida Land Bust of the 1920s, as well as economic recessions in modern times. Despite these struggles, steady growth has occurred and been a hallmark of Jacksonville's development in the modern era. The Port of Jacksonville has developed as an important center of national and international commerce and it has always been a long time home to the United States Nave, serving the needs of several countries over many years. Jacksonville today is a thriving city with over a million residents. These are 64% white, 29% African American, including many who are tied to Gullah and Geechee Cultures (Florida's only other extant National Heritage Area), and 2.78% Asian. Interestingly, despite some of the earliest archaeological find in the nation, dating back 6,000 years, today's population is only .34% Native American. Explorations of the areas around Mayport Florida, Amelia Island, Fort Caroline and the Jacksonville beaches reveal a host of historic and cultural sites reflecting the multicultural coastal frontier and the fascinating heritage of this vibrant region.

Distinctiveness of Theme

Based on its prehistory and on the rich history and significance of the town and port of St. Augustine, and its centering on the first coast settled by Europeans in North America, tourism to the area has had a long history already and is expected to increase. Everywhere, there is above ground, underground, and underwater evidence of the many cultural groups that have called the region home. The clash of cultural traditions through the centuries and the subsequent melding of these many human traditions give this potential National Heritage Area an aura of excitement and appreciation without parallel in the United States.

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MILITARY HISTORY OF THE NATION'S OLDEST PORT REGION:

BORN IN CONFLICT – BASTION OF FREEDOM

By Roger Smith

Summary of Theme

In 1513 Ponce de León led a party of Spanish Conquistadors onto the Atlantic shores of northeastern Florida and the military strife that ensued lasted nearly 400 years. Countless battles and seemingly endless wars between Europeans and Native Americans, Europeans and Europeans, Europeans and Americans, Americans and Native Americans, and northern Americans and southern Americans did not end until the dawning of the twentieth century. From that point forward, the region within The Nation's Oldest Port boundaries has been the home to numerous defensive installations and hundreds of thousands of military personnel.

Northeast Florida's military history is not only unique in that it is the oldest such history on the North American continent, but it demonstrates the uninterrupted significance that this 100-mile long strip of land held throughout the course of the colonial Atlantic world. The economics of African slavery were as interwoven into the formula for war in this locality as religious intolerance and political differences. As the dynamics of European imperialism faded amidst the strains of independence, a new struggle for freedom sounded among the territory's indigenous peoples and the thousands of African-American slaves who sought to retain their natural rights of sovereignty. St. Augustine would be the provincial capital for two oppositional European empires and one fiercely combatant American territorial governor named Jackson. During the nineteenth century this region endured three Seminole Wars, occupation by both northern and southern armies of the Civil War, and became one of the training grounds for American soldiers bound for Cuba. In the twentieth century more soldiers and sailors would be trained throughout the corridor during World War I and World War II. These beaches witnessed the incursion of Nazi saboteurs in 1942, while German prisoners of war harvested crops for the American war effort in the area's bountiful agricultural fields. During the Cold War airfields, submarine yards, and naval bases sprang up in several of our harbors and inlets as the nation looked in our direction for fortification from Cuban missiles. Today, the same location in St. Augustine that was once the site of British barracks during the American Revolution is now home to the National Guard Headquarters of Florida. Since 1565, when Pedro Menendez de Aviles established St. Augustine as a bastion for Spanish interests in the New World against European intruders, to modern day Florida National Guard F-15 Eagle jet fighters soaring high above, the military troops of the Nation's Oldest Port have played a vital role, both in North America and across the globe.

Description of Theme

300 Years A European Colony: 1513-1821

From the day the first conquistador set foot on the northeastern shores of *La Florida* in 1513 until almost fifty years after the American Revolution, European empires struggled against one another for control of this region. Though Juan Ponce de León claimed the entire peninsula of Florida for Spain, endeavors to colonize this portion of the New World were limited primarily to the geographical boundaries of what we know today as the proposed Nation's Oldest Port. Ponce de León (1521) and Lucas Vázquez de Ayllón

(1523) failed miserably to settle the area's upper Atlantic coast. Later, Spanish expeditions ravaged the people and their land as they blundered their way around the perimeter of Florida's Gulf Coast and as far north as present-day South Carolina. Nevertheless, by 1530 virtually the entire Atlantic coastline of North America appeared on Spanish, French, Dutch, and British maps, bringing more and more imperialistic Europeans in contact with Native Americans. But warfare only claimed a small portion of the indigenous population. "In the end, the Spanish conquest of Florida proved catastrophic for the native groups... [T]he Timucua, the Calusa, the Jororo, and their neighbors could not maintain their numbers in the face of diseases carried to North America from Europe, and perhaps Africa."⁶⁹ The survivors struggled to maintain any semblance of an existence.

By 1561, several major Spanish expeditions met disaster in the North American southeast and Gulf coastal regions, convincing King Phillip II of Spain to declare that Florida was not profitable for colonization. But when French Huguenots readied their ships for Florida in 1562, Phillip II rescinded this decree. Profitable or not, he believed that the region still belonged to Spain. The Huguenots, under the command of Rene de Laudonniere, bounced along the northeastern Florida coast before landing in present-day South Carolina. They returned to France later the same year, avoiding conflict with Spain. However, Laudonniere returned to the area with 300 colonists in June 1564, landing first at the River of Dolphins (St. Augustine Inlet) before establishing Fort Caroline at the mouth of the River of May (St. Johns River) – territory claimed by Ponce de León on his first venture in 1513.⁷⁰ After learning that most of the previous colonists had either died or made their way back to France, Jean Ribault arrived at Fort Caroline with another 600 Huguenot colonists in September of 1565. Such an intrusion could not be ignored. The struggle between these French Huguenots and Spain in the fall of 1565 over the sovereignty of Florida became part of the global wars of religion between Roman Catholics and Protestants. Phillip II assigned Admiral and Adelanto Pedro Menendez de Aviles to drive the French from Florida for good. Scouting the bays and inlets as he led his small fleet of five ships northward along the Florida coast, Menendez found French vessels anchored in and around the mouth of the St. Johns River. Opting for an attack by land, Menendez returned to a bay to the south of the French outpost to establish a base camp in the village of the local Native Americans. A skilled naval strategist, Menendez claimed this easily defensible port as Spain's newest foot-hold in Florida. Out of range of the bewildered Huguenots at Fort Caroline, Menendez named the new site St. Augustine. From here the admiral could not only drive out the French intruders but also offer on-going protection for Spanish treasure fleets utilizing the Gulf Stream along Florida's Atlantic coast on their return to Spain. This new post at St. Augustine would provide a strategic military base to thwart the efforts of pirates and privateers who continually threatened the safe travel of Spanish galleons carrying gold and silver mined in Mexico and South America.

Almost immediately upon arrival, Ribault sailed in search of the Spanish fleet, leaving most of his men ill at Fort Caroline. Hurricane winds scattered his ships southward and eventually ashore. Menendez marched his army northward from St. Augustine even as the storm raged and destroyed the French fort, killing all of the inhabitants including women and children. Menendez then marched back to the south, gathering up the more than 200 survivors of Ribault's forces in an inlet below St. Augustine he would name Matanzas – the Spanish word for *slaughter*.⁷¹ Were it not for a hurricane, the history of Florida's northeast coast might have experienced a very different cultural evolution. St. Augustine would serve as a military post to the future kings of Spain for the next 198 years – never falling to invasionary forces during that time. The closest a foreign army came to conquering St. Augustine was in 1586, when Sir

⁶⁹ Jerald T. Milanich, *Florida Indians and the Invasion of Europe* (Gainesville: University Press of Florida, 1995), xiv-xv.

⁷⁰ The historic site of Fort Caroline is located in present-day Jacksonville and continues to draw thousands of visitors each year.

⁷¹ <<http://www.augustine.com/history/matanzas/matanzas-florida.php>>

Francis Drake put the small provincial capital to flames but never came ashore to claim the city for queen and country. For the next 90 years warfare in the region consisted of various rebellions and pirate/privateer attacks. Once the English established the colony of Carolina in 1670, St. Augustine would enter a new phase of military confrontation, fueled by the economics of slave labor and religious intolerance.

Spanish Catholics mandated religious conversion as a component of their conquest of the Florida native peoples since Ponce de León arrived in 1513. To the Spanish, submission of the soul was essential to the submission of the land. It had served them effectively in the New World thus far, and Florida would be no different. Forced by necessity of survival to convert to Catholicism, the remnants of the once great indigenous populations of the region relocated to nearby Spanish missions. St. Augustine served as the region's spiritual, as well as military and political, headquarters with missions strung like a pearl necklace across the northern regions of Florida and Southern Georgia. When the colony of Carolina was first established the Lords Proprietors in London challenged Spanish sovereignty in this region of North America by claiming that the ceded lands of Carolina extended as far south as to include St. Augustine. This was not only a politically malevolent maneuver, but it challenged the very right of existence of the seat of Spanish military and religious power on the Atlantic coast. Having Protestants so near to the north as Charles Town was as unacceptable to Spanish Catholics as was having "papists" so near to the south in St. Augustine to the English. But religion only added fuel to the flames of this international dispute: the primary bone of contention in North America between Spain and Great Britain was property – both human and terra firma. The conflict heated up exponentially as word reached the slave quarters of southern British colonies that runaway slaves could find sanctuary in Spanish St. Augustine. From 1670 on, the "contest for control of the 'debatable lands'"⁷² between England and Spain spread from Florida to the European continent. Spanish policies regarding fugitive slaves in Florida changed with the interests of each new king, which over the years altered the landscape of Spanish decrees in the New World. Yet, as with so many edicts in the Americas, local events in the colonies inspired many of these new directives and were generated from colonial capitals rather than Madrid. British planters continually complained to London, charging the Spanish government with intentionally instigating the situation.⁷³ As with most disputes over property during this era, the subject of runaway slaves in East Florida became an international issue with serious legal and military ramifications.

Legal ambiguity for the English slave population officially began when the first fugitive slaves from Carolina arrived in St. Augustine in October 1687. All of the refugees found employment and were paid for their labor after arriving in Florida; some of the women worked as cooks and housekeepers for the Spanish governor, Diego de Quiroga y Lossada. When an English representative arrived the following year to reclaim the fugitives he was turned away by Spanish officials on the grounds that the runaway slaves followed baptism into the Catholic Church and could, therefore, not be re-enslaved; some had married in the Catholic Church, as well. Reports reached the Spanish governor that the fugitives feared for their lives if returned to British ownership so he offered to purchase the former slaves, but no avail. The British were determined to put an end to any hope of freedom that might be offered their slaves in Florida, regardless if they were compensated or not. "Thus, a fugitive slave policy began to evolve which would have serious diplomatic and military consequences for Spain."⁷⁴ On November 7, 1693, King Charles II of Spain issued a Royal Cedula regarding any fugitive slave reaching Florida's borders, "giving

⁷² Jane Landers, "Spanish Sanctuary: Fugitives in Florida, 1687-1790," *Florida Historical Quarterly*, Vol. 62, Issue 3 (April 1984), 296-97.

⁷³ Landers, "Spanish Sanctuary," 296-97.

⁷⁴ Landers, "Spanish Sanctuary," 298.

liberty to all...the men as well as the women.”⁷⁵ As noble as this was, it only guaranteed the continuance of bloodshed between the Spanish and English colonies. The War of Spanish Succession, also known to the British as Queen Anne’s War (1702-1713), provided ample excuse and opportunity for British militia in Carolina to raid Catholic missions in Florida in an effort to drive the Spanish out of the region. In 1702, Governor James Moore brought an army of Carolina militia and Yamasee Indians into northeastern Florida for the sole purpose of destroying Catholic efforts in the region. Attacking first the Spanish fortified position at Fernandina Beach, Moore’s British forces pounded through the mission system in this area like a sledgehammer until reaching St. Augustine. Once again, the English were able to burn the town, but not the new stone fortress – the Castillo de San Marcos – which had been under construction since 1672.⁷⁶ Unable to separate the Catholic population from their stronghold, Moore returned to Charles Town with over 500 Indian prisoners, leaving the Spanish to rebuild their capital. The impact of Carolina incursions into northeastern Florida from 1702-1707 was so overwhelming that not only was the Spanish mission system destroyed beyond recovery, but those converts who managed to survive English wrath would never again see their ancestral homelands. “According to the governor of Spanish Florida, ten to twelve thousand American Indians had been taken as slaves as a result of various raids by the Carolinian and native invaders.”⁷⁷ So complete was this war of religious intolerance that “[n]o descendants of the original Florida Indians have survived.”⁷⁸

As mentioned before, religion was not the only component in the never-ending border conflicts experienced along Florida’s northeastern coast. Trade in human property reached heights in Carolina unseen in any other colony in North America. By 1705, blacks outnumbered whites in Carolina, but with the increase of this profane institution also came the profound likelihood of insurrection. Such revolts took shape in several forms, the most disconcerting being that of an armed uprising. But wholesale flight by the enslaved labor force, buoyed by the offer of Spanish sanctuary, was more probable and easier to accomplish; the consequence of which would bring economic disaster to British planters. A sympathetic foreign government only a few hundred miles to the south was, therefore, deemed unacceptable to British slave masters. Carolinians claimed that international law was broken as the “slaves who fled their masters had actually committed a theft of themselves” and the Spanish were guilty of aiding and abetting these thieves.⁷⁹ As a result, Spanish authorities in St. Augustine put the question of slave sanctuary in East Florida before the Council of Indies in Madrid, who overwhelmingly recommended that slaves be allowed to stay in Florida, but only if they converted to Catholicism. By this point the issue of fugitive slaves was more than just a diplomatic problem. Governor Arthur Middleton of Carolina accused the Spanish of “receiving and harboring all our runaway Negroes,’ and they ‘found out a new way of sending our slaves against us, to Rob and Plunder us;...they are continually fitting out Partys of Indians from St. Augustine to Murder our White people, Rob our Plantations and carry off our slaves.”⁸⁰ In retaliation, Col. John Palmer of South Carolina led a British raid on Spanish territory in 1728. But the governor of Florida, Antonio de Benavides, never perpetrated any such attacks, as Middleton’s accusations were unfounded and Palmer’s raids into Florida’s Atlantic corridor unwarranted. While it was true that the former slaves would fight bravely in the defense of St. Augustine during Palmer’s strikes, there is no evidence to prove that the

⁷⁵ Landers, “Spanish Sanctuary,” 298.

⁷⁶ Technically, the Castillo de San Marcos is made of coquina – “a soft, porous limestone, composed essentially of fragments of shells and coral” (<<http://www.thefreedictionary.com/coquina>>). Quarried from nearby Anastasia Island, just across the St. Augustine harbor from the Castillo, this type of stone material is known to trap heat in the winter and “breathe” in the summer months. Its porosity would play a role in future military confrontations between the Spanish and English (see page 5n14.).

⁷⁷ James W. Covington, “Some Observations Concerning the Florida-Carolina Indian Slave Trade,” *Florida Anthropologist*, 20:13, in Milanich, *Florida Indians and the Invasion of Europe*, 227.

⁷⁸ Milanich, *Florida Indians and the Invasion of Europe*, xv.

⁷⁹ Landers, “Spanish Sanctuary,” 299.

⁸⁰ Landers, “Spanish Sanctuary,” 299.

Spanish governor used these refugees in a militarily offensive capacity. Benavides did in fact make such a request to the Council of Indies, but his request was denied. Unable to reward the former slaves with “English scalps,” Benavides granted their unconditional freedom and abolished the slave market in St. Augustine.⁸¹

On October 4 and 29, 1733, King Philip V of Spain issued two new royal cédulas regulating the empire’s current policies towards harboring fugitive slaves: freedom to all refugees who fled to Florida and completed four years of service to the Spanish Crown. Fort Mose, formally known as Gracia Real de Santa Teresa de Mose, was established in 1738 as a confirmation of Madrid’s commitment to its offer of freedom to fugitive British slaves. Don Jose de León was brought in to minister to the former slaves, covert them to the Catholic faith, and teach them to farm. Just two years later the War of Jenkins Ear (1739-1748) brought Great Britain and Spain once again to a formal state of war and Fort Mose was evacuated as British raids put the community in peril. In 1740, General James Oglethorpe, the founder of the colony of Georgia, brought his militia up the St. Johns River, capturing Ft. San Francisco de Pupo and Ft. Picolata while other British forces attacked St. Augustine. Unable to reach the Castillo, the British set up camps on Anastasia Island, Vilano Beach, and at the abandoned Fort Mose. A lengthy siege on the colony ensued but the Spanish held fast due to several factors, including the impenetrability of the Castillo in St. Augustine, a devastating Spanish sortie on the British troops holding Ft. Mose, and the arrival of reinforcements from Havana.⁸² In 1742 General Oglethorpe returned, but after capturing Fort San Diego (Palm Valley) he gave up the invasion citing poor health. Later that same year, the Spanish navy attacked St. Simons Island, Georgia, but was defeated by the English at the Battle of Bloody Marsh. The war was extended in this region to the sea by the use of privateers on both sides. At war’s end in 1748, Fort Mose was re-established; however, the new Spanish governor, Fulgencio Garcia de Solas, gave runaway British slaves no other option for sanctuary in Florida but to live at Fort Mose to act as sentinels against British and Indian attacks. de Solas employed “‘light’ punishments to some, and more severe punishments to the persistently disobedient. He did not specify what these punishments were, but it is evident that the ‘freed slaves’ were not free to choose where they would live.”⁸³ It was obvious to de Solas that these slaves were vital to the British economic system in North America, thus he exploited the opportunity to cripple Carolinian commerce by continuing the promotion of sanctuary to the enslaved British labor force after the war.

Spain and Great Britain went to war four times during the first half of the eighteenth century: 1702-1713, 1718-1720, 1727-1729, and 1739-1748. When his grandfather, King Louis XIV of France, found his empire once again at war with Great Britain in 1754, Spain’s Carlos III tried at first to maintain a position of neutrality. Unfortunately, Carlos’s loyalty to the House of Bourbon and his desire to avenge years of humiliation to English pirates drew Spain into the conflict at the eleventh hour...and on the losing side. At the Treaty of Paris in 1763, Great Britain relinquished the captured Cuban capital of Havana for the entire territory of Spanish Florida. This would allow the British to magnify their determination for hegemony on the North American mainland. In doing so, Great Britain not only seized control of a massive quantity of land stretching from the Atlantic Ocean to the Mississippi River, but they also gained command of the entire Gulf Coast of North America. This would not only impact the shipping lanes from Havana to Spanish New Orleans, but give the British dominance over the important Atlantic Gulf Stream.⁸⁴

⁸¹ Landers, “Spanish Sanctuary,” 299.

⁸² As mentioned in the National Park Service tour of the fort today, the Castillo was thought by one British officer in 1740 to be made of cheese due to the resiliency of the fort’s coquina construction to cannonballs. The officer’s journal is now kept in the Special Collections Library at the University of North Florida. (St. Augustine Historical Society/National Park Service)

⁸³ Landers, “Spanish Sanctuary,” 301-02.

⁸⁴ William S. Coker, Jerrell H. Shofner, *Florida: From the Beginning* (Houston: Pioneer Publications, 1991), 41, 47.

Anglo/Iberian aggravations now reached new levels as Spain walked away from two hundred and fifty years of tenure east of the Mississippi River, and a protective port for the treasure fleets in St. Augustine.

During the British period (1763-1784), St. Augustine more resembled the capitals of Caribbean sugar colonies than her sister cities in North America. British St. Augustine was designed to be a center of commerce for agricultural and naval stores production; a place where second- and third-born aristocratic sons could attain enough land to establish their own manors and lineage. But it was not until the advent of the American Revolution that any commercial successes were realized. Once the new Continental Congress employed trade embargoes against the British West Indies, East Florida became the primary resource for all clothing and food provisions for the enslaved population of the Caribbean. But East Florida's concern to the British Empire was much more than just commercial. When a map of the Americas is viewed from an eighteenth-century British perspective, the gamut of their concerns ranged from Halifax, Nova Scotia to Bridgetown, Barbados. Thus, the geographic center of the British Americas rested between the St. Johns and St. Marys rivers in East Florida. This placed St. Augustine at the epicenter of Great Britain's overall military concerns in the American Revolution, and at the center of George Washington's concerns liberty in the southern colonies.⁸⁵ The boundaries of The Nation's Oldest Port comprised the entirety of the British populated lands in East Florida, which the war ministry at Whitehall saw as a bastion of British strength from which to launch major offensives into the southern mainland colonies, as well as a defensive barrier against the spread of sedition into the Caribbean.⁸⁶ Relegated to frontier and peripheral insignificance by American historians, this section of East Florida gave birth to an early British attempt at a southern invasion in 1776, endured three failed attempts by the southern department of the Continental Army to capture St. Augustine, and launched the ground forces for the successful British invasion of Georgia in 1778, which cleared the way for the better-remembered invasion of Charleston in 1780. At war's end St. Augustine remained the undefeated, adamantly loyal capital of the only British colony within the present-day borders of the United States to continue to fly the Union Jack. To the great consternation of the post-war population in East Florida, which had grown to over 22,000 Loyalists after the British evacuations of Savannah and Charleston, East Florida was sacrificed to Atlantic world politics and mercantilist economics as Great Britain retroceded the colony to Spain in order to maintain their position in Gibraltar. So unprepared were the people, as well as the British government, for this development that the last British evacuation ship did not depart from East Florida until November 13, 1785 – two full years after the Treaty of Paris and the evacuation of New York City in 1783. East Florida was in fact where the last British Governor left what is now the United States of America.

A shipwreck being excavated and studied by marine archaeologists at the Lighthouse Archaeological Maritime Program is today revealing the very human stories of the British evacuation of the America's through east Florida. Evidence uncovered to date reveals that the ship is most probably one of 16 vessels that wrecked on the Bar in December of 1782, during the Evacuation of Charleston, SC. The 2nd oldest carronade in the world has been discovered, according to curators at the Tower of London, London England. The date of this weapon is 1780, and recorded on one of the gun's trunions.

After the American Revolution's constant banditry, rebellions, Seminole Indian attacks, American incursions, and pirate invasions marked the Second Spanish Period (1784-1821). In addition to the

⁸⁵ After receiving an intercepted packet of letters destined for East Florida that spoke of the large cache of munitions and arms building up at the Castillo de San Marcos, George Washington issued orders on December 18, 1775, for an immediate attack on St. Augustine by the southern department of the Continental Army.

⁸⁶ It should be noted that at the outbreak of the American Revolution only three stone fortresses existed in North America – one of which was the Castillo in St. Augustine. The other two were forts Ticonderoga and West Point.

evacuation of the British Colonies through East Florida during the American Revolution, the most significant international events affecting the waterways near northeastern Florida were the Haitian Revolution from 1791-1804 and the Patriot War from 1812-1813. These conflicts marked the region with Atlantic world political intrigue, significant loss of life and property, and the constant unsettling knowledge that an attack by land or sea could occur at any time. The Jeffersonian Embargo against France and Great Britain stimulated trade in Spanish East Florida as never before. Goods destined for the United States from warring Britain and France could be shipped through the neutral northeast Florida port of Fernandina. The Patriot War was nothing short of an unprovoked invasion of foreign soil (Spanish East Florida) by U.S. marines and local American rebels. The conflict quickly spiraled out of control as American settlers in East Florida divided over the inglorious actions of the new nation. Apologists of the invasion write it off as a heroic precursor to the Monroe Doctrine, but by all definitions on both sides of the conflict the Patriot War was an international debacle that could have spelled the ruination of James Madison's presidency. Were it not for the larger development of the War of 1812 with Great Britain, history may not have remembered Madison so warmly. During this period, the Spanish built several new forts to control strategic harbors in northeast Florida, including Fort San Nicolas (on Jacksonville's southern bank of the St. Johns River), Quesada's Battery (Mayport, near Jacksonville), Fort San Carlos (Old Town Fernandina), a blockhouse at Fort Mose, and the Twenty-Mile Blockhouse to guard the portage between the Tolomato River and Pablo Creek. In 1812, American forces sailed up the St. Johns River to establish their base of operations at Camp New Hope (near present-day Mandarin). From here they developed an overland supply line to assist U.S. Marines. After taking Fort Mose, the marines initiated an unsuccessful eight-month siege on St. Augustine. During the American withdrawal from East Florida Captain John Williams was killed, becoming the second U. S. Marine officer ever to die in combat. So prolific were Andrew Jackson's incursions into the region during this period that the resultant First Seminole War (1817-1818) is considered a significant part of United States history even though the area was under Spanish rule. The area of Fernandina and Amelia Island was captured by sea several times during the Second Spanish Period: "Patriot" insurgents in 1812; international pressure force U.S. Navy Commodore Hugh Campbell to relinquish the island back to Spanish troops in 1813; revolutionary Gregor McGregor captured the island in 1817 (under his own flag); the pirate Luis Aury drove off McGregor in 1817 (under a Mexican Flag); and the U.S. Navy held the island "in trust" for Spain from 1817 until American occupation became official.

An Embattled America: 1821-1900

In 1821, St. Augustine became the first capital of the new U.S. Territory of Florida, and her first governor was none other than Andrew Jackson. Familiar with the region's strategic military significance, Jackson increased the territory's military presence by refurbishing the St. Francis Barracks and the old Castillo in St. Augustine. Renamed Fort Marion, the Castillo served as an active U.S. army post from 1821-1900. The Treaty of Moultrie Creek in 1823 attempted to relocate the Seminole Indian confederation deeper into the swamps of central Florida in order to keep the Native Americans at a "safer" distance from the burgeoning white population of the territory. By 1834 President Andrew Jackson made the inclusion of the Seminoles in westward removal to Oklahoma official government policy by ratifying the Treaty of Payne's Landing. These events escalated the already unfavorable conditions for the Seminoles and eventually led to the Second Seminole War (1835-1842).⁸⁷ Several famous names from America's nineteenth-century military history are associated with the Second Seminole War, including General Winfield Scott, Seminole chiefs Osceola and Micanopy, as well as future U.S. president Zachary Taylor. Many cite Dade's Massacre as the opening salvo of the war on December 23, 1835, when 110 U.S. soldiers

⁸⁷ Moultrie Creek is a major tributary of the Matanzas River south of St. Augustine.

were killed in a pitched battle against Seminole warriors. In 1837, Osceola and Seminole chief Coacoochee were captured under deceitful circumstances just south of Moultrie Creek by Brigadier General Martin Hernandez – the future, and first Hispanic U.S. senator in American history. By order of Brigadier General Thomas Sidney Jesup, the Seminole leaders were taken captive while responding to a request for negotiations under a white flag of truce. This ended a significant phase of the war, but it would be another five years before the bloodshed ceased. The St. Augustine National Cemetery holds most of the remains of soldiers killed in the Second Seminole War from various battlefields around the state. In 1845 Florida finally became an official state within the United States of America, but that did not halt American/Seminole hostilities. Fighting broke out again as a Third Seminole War (1855-1858) exhausted U.S. efforts to formally remove all Seminole Indians to Oklahoma. Though the remnants of this once abundant people in the region were few, their descendants remain in the state today as the proud and prosperous Seminole Nation of Florida.

Regardless of having achieved statehood just sixteen years earlier in 1845, on January 10, 1861 the Florida state legislature voted 62-7 to secede from the Union as the Civil War loomed on the horizon. Due to the state's economic dependency on slave labor and its geographic isolation from the rest of the Union, there seemed but little choice to do otherwise. Artillery from Fort Marion was removed by Florida's Confederate militia to the mouth of the St. Johns River and the ports of northeast Florida were used by Confederate blockade runners until the U.S. navy could tightened its grip on the area. The famous yacht *America* was scuttled in Dunns Creek, near San Mateo, to escape capture and the *Jefferson Davis* ran aground on the infamous sand bar that plagued the inlet to St. Augustine's harbor. In 1862, Confederates built gun batteries at Mayport and Yellow Bluff on the St. Johns River. Later that same year Mayor Paul Arnau of St. Augustine led a group of Confederates on a mission to disable all of Florida's Atlantic coast lighthouses from St. Augustine to Key Biscayne. In March 1862, St. Augustine surrendered without a shot to a detachment of U.S. marines from the USS *Wabash*. Federal army and navy forces captured **Jacksonville and Fernandina** later that same month. Jacksonville was eventually abandoned by the Union army, only to be recaptured and re-discarded repeatedly before war's end. The Union navy patrolled the St. Johns River as far south as Lake Monroe on the border of present-day Volusia and Seminole counties, but Confederate saboteurs still managed to inflict serious damage to the region's river traffic. The U.S. troop transport *Maple Leaf* was sunk on April 1, 1864 by a Confederate mine off Mandarin Point, with the goods of over one thousand Union soldiers on board. Near **Palatka** in May of 1864, the U.S. navy gunboat *Columbine* was attacked and captured by Colonel J. J. Dickison's cavalry unit. This was the only time in recorded history that a horse unit successfully captured a ship of war. The Massachusetts "Fighting Fifty-Fourth," an African American infantry unit made famous by the movie *Glory*, was stationed in Jacksonville and St. Augustine and saw action in the Battle of Olustee in north central Florida. Harriet Tubman also made her presence known in northeastern Florida during the Civil War, both as a Union nurse and a conductor for the Underground Railroad.

From the outset of the Civil War through the hard times of Reconstruction, northeastern Florida was overrun with military personnel and encampments. But no sooner had the U.S. army taken its military campaigns westward to the expanding Great Plains and American Southwest that captured Native American chiefs and warriors began arriving in St. Augustine. Captain Richard Pratt, future founder of the Carlisle Indian School, experimented in "civilizing" Native Americans in the 1870s. As part of that effort Pratt transported captured western Native Americans to Fort Marion in St. Augustine. Most notably among these captives was the famous Apache chief, Geronimo. Though they were technically incarcerated as prisoners of war, Pratt took men fishing and taught them to sail on the Atlantic Ocean. He also encouraged them to draw pictures of their new surroundings – the harbor, beach and lighthouses – to sell to tourists, and allowed ladies from the town to teach the Indians to read. But northeast Florida was not

accustomed to long periods of peace. Jacksonville had steadily become home to thousands of Cuban émigrés as a result of the Caribbean island's three earlier attempts to gain independence from Spain. This community of freedom-seeking people played a prominent role in sustaining the Cuban Revolutionary Movement. Future governor Napoleon Bonaparte Broward made a name for himself as a "Filibuster" by running guns to Cuban revolutionaries in his tug boat, *The Three Friends*.⁸⁸ Several seagoing tugs successfully completed numerous expeditions for similar purposes to Cuba during this time. Still standing firm, the Castillo served the U.S. army once again as approximately 200 mutineers were interned in St. Augustine during the Spanish American War. To better protect the area's maritime interests during the conflict, batteries were constructed in front of the St. Augustine Lighthouse, as well as on St. Johns Bluff above Jacksonville. The outbreak of the Spanish American War put the region's significance to international politics into perspective once again as the number of U.S. troops training for war in the region's numerous military camps grew exponentially by the end of the nineteenth century.

Leading the Way in Freedom's Defense: 1901-1945

Europeans brutally battered their way through northeast Florida ninety-four years before Captain John Smith sailed into the Chesapeake Bay. But never again would a pitched battle take place here, in what might arguably be one of the most embattled regions in American history. Modern gunboats began operating out of the region's harbors for defensive purposes in the early decades of the twentieth century, for with the Progressive Era came a degree of U.S. military stability – at least on the North American continent. It would not take long, however, for international politics to once again affect The Nation's Oldest Port region. Only this time it would be our turn to send troops "over there." By 1917 much of the area's military operations moved up the coast to Camp Joseph E. Johnson, the Florida National Guard facilities at Black Point in Duval County. This became one of sixteen designated mobilization stations for troops heading to France in WWI. In 1928, the Florida National Guard occupied the base as "The Great War" created a false sense of world commitment to peace. For the first time in the region's history the military presence here officially scaled down. That would soon change. On October 15, 1940, Naval Air Station Jacksonville was officially commissioned, and became the first part of the Jacksonville navy complex that would include Naval Air Station Cecil Field and Naval Station Mayport. More than 10,000 pilots and 11,000 air crewmen earned their wings of gold at the station during World War II. Increased training and construction characterized Jacksonville's response to America's entry into the war. Three runways over 6,000 feet long were operating, as were seaplane ramps. Overhaul and Repair facilities – what is known today as the Naval Aviation Depot – were built to rework the station's planes. More than 700 buildings sprung to life on the base before war's end, including an 80-acre hospital and a prisoner-of-war compound that housed more than 1,500 German P.O.W.s, many of whom worked the fields in the agricultural communities of Spuds and Hastings. Naval Station Mayport was commissioned in December 1942, and was approximately one quarter the size of the station today. Reclassified as a Naval Sea Frontier Base in 1943, Mayport added a landing field and a fueling facility for submarines.

The region's shipyards churned out Liberty Ships around the clock as convoys of troop and supply ships from northeast Florida filled the Atlantic. Fear of enemy submarine activity heightened as ship production increased, but nothing moved U.S. military presence into action quicker than when the oil tanker *GulfAmerica* was sunk by a German U-Boat on April 11, 1942 with a 90,000 gallon payload. Two

⁸⁸ "To Americans of the [nineteenth century], the term filibusters referred to irregular armies of U.S. "adventurers" and the individuals who comprised them. Such bands often claimed to be acting on behalf of U.S. interests. But in most cases, filibusters acted without U.S. government authorization and sought conflicts with nations with which the United States was at peace.
<<http://www.answers.com/topic/filibuster-military>>

torpedoes fired from U-123 brought down the tanker just off of Jacksonville Beach. Later, on June 16, 1942, four Nazi saboteurs landed in a rubber raft at Ponte Vedra Beach after the German submarine U-584 surfaced just fifty yards off shore. The enemy agents were well supplied with explosives, \$175,000 in cash, and landed just a short bus ride from Jacksonville and its burgeoning military and defense industry. Within two days the four spies were caught in Jacksonville before they could perform their assigned tasks of terrorism on U.S. military installations and defense plants. We now know that this plan was mandated by Adolph Hitler under the code name *Operation Pastorius*. The fact that this plan had a two year gestation period and was designed by Hitler himself demonstrates the significance of Nazi intentions. Additionally, because the only two locations selected for deployment of the saboteurs were New York City and Ponte Vedra Beach, a strong indication suggests how strategically important this region was to the Allied war effort.

From the Cold War to the Present Day

During the late 1940s, the jet age dawned and in 1948 the Navy's first jet carrier air groups and squadrons came to Jacksonville. Decommissioned at the end of the war, Naval Station Mayport reactivated in 1948, and by 1955 added a master jet runway. By April 1949, The Nation's Oldest Port region was North America's East Coast aviation nerve center with more aircraft stationed in the area than at any military complex from Nova Scotia to the Caribbean. A staggering sixty percent of the nation's fleet air striking force in the Atlantic theater, from pole to pole, was based out of Naval Air Station Jacksonville, Naval Station Mayport, and Naval Air Station Cecil Field. Much like the 1940s, the early years of the new decade found the nation once again in combat. In 1950 the Korean Conflict commenced and, as a result of being both directly and indirectly involved in the war effort, NAS Jacksonville grew quickly. Fleet Air Wing Eleven moved to the base, bringing with it VP-3 from Coco Solo, Panama, and VP-5 from San Juan, Puerto Rico. The Naval Air Technical Training Center, which included nine separate schools, was reactivated at this time. The Korean Armistice took effect in 1953, and NAS Jacksonville again converted to peacetime operations. The quiet of peace, however, did not diminish the beehive of activity on board the station. Long a front runner in naval aviation, NAS Jacksonville's Overhaul and Repair Department was tasked in 1955 with the outfitting of the R4D transport airplane and H04S-3 helicopter to withstand the cold weather they would encounter on the Byrd expedition to the South Pole. Major changes also occurred as parking ramps were added to the land plane hangars and a 1,231-foot-long taxiway was built. By the mid-1950s The Nation's Oldest Port region enjoyed tremendous economic growth as a result of the Navy's impact. The station had over 11,000 military assigned, along with 5,000 civilians, and a payroll of more than \$35 million. Ironically, the 1960s began with a sense of relative calm, but that quickly changed. In 1962, President Kennedy ordered the naval blockade of Cuba in response to a Soviet build-up of missiles on the Caribbean island. Naval Station Mayport served as an advance staging area during the Cuban missile crisis while NAS Jacksonville poised for war. NAS Jacksonville provided an attack squadron to Guantanamo Bay, placed patrol squadrons in the region to monitor Soviet ship movements, and processed daily spy plane film bound for Washington, D.C., until the crisis was averted. But the tremors of world calamity were far from calmed as trouble brewed in Southeast Asia. The "Happy Days" scenario of the 1950s and early 1960s collapsed when President Johnson ordered more than 100,000 troops into Vietnam in 1965. For the third continuous decade America send troops into combat on foreign soil and NAS Jacksonville played a significant role.⁸⁹

⁸⁹ One well-known alumnus of the NAS Jacksonville complex was U.S. Senator John McCain who was attached to VA-76 at Naval Air Station Cecil Field.

The 1970s was a decade of growth for the air station. The first of four HH-1K helicopters replaced the aging H-34's used for search and rescue missions. VP-56 arrived from NAS Patuxent River, MD., and was soon followed by VP-49 and VP-24. In 1973, the first prisoner of war to be released from North Vietnam entered the naval hospital at NAS Jacksonville for examination and debriefing. With the assignment of Helicopter Antisubmarine Wing One in 1973, NAS Jacksonville's primary mission became antisubmarine warfare. Accompanying the wing were five helicopter squadrons that still call the base home. With each new wing and squadron, opportunities grew for sea and shore assignment to NAS Jacksonville. The station's popularity grew as it became the most requested duty station for sailors throughout the U.S. Navy. NAS Jacksonville had now become an antisubmarine force with which to be reckoned. During this time the Hurricane Hunters were disestablished. Their NC121 Super Constellations had long been a familiar sight in the skies over The Nation's Oldest Port region as they played a key role for the National Weather Service in tracking Atlantic Hurricanes.⁹⁰ In the late 1970s, the Jacksonville Operating Area Coordination Center was disestablished and the Fleet Area Control and Surveillance Facility assumed the duties of controlling airspace for military aircraft. Helicopter Combat Support Squadron Two, the oldest helicopter squadrons in the Navy, was also disestablished. The squadron recorded more than 2,000 rescues in their tenure of service. Naval Station Mayport ships partook in operations off the coasts of Lebanon and Granada, and multiple operations in the Persian Gulf. Helicopters at Naval Air Facility, established in 1982, joined the fleet at Mayport Naval Station in 1992. In 1986, the concept of a Maritime Prepositioning Force for the purpose of reinforcing advanced troops with additional U.S. Marine personnel and equipment was realized. Blount Island, a man-made land fill in the middle of the St. Johns River near Jacksonville was selected for its strategic location to one of the nation's largest concentrations of military influence. Blount Island Command is seven miles west of the sea buoy adjacent to Naval Station Mayport and twenty six miles from NAS Jacksonville; NAS Cecil Field is just to the west of Blount Island Command, and Naval Submarine Base Kings Bay, Georgia, is 35 miles to the north. In 2005, Blount Island Command became a Marine Corps logistics base and is currently experiencing a \$55 million expansion project. Naval Station Mayport is currently home to 55 tenant commands and private organizations. Some two dozen ships are presently berthed in the Mayport basin, including AEGIS guided-missile cruisers, destroyers and guided-missile frigates. Mayport is unique in that it is home to a busy military seaport as well as an air facility which conducts more than 135,000 flight operations each year. Naval Station Mayport consolidated operations with Naval Air Station Mayport in 1992. More than 14,000 active-duty personnel, 45,000 family members and retirees, and 1,400 civilian employees comprise the Mayport family. Mayport covers 3,409 acres and is the third largest naval facility in the continental United States. The 1990s and early 2000s brought an era of forced military reductions to The Nation's Oldest Port region, but the harrowing events of September 11, 2001 quickly reversed that thinking. NAS Jacksonville, Naval Station Mayport, NAS Cecil Field, and Blount Island Command create one of the South's most critical naval hubs.

Distinctiveness of Theme

It is not difficult to understand the considerable importance The Nation's Oldest Port region holds for our nation's current military endeavors when one fully appreciates the strategic military significance it has held in the international community for the last 500 years. Over the centuries, the area has been viewed by American observers as distantly removed from the center of mainland North American military activities, when in fact there has not been a major military conflict in U.S. history that did not involve northeast Florida in some capacity. Even the subjugation of the indigenous peoples of the United States

⁹⁰ This is significant task that is too often omitted in the discussion of military history: military assistance in the wake of natural disasters.

included both the removal of much of northeast Florida's Native American population westward and the incarceration of western Native Americans in northeast Florida. Today, 500 years of military history can be covered in just a thirty-eight mile drive down northeastern Florida's scenic state road A1A – from the 21st century technological military marvels of Jacksonville's naval complex to the Behind the Scenes tours of American Revolutionary era shipwreck artifacts at the St. Augustine Lighthouse, to the National landmark Maple leaf Civil War Shipwreck site on display at the Museum of Science and History in Jacksonville (MOSH) to the still-standing Castillo de San Marcos National Monument in St. Augustine. The Nation's Oldest Port region truly has something for everyone interested in the history of our nation's military and the struggle to emerge and thrive as a single nation.

TRANSPORTATION CORRIDORS

By Thomas Graham, Sam Turner, Sallie O'Hara, and Joel McEachen

Summary of Theme

The avenues by which the region has maintained contact with the greater world have varied with the region's development. Likewise, the creation of major transportation corridors affecting our country has been influenced by the presence of early settlement in the region. Nationally significant corridors include the maritime superhighway of the Gulf Stream, the British period Old King's Road, Henry Flagler's Florida East Coast Railway, the A1A Coastal Byway, and the Intracoastal Waterway and the St. Johns River, to name a few. These modalities all share the common focus of the Nation's Oldest Port and collectively illustrate the evolution of our State and our Nation.

Description of Theme

Maritime Transportation

From its founding in 1565, St. Augustine was dependant on the sea and its port to move and receive the majority of its supplies and populace. For most of recorded history, maritime transportation and trade was the most efficient and cost effective way to move cargo and people. Consequently, the colonial government in St. Augustine, and the Spanish government in neighboring ports like Havana, Cuba and Veracruz, Mexico, or New Spain, supported a maritime infrastructure. This was done through a cash infusion called the *situado*, a subsidy authorized by the Spanish Crown. The port of St. Augustine was on the outskirts of the Spanish New World Empire and existed at a subsistence level. With few exceptions, most goods arrived by sea and had significant value.

In December of 1597, Antonio Diaz, the managing pilot of the *Presidio's* small craft, requisitioned two and a half pounds of sail thread in order to make sails for a newly built boat that was to serve the *Presidio*. This demonstrates a history of on-site boatbuilding in St. Augustine as early as 1597 and probably before. The crucially important industry of boatbuilding and other related maritime infrastructure was essential to the survival of the port town and to its function as a defensive outpost covering the Spanish trade route in the Gulf Stream, as a base of operations for the rescue of shipwrecked mariners and salvage operations, and as the principal base and supply distribution center for the string of missions along the east coast of La Florida. While some residents had their own watercraft, a number of government-owned craft were attached to the *Presidio*, the Spanish military establishment that embodied the principal purpose of the settlement and port at St. Augustine. There was a group of small craft generically described as *lanchas*, under a managing *piloto*, or pilot. During the 16th and into the 17th century, the small craft pilot was in charge of the maintenance and probably the organization and dispatching of the numerous craft on their various assignments.

These craft communicated between the mainland and Anastasia Island, particularly between the numerous forts that were built over time and the watchtowers that were set up on the island shortly after founding the settlement to keep watch for ships and signal their arrival with flags or fire at night. Small craft were also attached to the watchtower at the southern end of Anastasia Island at Matanzas inlet. These were used to supply the men stationed there with supplies from St. Augustine and to report any ships, friendly or otherwise, that were attempting to enter the southern inlet. Small craft were also used to communicate with larger vessels that lay beyond the bar awaiting a favorable wind and tide to navigate the tricky inlet.

Larger, seagoing craft were also stationed in St. Augustine during the 16th and 17th centuries. Known as *fragatas*, these vessels represent the larger compliment of St. Augustine's maritime forces and were used on the high seas to communicate with other ports along the Spanish Main, particularly the port of Havana, Cuba and ports in New Spain. These craft also played a key role in moving military and missionary personnel and supplies to the various missions along the coast and engaging in retaliatory attacks against local Indians during occasional rebellions.

The sea was also used by Spain's enemies to attack St. Augustine. Francis Drake's raid in 1586 was a sea born invasion that left St. Augustine in ashes. In 1668 the English buccaneer Robert Searle did the same. One of the consequences of his actions was the decision by the Spanish to build a fort out of coquina stone rather than wood. This sound decision would frustrate both Governor James Moore in 1702, who never the less burned the town to the ground, and James Oglethorpe in 1740. These latter two attempts on St. Augustine were serious attempts to capture and hold St. Augustine as opposed to previous "raids." Again, the sea and ships played key parts in the transportation of both men and supplies.

The Treaty of Paris of 1763 transferred La Florida from Spain to Great Britain, which divided it into the two separate colonies of East and West Florida. As the British arrived, the Spanish population departed for Cuba by sea in late 1763 and early 1764. In that year, British port records began to be kept. Like the First Spanish Period, the British inhabitants of St. Augustine in East Florida were entirely dependant on the sea for economic survival. A British plantation system took hold in Florida and St. Augustine exported the goods of its interior to markets in Savannah, Charleston, Newbern, Antigua, and Pensacola, as well as New York and Providence, Rhode Island.

Some of St. Augustine's exports included cowhides, onions, wooden furniture, rice, citrons, oranges, barrels of orange juice, deerskins, lumber, oysters, livestock, bacon, pork, leather, and Live Oak knees for the ship building industry. However, on a fairly regular basis vessels departed in "ballast", indicating that they had no outbound cargo. This no doubt made for a trade deficit that would have been hard on shipmasters that had to somehow fund their return trip with proceeds from the inbound voyage. This had the effect of driving up the costs of imports that was typical of St. Augustine throughout its history.

Upon the outbreak of rebellion in the English colonies to the north in 1774, St. Augustine and East and West Florida remained loyal to the English Crown. Trade, however, never again resumed its steady and peaceful nature. St. Augustine's two principal trading partners, the ports of Savannah and Charleston, now became enemies sending out privateers to prey on British shipping to St. Augustine, now part of the British lines of supply. The governor of East Florida at the time, Patrick Tonyn, resorted to the same tactics to bring trade into St. Augustine and issued letters of marque and reprisal to attack merchant ships of Charleston and Savannah and any other colony in rebellion. In addition, the governor created a provincial marine that supplemented the sparse Royal Naval presence in the colony and operated under his command to protect the St. Marys River, on the frontier.

In 1781 Pensacola in West Florida fell to the forces of Bernardo de Gálvez, the Spanish governor of Louisiana. With the fall of West Florida, the situation in East Florida was grim. In addition, St. Augustine had been filling with loyalist refugees arriving by ship from colonies to the north, who brought as many of their goods and chattel as possible. The result was a very densely populated city that drove the price of comestibles ever higher. At the conclusion of the Revolutionary War in 1784, Britain ceded Florida back to Spain.

With peace, vessels from Savannah and Charleston were ready to do business. As time passed, trade also arrived from Cuba. The Second Spanish Period in Florida's history was concurrent with the Napoleonic Wars and the fall of Spain to French forces in Europe. The period also saw Spain's liberation through the Peninsular Campaign that brought Britain's Wellington his first significant victories and put him on the road to command and victory at Waterloo. During this time Spanish Florida, like the rest of Latin America, fended for itself as communication and control from Spain faded away. With Spain's emergence once more as a nation state it tried to regain control of its American colonies, which, having effectively been independent during the forgoing wars, were not willing to submit to Spain's rule. Many of Spain's colonies rebelled and Florida, though remaining loyal, received little attention from Spain, whose resources were used in its failed attempt to retain control of its silver bearing South American colonies.

Privateers from Gran Colombia, one of the newly independent colonies, and elsewhere began to appear in the Caribbean, Gulf of Mexico, and in the Atlantic Gulf Stream attacking Spanish shipping. Governments remaining loyal to Spain issued their own letters of marque and reprisal. Once again, trade to St. Augustine was impacted and privateers brought prizes into St. Augustine for adjudication and sale. This was also a period of deteriorating relations between the Spanish government and the United States, culminating with the acquisition of Florida by the United States. The Second Spanish Period came to a close in 1821.

During the Territorial Period up to Florida's admission to the Union in 1845, trade to St. Augustine was still predominantly carried out by ships arriving at the port, some of them bringing passengers from places north who were in the habit of spending the colder months of the year in St. Augustine. This norm continued until the outbreak of the American Civil War in 1861 when Florida succeeded from the Union. At the beginning of the war, the St. Augustine light and the majority of Florida's other light stations were extinguished in order to cause confusion and hamper the navigation of Union blockading ships and gunboats that ranged along Florida's two coasts.

In August of that year, the Confederate privateer *Jefferson Davis* was wrecked in the breakers off St. Augustine trying to make the inlet in a storm. The *Jefferson Davis's* record as the most successful privateer of the war was never seriously challenged and it remains one of the more fascinating wrecks off St. Augustine. Soon after her loss, St. Augustine surrendered to Federal naval forces which occupied the port and reestablished Federal authority over the city.

The Civil War was followed by the Marine Industrial period in Florida's history that saw the development of the railway and an industry that would leave a large footprint on St. Augustine's architectural history and skyline - the tourism industry. Henry Flagler effectively developed St. Augustine, building churches and hotels to accommodate his well healed guests fleeing the cold of the north. Many of his building supplies arrived by sea and at least one wreck off the bar at St. Augustine carried a load of cement in barrels and is a testament to this boom period in St. Augustine's history.

Beginning in the early 20th century, a fishing industry revolving around shrimp took hold in St. Augustine and continued to grow into the second half of the twentieth century. This industry in turn gave new life to boatbuilding, an industry that had been present in St. Augustine since the earliest Spanish period. During the 1950s, 60s and 70s, thousands of shrimp boats were built in St. Augustine and sold all over the world. The changing economy and competition from overseas in the mid 20th century put the industry in decline. Today, only a handful of shrimp boats and other fishing craft operate out of St. Augustine and no such commercial craft are now built in the city. A few traditional wooden boat builders, however, still practice

the trade and at least one heritage wooden boat building program at the St. Augustine Lighthouse and Museum keeps alive the art and skills of boat and ship carpentry.

The Intracoastal Waterway

Proposals to dredge the intermittent barriers to all-water travel all along the inland coastal waterway of Florida had been made since the 1820s, but nothing had been done except for the digging of a shallow canal to connect the Mosquito Inlet with the Indian River in 1854. When Dr. John Westcott, builder of the Tocoil Railroad, chartered the Florida Coast Line Canal and Transportation Company in 1881, he likewise first began digging in the Indian River area where the prospect of transporting citrus and vegetables to shipping points seemed to make the project economically viable. By the 1890s the canal was in commercial operation from New Smyrna to Miami, and the federal government had taken over maintenance of the waterway.

The legs of the coastal canal north and south of St. Augustine proved to be the most challenging from an engineering perspective, since a large volume of soil and rock had to be excavated. In 1908 work was underway on the northern leg connecting Pablo Creek with North River. At the same time, digging proceeded to the south, attempting to break through from the Matanzas River to Halifax River. By 1910 the “Palm Valley Cut” north to Pablo Creek and the St. Johns River was open, and the same year a shallow passage to the Halifax was opened southward. However, it would not be until 1912 that the Matanzas-Halifax channel was finished. This completed the East Coast Canal in Florida, and allowed cargo to pass from the Carolinas all the way to Miami.

As Florida’s population boomed during the 1920s, the federal government took a renewed interest in the Intracoastal Waterway, and in 1929 the state of Florida purchased the canal from its private owners and conveyed it to the federal government. Improvement of the canal became a New Deal public works project during the 1930s. The Intracoastal Waterway never became a major commercial traffic artery, although a substantial amount of barge traffic plied its waters in the twentieth century. By the turn of the twenty-first century, commercial traffic was in steep decline while use of the Intracoastal by pleasure boats rapidly increased in volume. Today luxury yachts use it to travel from Maine to Florida and local traffic carries boaters from St. Augustine to nearby landings, north and south and vice versa.

Land Transportation

The transportation routes established in North Florida have always been related to the waterways that afforded early movement within the region and beyond. Roadways led to and from the river and the sea and often paralleled the coastline traversing the dunes or slightly inland corridors. One of the first things the Spanish founders of Florida did was blaze a trail northward from their St. Augustine settlement to the south bank of the St. Johns River, where the small outpost of San Mateo was located. San Mateo was the former French colony of Fort Caroline that had been captured by Pedro Menéndez de Avilés in September of 1565. The general route of this pathway was maintained through colonial times and was later called the Bluff Road, since it terminated at the tall sand bluffs on the south shore of the St. Johns River. Travelers and merchandise from the North entering the mouth of the St. Johns River could follow this general land route for the almost forty miles to St. Augustine. The Bluff Road passed through pine barrens and wetlands, where the only inhabitants were a few scattered cattle ranchers.

There was a second route south to St. Augustine from the mouth of the St. Johns River that followed a part of the great natural inland waterway paralleling the coast. In 1788, the French naturalist André Michaux

described the significance of this geographic feature for travel: “One can navigate with small Boats from the Carolinas to Cape Florida and this Navigation is called inland navigation. . . . and the different arms of the sea formed by these Islands, which extend [along the coast] are named Lagoons which take their names according to the areas and the islands that they enclose.” The Native Americans had long used this “inside passage” to travel in their canoes, and the European newcomers adopted the same practice.

In Spanish colonial times, the inland waterway south from the estuary of the St. Johns River began at Pablo Creek, which ran almost half way to St. Augustine before turning into marshes. At that point, voyagers and their cargo were obliged to disembark at the “twelve-league haul over” and walk to the headwaters of North River where the Tolomato Indians had a village. There travelers would re-embark into canoes on North River, which would carry them the rest of the way to St. Augustine. This north-south travel route to and from the mouth of the St. Johns River was important in the seventeenth century as it created an avenue for travel along the Spanish Franciscan mission chain that extended into the Guale region of modern day Georgia and Carolina.

Since the inland passage could only be used by small vessels, and because it was broken by several land barriers that required portages, travel along this transportation corridor was limited. Larger ships carrying many passengers and bulk cargo sailed offshore in the Atlantic Ocean.

St. Augustine’s route of communication to the interior of the peninsula, where most of the Franciscan missions were located, was the trail leading northwest to Picolata. There, the St. Johns River narrowed and local Indians maintained a ferry. In 1826, after the transfer of Florida to the United States, the trail from St. Augustine through Picolata to Tallahassee was improved and named the Bellamy Road. This “road” was little more than a path cut through the forest, just wide enough to allow a wagon to pass.

From Spanish colonial times down to the opening of the Flagler Era, Picolata also served as St. Augustine’s back door port entrance. Water born travelers heading to St. Augustine would often avoid the treacherous harbor entrance at St. Augustine and take the round-about path into the mouth of the St. Johns River and upstream to Picolata, where they would board a stage for St. Augustine.

During the early Spanish period there was little need for transportation routes to the south, since the Spanish had neither Christian missions nor economic activities south of the St. Augustine area. The first significant move by the Spanish southward was the erection in 1742 of a small stone fort at Matanzas Inlet about fifteen miles south of town. Fort Matanzas was easily accessible by canoe and small sailboat on the inland waterway.

When the British acquired Florida in 1763, they began to establish plantations along the seacoast to the south of St. Augustine. The most significant of these was the New Smyrna settlement, located about eighty miles away on the inland waterway. For the first time travel to the south became important. The water path followed the inland waterway—Matanzas Bay—south past Matanzas Inlet into the River of Boatbuilders that paralleled the Atlantic shoreline until it turned into marshes. The map of Bernard Romans published in 1824 marks this spot as the “Hawl Over” where travelers were required to take to foot until they reached the point where the inland waterway resumed its southerly course into “Musketo Lagoon,” on which New Smyrna was located.

By far the most important improvement in land transportation during the British Period was the construction of the Kings Road, which would eventually link New Smyrna with Georgia to the north. Building of the road was sponsored by the enterprising British governor James Grant, who observed that

settlement of East Florida was hampered by the absence of any pathway on land wider than an Indian trail. In 1772, he began construction of the road from St. Augustine to New Smyrna. It was a difficult task involving the building of many bridges and causeways over creeks and wetlands. Tree stumps were sawed off low enough for the axles of wagons to pass over them. The road to New Smyrna was completed in 1774.

In 1773 clearing of the road to the north began. It headed to the narrow spot on the St. Johns River known as "Cowford," which would eventually become the starting point for the growth of the city of Jacksonville. By 1775 the road was completed to the St. Mary's River, the border with Georgia. The road would be used profitably by new settlers coming into Florida and, during the American Revolution, by a Patriot army that reached almost as far south as the St. Johns River before being turned back.

Although the Kings Road was not maintained as a thoroughfare after the British departed in 1784, local sections of the road continued to be used and identified as the "Old Kings Road" down to modern times. Today the name "Kings Road" still appears on road signs from place to place in Northeast Florida.

The St. Johns River Basin

The **St. Johns River** is the longest river in the State of Florida. At 310 miles (500 km) long, it winds through or borders twelve counties, three of which are the State's largest. It is the upper basin of the river that has been significant to the development of the Nation's Oldest Port Heritage Area.

A great variety of cultures have thrived on or near the St. Johns, including the Mocama or Timucua who lived by the sea. French and Spanish settlers also used the river; slaves and freemen, Florida crackers, land developers, tourism and retirees have explored its banks and waters for both commerce and recreation. The St. Johns has been the subject of William Bartram's journals and Marjorie Kennan Rawling's writings. It was mentioned by Harriet Beecher Stowe in letters she wrote home.

Although Florida was the location of the first permanent European colony in what would become the United States, it was the last U.S. territory on the east coast to be developed remaining an undeveloped frontier into the 20th century. When attention was turned to the state, however, much of the land was rapidly overdeveloped in a national zeal for progress. The St. Johns, like many Florida rivers, was altered to make way for agricultural and residential centers. It suffered severe pollution and human interference that has diminished the natural order of life in and around the river. Local groups and non-profits, as well as civil leaders, have led the charge to help save the river. Even greater recognition of its important history and natural resources may be an important outgrowth of this National Heritage Area Movement.

The St. Johns was named one of 14 American Heritage Rivers in 1998. By 2008 it was included on a list of America's Ten Most Endangered Rivers. Restoration efforts are underway for the basins around the St. Johns as Florida continues to deal with population increases in the river's vicinity. Wild turkeys, sand hill cranes, and Southern Bald eagles live here, as do opossum, bobcats and white tailed deer. Over 100 species of groundcover or herbal plants sustain the chain of life growing in the sandy soil beneath the flatwood pine forests.

The Oclawaha River meets the St. Johns as the largest tributary, and one of important historical resources. The Ocklawaha drainage basin expands through Orange, Lake, Marion, and Alachua Counties, comprising a total of 2,769 square miles (7,170 km²). While not in our heritage area boundaries, per se, the Ocklawaha is still important as an outlying area to the Nation's Oldest Port heritage area because it connects historically the upper part of the Nation's Oldest Port Region to inland parts of Florida, supporting tourism and economic development, as well as the arts. Steamships and Paddlewheel boats

made the journey from the mouth of the river at Jacksonville going all the way to Silver Springs. —the source of the Silver River—at the turn of the 20th century, popularizing the Ocklawaha. Henry Flagler, who developed Standard Oil had an interest in Steamships as well. The first tourists to the Nation's Oldest City had more than likely came in part by steam ship down the St. Johns River.

Natural resources abounded here. The region served as a major fishing attraction until a decline in water quality occurred during the decade of WWII. The St. Johns is home to 183 species of fish, 55 of which appear in the main stem of the river. Some are marine species that either migrate upriver to spawn or have found spring-fed habitats that are high in salinity, such as a colony of Atlantic stingrays (*Dasyatis Sabina*) that live in Lake Washington in the upper basin. Ocean worms, snails, and white-fingered mud crabs have also been found far upriver where tidal influences are rare. In contrast, American eels (*Anguilla rostrata*) live in the St. Johns and spawn in the Saragasso Sea in the middle of the Atlantic Ocean. After a year of living in the ocean, many of them find their way back to the St. Johns to live and the make their journey to spawn and die. Fish such as mullet (*mullidae*), flounder (*Paralichthys lethosigma*), shad (*Alosa sapidissima*), and blue crabs (*Callinectes sanidus*) migrate from the ocean to the freshwater springs upriver to spawn.

Lower basin

From the intersection of the Ocklawaha River, 101 miles (163 km) to the Atlantic Ocean, the St. Johns River lies within the lower basin, draining a total area of 2,600 square miles (6,700 km²) in Putnam, Saint Johns, Clay, and Duval Counties. Twelve tributaries empty into the river in the lower basin. The St. Johns River widens considerably on the north end of Lake George, ranging between 600 and 2,640 feet (180 and 800 m) wide between Lake George and Palatka. Between Palatka and Jacksonville, the river widens further to span between 1 and 3 miles (1.6 and 4.8 km). This portion of the river is the most navigable and shipping is its primary use. The US Army Corps of Engineers maintains shipping channels at least 12 feet (3.7 m) deep and 100 feet (30 m) wide. North of Palatka, the channels are expanded to 40 feet (12 m) deep and between 400 and 900 feet (120 and 270 m) wide.

The towns and cities along the lower basin of the river are some of the oldest in Florida, with histories centering on the river. Both Palatka and Green Cove Springs have served as popular tourist destinations in the past. Several smaller locations along the river sprang up around ferry landings, but when rail lines and then Interstate highways were constructed closer to the Atlantic Coast, many of the towns experienced significant economic decline and ferry landings were forgotten.

The final 35 miles (56 km) of the river's course runs through Jacksonville, the largest city by area in the state of Florida, with a population of more than a million. Much of the economic base of Jacksonville depends on the river; 18,000,000 short tons (16,000,000 t) of goods are shipped in and out of Jacksonville annually. Exports include paper, phosphate, fertilizers, and citrus, while major imports include oil, coffee, limestone, cars, and lumber. The Port of Jacksonville produces \$1.38 billion in the local economy and supports 10,000 jobs. The U.S. Navy has two bases in the Jacksonville area. Naval Station Mayport., at the mouth of the river, serves as the second largest Atlantic fleet operation in the country and Naval Air Station Jacksonville is primarily a naval airport.

"If I could have, to hold forever, one brief place and time of beauty, I think I might choose the night on that high lonely bank above the St. Johns River." — Marjorie Kinnan Rawlings in *Cross Creek*.

Using an unofficial nickname of "The River City", Jacksonville has a culture centered on the St. Johns. An annual footrace named the Gate River Run accepts 18,000 participants who travel a course along and over the river twice. The largest king fishing tournament in the United States is held on a St. Johns

Tributary, where sport fishermen concentrate on King Mackerel (*Scomberomorus cavalla*), Cobia (*Rachycentron canadum*), dolphins (*Coryphaena hippurus*), and Wahoo (*Acanthocybina solandri*).

Tides cause seawater to enter the mouth of the St. Johns River in Jacksonville, FL. These tides affect the river's level into the middle basin. As a result, much of the river in Jacksonville is part seawater, making it an estuarine ecosystem, as are tidal areas further south in the Nation's Oldest Port Heritage Area. The animals and plants in these systems can tolerate both fresh and salt water, the fluctuations in saline content, temperatures associated with tidal surges, and heavy rainfall discharge. Marine animals such as dolphins and sharks can be spotted at times in the St. Johns in Jacksonville, as can manatees.

Zooplankton and phytoplankton make the foundation of food in the estuarine habitat. Mollusks such as oysters gather at the St. Johns estuary in large numbers, feeding on the bottom of the river and ocean floors. The abundance and importance of oysters (*Crassostrea virginica*) is apparent in the many gigantic, prehistoric shell middens left by the Timucua Indians throughout the region. Mayport, Florida near Jacksonville is home to approximately 20 shrimping vessels, some of which were constructed further south along the working waterfront on Saint Augustine's Riberia Street.

Railways

The first railroad to St. Augustine was built by Dr. John Westcott, a local promoter, shortly after the conclusion of the Civil War. It connected Tocoli, a steamboat landing on the St. Johns River, with the town fifteen miles due east. At first the rails were wooden and a mule pulled the car. Soon the road was upgraded with iron rails and a steam engine.

In 1883, a second railroad, the Jacksonville, St. Augustine and Halifax River Railway, connected the south bank of Jacksonville with St. Augustine, thirty-six miles away. In 1885, Henry M. Flagler purchased controlling interest in the railway in order to insure comfortable, swift passage to his new luxury resort hotels in St. Augustine. By 1889 Flagler had also purchased the railroad from St. Augustine to Palatka and another from Palatka to Daytona Beach. A year later, Flagler built a bridge over the St. Johns River at the old cow ford in Jacksonville, making it possible for winter visitors to travel from the North to St. Augustine completely by train. This rail connection to the rest of the country ended St. Augustine's limited access to the outside world. In 1925, Flagler's railroad, now called the Florida East Coast Railway, ran a direct line from St. Augustine south to Daytona on the Moultrie Cutoff, eliminating the necessity for southbound travelers to take the dogleg detour to Palatka.

As the twentieth century progressed, tourists increasingly arrived in Florida by automobile and airplane, leading to a decline in rail passenger volume. The Florida East Coast Railway (FEC) closed its original Flagler-era passenger station in downtown St. Augustine in 1959 to make way for a new route of highway US1. This closure served as a symbol of the changing nature of travel to St. Augustine. The FEC opened a new station a short distance north of town on US1 in 1959. In 1968, when the FEC discontinued all passenger service, the new station was closed, ending the age of rail travel to St. Augustine. However, Amtrak has proposed building a new passenger facility in the region.

Dixie Highway

Automobiles made their appearance in Florida as early as the 1890s and, with the arrival of the twentieth century, a "good roads movement" swept the country. The State of Florida created the State Road Department in 1915, but most road building was left up to county governments and private enterprises.

One important promoter of road construction was Carl Graham Fisher of Indianapolis, Indiana, who was busy promoting the development of Miami Beach and wanted to make it convenient for Midwesterners to travel to Florida by automobile. Fisher's Dixie Highway Association boosted the idea of a main north-south highway, and local communities vied with each other to have the proposed road routed through their area.

In 1914, St. Johns County made a major commitment to better roads when voters approved a bond sale to raise funds for paving roads in the county. In August 1914, work began on a brick road to connect St. Augustine with Duval County south of Jacksonville. The road was only nine feet wide, with concrete curbs on either side. Approaching cars were required to run their outside wheels on the shoulder when passing. However, the brick road was a huge improvement over the sand and oyster shell roads that had prevailed until then. The opening of the road to Jacksonville was celebrated in October of 1915 when a "Dixie Highway Motorcade" arrived from Chicago. Local autos, decorated with flags and bunting, escorted the intrepid motor pioneers into St. Augustine.

South of St. Augustine, the Dixie Highway took an abrupt turn to the west in order to route vacationers through the then-thriving town of Hastings. From there the road veered eastward again to pass through Bunnell (a part of St. Johns County at the time), home of I. I. Moody, a local businessman and promoter of the Dixie Highway. By early 1916 the roadway was completed all the way south to the Volusia County line.

The primary users of the Dixie Highway, as intended, were tourists headed south or north. As a result of objections that the route of the highway detoured travelers out of the way through Hastings, a new road—soon to be designated US 1—was constructed in 1927 leading directly south from St. Augustine toward Daytona Beach.

In 1925, the United States Bureau of Public Roads proposed that a nation-wide system of road numbering be adopted to replace the existing jumble of named roads. In this original proposal St. Augustine was listed as a city through which the easternmost road, US 1, should pass. In November, 1926, the various state road boards agreed to cooperate with the national government and the road numbering system went into effect. In Florida much of the Dixie Highway was incorporated into US 1.

With the creation of US 1, the identity of the Dixie Highway passed away, although use of the name "Old Dixie Highway" persists here and there. The longest intact original segment of the Dixie Highway, known locally as the Old Brick Road, stretches for eleven miles through southern St. Johns and northern Flagler Counties, parallel to US 1.

A1A

State Road A1A (Atlantic One Alternate) is a State of Florida Roadway that runs along the great Atlantic Ocean. It travels from the southern tip of Florida to Fernandina Beach, on Amelia Island. As such it runs throughout the Nation's Oldest Port Heritage Area. It is the main road through most oceanfront towns in Florida. SR A1A is designated a National Scenic Byway, the A1A Scenic and Historic Coastal Highway. A host of natural resources and historic sites such as the National Landmark Castillo De San Marcos and the St. Augustine Lighthouse, as well as the Amelia Island Lighthouse and the Guana Tolomato Matanzas National Research Reserve, contribute to its scenic splendor.

Through the years, travel on land along the coastal barrier islands north and south of St. Augustine had been very limited, as the only access to the islands was by boat. In the 1890s, on both North Beach (now Vilano Beach) and Anastasia Island, horse-drawn tram lines opened to carry visitors a few miles to rustic locations for oyster roasts or a dip in the ocean. Those traveling to Crescent Beach, however, were obliged to drive on the hard sandy beach at low tide.

In 1895, Anastasia Island became more accessible when a wooden bridge opened to connect St. Augustine with the northern end of the island. With the arrival of the Florida Land Boom of the 1920s, demand rose for paved roads on Anastasia Island. In 1927 the old wooden bridge at St. Augustine was replaced by the substantial concrete and steel Bridge of Lions. That same year, at the south end of Anastasia Island, the St. Johns County Bridge Company opened a toll bridge across Matanzas Inlet and advertised the “Ocean Shore Boulevard” (it was also called “Atlantic Boulevard”) as the shortest, most scenic route south to Daytona Beach, cutting twenty-two miles off the distance on the Dixie Highway. In 1927, a toll bridge to North Beach opened and by 1932 the state had improved the Atlantic Coastal Highway all the way to Ponte Vedra.

In 1945 the federal government sponsored a revision of the numbering system of the nation’s roads, and the Atlantic Coastal Highway from the Georgia border to Miami became State Road 1. However, this designation led to confusion with US 1 and in 1946 the coastal highway became A1A.

As traffic counts increased following World War II the route of both US 1 and A1A through the streets of the city of St. Augustine became a bottleneck. All north-south traffic was routed down Bay Street along the waterfront in St. Augustine. To correct this, beginning in 1956, US 1 was routed onto right of way that skirted the town to the west through the old FEC Railway property, while Bay Street (renamed Avenida Menendez) was widened to four lanes to accommodate A1A traffic.

Moving the path of US 1 away from the heart of historic St. Augustine helped to reduce traffic stress on the narrow streets of the old colonial town. The central plaza and the streets laid out in a grid from the plaza were established by the Spanish government in the 1590s, making the street plan of St. Augustine the oldest feature of the city. In 1970 this town plan was recognized as a National Historic Landmark.

Other changes to A1A were made over the years. In 1966, A1A’s path through Ponte Vedra was moved several blocks west away from the oceanfront to a new location in front of the new Sawgrass development, home of the Professional Golf Association. The new road had four lanes. In the 1980s, the road north of Vilano Beach took a broad swing inland for 3,000 feet to accommodate the Serenada Beach development. The bridge at Vilano was rebuilt in two stages. After a fire on its eastern side in 1938, that section was rebuilt in concrete in 1939. The western section was replaced in 1948, and the bridge was improved with the addition of a lift span. Most recently, in 1995 the Francis and Mary Usina Bridge, a modern high-rise structure, replaced the old bridge.

Between 1949 and 1950, the road from St. Augustine to Flagler Beach was paved by the State Road Department. Then, beginning in 1964, the roadway through populated Anastasia Island became four-laned. At first the widened road went just to the city limits at the Alligator Farm, but in the 1980s and 1990s the highway was widened to four lanes almost as far south as Crescent Beach.

The route of A1A was moved inland in the modern era to take it west of Anastasia State Park in St. Augustine. What had been State Road 3 was redesignated A1A as far south as St. Augustine Beach. The wisdom of this realignment was shown in 1984 when a Thanksgiving northeaster washed out old A1A

just north of St. Augustine Beach. In 1980, when it was proposed to designate SR3 as A1A, bypassing the town of St. Augustine Beach, local businesses and property owners protested. A compromise was reached by naming the old road “A1A Beach Boulevard” and the former SR 3 as simply A1A. At the south end of St. Augustine Beach, the two roads converge into a unified A1A. Today, Saint Augustine Beach is a thriving community, with beach flair, an active arts and culture program that includes fishing, music by the sea, volleyball, wonderful restaurants and coastal views.

In the Summer Haven community south of Matanzas Inlet, beach erosion began to threaten A1A during the 1950s and the road was relocated about three hundred yards west in 1964. The same Thanksgiving 1984 northeaster that wiped out old A1A in Anastasia State Park also swept away the original A1A roadway in Summer Haven.

South of Summer Haven, A1A passes through the incorporated town of Marineland, a major Florida tourist attraction that opened as Marine Studios in 1938. In the 1960s, Marineland attracted nearly a million visitors each year, but the opening of mega-attractions in Orlando led to the demise of Marineland in the 1990s. It survives in a more modest form as an environmental research facility today.

South of Marineland, A1A trends inland through hammock woods for several miles before emerging right on the edge of the Atlantic north of Flagler Beach. This is the only stretch of the roadway where the ocean is fully visible. This section of road had been built by local entrepreneurs in the 1920s and was taken over by the state in 1942.

Another upgrading of A1A in St. Augustine was the historic restoration of the Bridge of Lions in downtown St. Augustine in the opening decade of the twenty-first century. The Bridge had been listed by the National Trust as one of the 11 most endangered sites in the United States, but local advocacy saved the historic structure and the restored it to its 1920’s splendor. The Bridge of Lions reopened for travel in the spring of 2010.

In recognition of its long recognized scenic nature, A1A in St. Johns and Flagler Counties was designated a Florida State Scenic Highway in 2000 and a National Scenic Byway in 2002.

Interstate 95

Building of the Interstate Highway System began in 1956 after its authorization by Congress in the same year. Construction of what would become I-95 began in Florida in 1959 as a series of short highways at several points along the east coast. In 1965 the leg of I-95 from Daytona Beach to Bunnell opened, and in 1967 the interstate opened all the way through St. Johns County to Jacksonville. The opening of I-95 had only minimal effect on businesses along US 1 since very few motels or other businesses catering to tourists had been built along US 1 outside the city limits of St. Augustine and Bunnell. Today I-95 is by far the most important route of arterial and tourist traffic through St. Johns and Flagler Counties. US 1 has become the road used for local traffic between St. Augustine and Jacksonville, and between St. Augustine and Bunnell.

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TOURISM AND RESORT HERITAGE

By Leslee Keys, Jay Humphreys, Chuck Miede, and Leslie White.

Summary of Theme

The proposed Nation's Oldest Port National Heritage Area represents a unique destination featuring not only the historical attractions of St. Augustine, the oldest continuously-occupied European settlement in the continental United States, but also an appealing blend of elegant seaside resorts, family-friendly beachfront accommodations and some of the world's most acclaimed golfing opportunities. On September 8, 1565 Spanish Admiral Don Pedro Menéndez de Avilés came ashore and founded the city of St. Augustine. His arrival, as previously mentioned, was not by accident. Mendendez came to conquer the French protestants already settled at Fort Caroline near present day Jacksonville.

For most of its history, the Oldest Port area was not a tourism destination. Instead, it was a place of struggle, a military outpost at the edge of a vast Spanish Empire. For two and a half centuries, the beauty of the maritime environment provided a captivating backdrop for a place that time seemed to have forgotten, while each rising tide brought the threat of danger from seaborne invaders. Pirates, the English, hurricanes, famine, and plague all combined to make life unpredictable at best. It wasn't until 1821 when Florida became a U.S. territory that a fledgling tourism industry was born. From those humble and somewhat tenuous early days as an American possession, the tourism industry has grown to support more than 12,000 jobs, bring economic well being to the area, and provide more than four million visitors with lasting memories of happy, sunlit vacations in one of America's truly unique destinations.

Description of Theme

Discovery and Empire

Although they left no written record, many of the Timucua who encountered the first Spanish explorers must have hoped that these unusual people from across the sea were mere tourists – people just passing through on their way elsewhere. After all, the Oldest Port area had been the home of the Timucua for at least 500 years before the Spanish arrived. In fact, it appears that more often than not, the native residents greeted the new arrivals with a mix of hospitality and curiosity. For the first 50 years after the Spanish began to explore Florida, the area's natives encountered small bands of "foreigners" who seemed interested in trading goods and moving on in search of gold and silver that had been so easy to obtain in most of Spain's conquests in the New World. It is not unlikely, that once the Timucua discovered what their guests were seeking, it was easy to get those who had overstayed their welcome to move on by simply mentioning that there was gold to be had only a month's hike in the opposite direction.

For the Timucua, the idea that their visitors would soon be moving on came to an end in 1562 when French Protestants established a settlement called Fort Caroline near the mouth of the St. Johns River. The "visitors" had come to stay. However, the arrival of the French provided the motivation needed for the Spanish to at last firmly place their claim on the Florida peninsula. In September 1565, Pedro Menendez established St. Augustine as his base of operations, destroyed Fort Caroline, and killed or captured nearly all of the French who had unwisely settled on Spanish territory. St. Augustine became the first, permanent, European settlement in what would become the United States.

For the next two centuries, St. Augustine existed to serve two purposes only: first, to provide a well fortified military base to protect treasure fleets returning to Spain carrying the immense wealth taken from the New World. Second, the city would serve as the center of an effort to Christianize the Native American population of the southeastern United States. Under Spanish rule, St. Augustine and the surrounding lands were never intended to be self supporting. Despite military reversals, near famines, plagues, fires and hurricanes, St. Augustine faithfully and successfully fulfilled its role as a protector of the fleets and the faith.

Ironically, the most lasting reminders of the area's Spanish heritage were constructed to prevent the entry of uninvited guests. Today they are among the area's most inviting attractions and are visited by more than one million people annually. The Castillo de San Marcos, the massive fortress guarding the city and Matanzas Bay, was constructed from 1672 to 1695. Built from coquina, a sedimentary rock formed of seashells, the Castillo was the first structure in the United States designated as a National Monument. Fifteen miles down the coast, the Spanish also constructed Fort Matanzas on Rattlesnake Island. Also built of coquina, it controlled the southern entry to the city.

British Period and the American Revolution

In 1763 at the conclusion of the Seven Years' War, the British were ceded Florida in exchange for Cuba. As a result, Spanish residents, many from families that had called this area their home for two centuries, departed for Cuba. In their place came British troops, merchants, plantation owners and colonial administrators. For the first time in two hundred years of European rule, the area was openly promoted as a destination of opportunity.

One of the most ambitious of these promotions was conducted by Dr. Andrew Turnbull, who traveled throughout the Mediterranean to recruit workers for an indigo plantation at New Smyrna, about 100 miles south of St. Augustine. Under his leadership, more than 1,300 Greeks, Italians and Menorcans sailed for St. Augustine. This was the largest single expedition of European settlers to immigrate as a single group to the New World. Arriving in June 1768, the new arrivals collectively called "Menorcans" headed south where they quickly discovered Turnbull's "plantation" was a tropical wilderness filled with backbreaking work, heat, disease and death. In 1777, seventy-eight surviving families escaped the plantation and were given refuge in St. Augustine. By 1786, these families and their descendants made up more than half of the city's population.

The British quickly realized that lack of access was a major roadblock in developing their new colony. One of the first tasks accomplished by the new owners of Florida was a detailed hydrographic survey of the inlet, entrances, approach channels and bars, resulting in a major improvement to navigation. By 1774, the British had completed the King's Road stretching from Cowford (Jacksonville) southward throughout the proposed National Heritage Area and beyond. Settlers were brought in and extensive rice and indigo plantations were established. The plantations were largely developed along navigable waters including the tributary creeks of the present day Intracoastal Waterway. Trade increased, exports soared, and even the outbreak of the American Revolution failed to slow growth.

It was also during the British period that John and William Bartram made their detailed and widely popular botanical survey of much of the region. These two Quakers from Philadelphia published the results of their work in a *Diary of a Journey Through the Carolinas, Georgia and Florida 1765-66*, a book that did much to spark public interest in Florida as a destination.

Second Spanish Period

In recognition of Spain's much appreciated help in defeating the British, the former colony of *La Florida* was returned to Spanish rule by the victorious Americans. The former owners quickly realized that 21 years of British rule had changed Florida in ways that could never be reversed. During their absence, the American colonies, not Havana, had become the primary trading partner. Plus, Americans were pressing in - many of them armed and determined to make Florida a new and valuable part of the South. Despite their best efforts to reestablish the Spanish Empire, the dwindling resources of the royal coffers, declining world influence, the successes of independence movements in former New World colonies and continuing incursions by Americans combined to bring an end to La Florida. In 1821, the United States government purchased Florida from Spain.

U.S. Territory and Statehood: 1821-1845

By 1822, American citizens and European travelers ventured by ship down the Atlantic coast to visit the United States' newest territory. Shortly thereafter, visitors, called "strangers" by St. Augustine residents, began arriving in significant numbers. The city gained a reputation as a health resort, and tourism began. Significant national personalities came to the community, including Prince Achille Murat, nephew of Napoleon Bonaparte and his wife Catherine, grand niece of George Washington (1824); author Ralph Waldo Emerson to treat his tuberculosis (1827); naturalist John James Audubon to collect bird specimens (1831); Lieutenant William Tecumseh Sherman as a West Point graduate on his first assignment (1842); and William Cullen Bryant as a travel writer (1843).

Beginning in 1821, 18 large plantations were developed throughout the proposed National Heritage Area. Those south of St. Augustine included Bulow, Mala Compra, and Bella Vista. In January 1836, at the beginning of the Second Seminole War (1835-1842), all of the plantations near St. Augustine were burned but remnants survive. Former British Governor Grant's plantation is widely recognized as being located within the Guana River Marsh Aquatic Preserve paralleling the Atlantic Ocean between Ponte Vedra Beach and the village of Vilano Beach. In Flagler County, Bella Vista, Bulow and Mala Compra are now incorporated into parks and recreation lands.

Although the Seminole Wars curtailed visitation, St. Augustine benefitted from the influx of U.S. military forces. The city served as both the Florida headquarters for the war effort and as a haven for citizens forced off their land by Seminole raids. The nationwide publicity given to the war also contributed to public interest in seeing exotic Florida as a unique destination and as a place of gentle winters and sea air, a perfect combination for those wealthy enough to seek relief from bitter Northern winters or a variety of illnesses.

To accommodate the growing number of "strangers," the Magnolia Hotel was built in 1847. Located on St. George Street, the hotel had 200 rooms facing south making it, according to their advertising, ideal for invalids. By 1886, another 50 rooms had been added, renting for \$4 per day. Also at this time, an ambitious effort to convert existing boarding houses to full scale hotels was undertaken. The Florida House, originally built in 1833, was extensively renovated in 1848 to make it convenient for "travelers, private families and invalid strangers."

In 1861, the outbreak of the War Between the States temporarily ended the influx of travelers and vacationing families to the proposed National Heritage Area. However, it brought in a sizeable force from the Union Army and Navy. Occupied early in the war by Federal forces, St. Augustine and the

surrounding area escaped the ravages that decimated many other Southern communities. Because of their experience with Northern visitors, most residents, while often not hospitable, found the economic benefits of entertaining and feeding a large number of soldiers made the presence of the “enemy” less than painful. In addition, the war provided an opportunity for the area to successfully showcase its pleasing weather, relaxed lifestyle and natural beauty to tens of thousands of men who would return to the North as volunteer promoters of the area.

The Resorts

The end of the war resulted in a scramble by St. Augustinians to convince Northern visitors to return to the area. Much effort was devoted to dispelling the prevalent idea that the city was difficult to reach. Travel was primarily via steamboat from Savannah or other ports, up the St. Johns River to Picolata where stagecoaches or later a horse-drawn trolley would bring visitors 18 miles to St. Augustine – a trip that “only” took three hours. The other alternative was to sail down the coast and enter Matanzas Bay through a dangerous inlet. It was often said that whatever way you chose, you would be sorry you hadn’t taken the other.

Despite concerns about accessibility, travel to St. Augustine continued to gain in popularity, primarily as a winter retreat between December and March. In 1869, to meet the growing demand for accommodations, the Hotel St. Augustine was constructed. Three stories high, it originally had 80 rooms. Six years later, 140 rooms were added and by 1885 it had grown to 300 rooms. Lighted by gas and with water “conveniences,” billiard rooms, a telegraph office and a dining room that seated 300, the hotel was an elegant touch in a town that was quickly shedding its “frontier” image.

By 1870, tourists, land developers and Northerners who planned to take up permanent residence began flooding into the region. A new road leading northward from St. Augustine was built and paved with oyster shells. New arrivals bought lots along the road and a suburb known as North City was created. On the opposite end of town, freed slaves took up homesteads between the San Sebastian River and Maria Sanchez Creek. In Lincolnville, they built modest homes and their own churches—a significant achievement by people who had recently lived in bondage.

During the 1870s, the majority of the visitors to the area continued to be invalids and affluent visitors escaping the northern winter. Many amused themselves by fishing or boating, or wandering through the orange groves. Some local entrepreneurs even managed to make a tidy profit by shipping oranges north. By spring, the visitors had mostly departed. In summer, a visitor was a rarity and the area slipped into a sort of subtropical hibernation as it awaited the next cycle visitors.

Two major boosts to tourism at this time came in the form of visits by U.S. Presidents. After leaving office in 1877, Ulysses S. Grant toured the region. Then, in 1883, President Chester Arthur became the first sitting president to visit St. Augustine. The resulting publicity helped convince potential visitors that while the area was “exotic”, it could indeed be reached safely, if not conveniently. In fact, in 1883 a narrow gauge railroad was completed from Jacksonville to St. Augustine and southward to the Halifax River. For the first time, the proposed National Heritage Area could be reached overland by a modern and efficient form of transportation.

In 1885, the beautiful new hotel, the San Marco, open across from the Castillo de San Marcos. Four stories tall with 275 rooms, it featured towers that could be seen far out to sea, and boasted an elevator, offices, parlors, a billiard room, barbershop, a dining hall, a theatre, tennis courts and even a private dock. Among the guests at the new hotel was a man of immense wealth who would soon transform Florida tourism forever. His name was Henry Flagler.

The Flagler Era

Henry Morrison Flagler (1830-1913), along with John D. Rockefeller, was a founding partner of Standard Oil. An experienced and successful businessman, Flagler was also a visionary. Fortunately, his wealth made it possible for him to transform his visions into reality. He was so enamored with the potential of St. Augustine that he began the development of a hotel to attract wealthy visitors from the U.S. and Europe to the nation's oldest port. The result was the first major multistory cast-in-place concrete building in the U.S., the Hotel Ponce de Leon (NR 1975, NHL 2006) which opened in 1888.

One of the most impressive hotels in the world, the sprawling Ponce de Leon was a masterpiece of Moorish Revival and Spanish Renaissance architecture. Designed by the team of Carrere and Hastings, interior touches were provided by artisans and craftsmen with international reputations, including Louis Comfort Tiffany. Open only January through April, guests enjoyed electric lighting (produced by the hotel's own generator), art studios, two daily concerts, smoking rooms, billiard rooms, special playrooms for children, a library, gift shops – and a weekly dance.

The magnificence of the Ponce de Leon and the exotic appeal of Florida and old St. Augustine proved irresistible to many of the nation's most prominent families. Captains of industry including John D. Rockefeller, George Pullman and John Jacob Aster visited, as did several U.S. Presidents.

Not content with his masterpiece, Flagler soon completed another massive, poured concrete hotel across the street. The Alcazar (NR 1971), opened in December 1888 and was an immediate hit – primarily because of its casino -- an entertainment complex that included a fitness center with Turkish baths and gym, bowling alleys, tennis courts, tropical gardens and a main attraction – the world's largest indoor swimming pool. Fifty feet wide and 120 feet long, the pool was fed by an underground spring that kept its waters at a constant 86 degrees. The pool was covered by a glass roof three stories above.

Visitors enjoyed walks along the seawall constructed in the 1830s, visits to the beach at Anastasia Island, golf on the Fort grounds, swimming, gambling, lawn tennis, and watching the Cuban Giants play baseball. Beginning in 1893, guests visited the St. Augustine Alligator Farm [Zoological Park (NR 1992)] which continues as a major attraction. In addition, visitors to the grand hotels often hired African-American tour guides to take small boats across the Matanzas River for oyster roasts on the beach or tea on the ruins of the Old Spanish Watchtower, the earliest documented aid to navigation in North America, and to climb the newly constructed, spiral-striped tower of the lighthouse [St. Augustine Lighthouse and Keeper's Quarters (NR 1981)] on Anastasia Island. St. Augustine and much of the surrounding coastal area flourished with a new tourism-based economy - an industry on which it still relies today.

Over the next several years, Flagler bought the Casa Monica Hotel and renamed it the Cordova, funded churches (Grace United Methodist Church, NR 1979), a hospital, city hall, a jail, a newspaper building and created a water and sewage system. He bricked streets, fostered arts and culture, and introduced golf and baseball to Florida. Perhaps his greatest accomplishment was acquiring and modernizing rail service throughout the length of the proposed heritage area – and far beyond. By 1892, his railway lines carried

passengers and freight from Jacksonville to New Smyrna. From then on, a visitor could leave the cold grayness of New York behind by boarding a train and 35 hours later arrive in the warm sunshine of the proposed National Heritage Area. He transformed St. Augustine and, over the next 30 years, the east coast of Florida into a tourism destination known as the “American Riviera.”

One of the enduring benefits of Flagler’s success was that it brought other wealthy dreamers to the area. For example, Henry Cutting, a New England sportsman and his wife Angela, purchased a former plantation known as Cherokee Grove, featuring one of the earliest orange groves in Florida, and built an Adirondack Camp style hunting lodge. In 1892 the widowed Mrs. Cutting married Russian prince Boris Sherbatoff and retained ownership of Cherokee Grove until 1954. Now known as Princess Place (NR 1997), this property and the Florida Agricultural Museum are two significant components of the 1,000+ acre Pellicer Creek Preserve. This undisturbed tract located on the border between St. Johns and Flagler counties incorporates one of the most pristine estuarine/riverine systems on Florida's east coast. Designated as a state canoe trail, its waters are extremely popular with canoeists and kayakers seeking an inspiring paddle through the best of Old Florida.

People throughout the area held Henry Flagler in high regard. In 1917, to honor him, the new county carved from the southern part of St. Johns was named Flagler County with the seat at Bunnell. Originally a rural community, much of the area of Flagler County incorporated into the proposed National Heritage Area was anchored by a series of former plantations that produced naval stores of pitch and turpentine used in the building of sea going vessels. Portions of these former plantations later became public parks, such as Bulow Plantation Ruins Historic State Park, Washington Oaks Gardens State Park which adjoined Bella Vista, and Bing’s Landing (previously the site of Mala Compra, including the plantation home of Brigadier General Joseph Hernandez, Florida’s first voice in the U.S. Congress and also its first Hispanic member.

Autos, Movies and Optimism

America’s blossoming love affair with the automobile ushered in a new era of tourism. No longer confined to riding the steel rails, wealthy travelers could take to the roads and exercise a spirit of adventure and independence in reaching the destination of their choosing. In 1915, three Indiana ladies made their annual pilgrimage to St. Augustine, this time by automobile. Although it took 15 days on “wretched roads” they arrived safely in the oldest city. That same year, a car with two occupants stopped in St. Augustine on their way to Miami from St. Louis – a record breaking trip that took just six and a half days. They reported that along the way, they passed 75 cars “all Florida bound and filled with prosperous-looking and apparently well-to-do people.” Local community leaders were quick to recognize the economical potential of these early auto enthusiasts. In 1916, Dixie Highway, one of the finest in the United States, was completed along the entire north-south length of the proposed National Heritage Area. The highway was an immediate hit with car owners, many of whom had to have their autos towed by oxen along the muddy roads from Jacksonville to the St. Johns County line where they could then drive in comfort that was practically unheard of in many other parts of the nation.

In spite of the horrors of the First World War, much of the proposed National Heritage Area prospered during the decade beginning in 1914. Major improvements came to St. Augustine, along with guests representing European aristocracy. The war had closed many of the resorts so popular on the continent and the wealthy elite needed new playgrounds. Many chose Henry Flagler’s spectacular hotels and the warm winter weather available in Florida.

St. Augustine and the surrounding area also became a key location for the early film industry and it was not unusual for visitors to encounter popular stars, including Theda Bara and Mary Garden. Many of the early episodes of the popular “Perils of Pauline” featured St. Augustine settings. William Dean Howells’ travel article about St. Augustine appeared in a 1917 issue of *Harper’s Magazine*. In it, he noted that while in the Oldest City, movie companies and movie “players” were rehearsing everywhere and “no week passed without encountering these genial creatures.” Howells complained that the vulgarity displayed in the premiers of the locally-produced movies “seemed the more the pity because the theatres were always well filled not only with the prouder visitors from the great hotels and the friendly roomers from everywhere, but also with nice-looking townspeople who had brought their children with them.”

In 1925, the continued growth of tourism led to the founding of the seaside town of Flagler Beach. Located on Scenic A1A in the southern portion of the proposed National Heritage Area, the town with its famous fishing pier remains an icon of traditional Florida beachside vacations.

Another development that was to have a profound influence on local tourism came into being in 1928. During the First World War, the National Lead Company mined the beach sands of this undeveloped area to extract titanium, a key component of poison gas. To support the operation, they developed the small community of Mineral City, complete with tennis courts and a 9-hole golf course for their employees. The armistice in Europe ended the demand for titanium and the mining operation ceased. Looking for a new market, the company realized the growing potential of tourism. In 1928, they changed the name of the community from Mineral City to the much more appealing Ponte Vedra, and the original recreational facilities of the mining camp were expanded to create the Ponte Vedra Inn and Club.

Jacksonville Beach

The city of Jacksonville Beach has a fascinating history related to area tourism.

Although the French Huguenots led by Capt. Jean Ribault in 1562 laid claim to the Nation’s Oldest Port Heritage Area region, it was the Spanish who first settled the area around Jacksonville Beach, establishing missions from Mayport to St. Augustine. The Spanish ceded East Florida to the English by treaty in 1763 only to regain control twenty years later. In 1821 the Spanish ceded Florida to the United States of America

The area was settled by river pilots and fishermen as early as 1831 when Mayport, then known as Hazard, was established as a port. The Mayport lighthouse was erected in 1859 and still stands at the Naval Station Mayport. By 1885 Mayport had 600 inhabitants, a post office and a school. The town was also visited daily by steamships which brought beach-goers from Jacksonville down the St. Johns River.

Railway Leads Way to Enterprise

Meanwhile, a group of enterprising Jacksonville businessmen conceived the idea of a railway to the beaches east of Jacksonville. It was their plan to develop a summer resort to attract tourists to the Jacksonville area.

The Jacksonville and Atlantic Railway Company was chartered in 1883 to build sixteen and a half miles of narrow gauge railway from South Jacksonville to the Ruby Beach settlement. The company acquired many acres of choice oceanfront property which was divided into lots. By November 12, 1884, Ruby was ready for the first buyers of the subdivided lots. About fifty

prospective buyers arrived by excursion boats. In all, thirty-four lots were sold that day for a grand total of \$7,514.

Railway Leads Way to Enterprise continued

In 1884 William E. Scull, surveyor for the railroad, and his wife Eleanor, moved to the area now known as Jacksonville Beach. There were already several tent houses in the vicinity. The Sculls lived in one tent and ran the first general store from another. Later the Sculls applied for a post office under the name of Ruby, a name chosen in honor of their oldest daughter, and ran the post office from their store. Mail was delivered by boat once a week from Jacksonville.

(Retrieved online from: <http://www.jacksonvillebeach.org/government/about-jacksonville-beach/history>, December 14, 2012).

Today the website at Visit Jacksonville: <http://www.visitjacksonville.com> provide a host of regional activities including the Gator bowl, attractions and historic sites and tours.

The Great Depression

After the stock market crash of 1929, relief efforts administered by the federal government brought benefits to the community. In St. Augustine, the Visitor Information Center was constructed as a civic center by the Works Progress Administration. Built of coquina and designed to reflect the city's Spanish heritage, it has served the tourism industry since 1938. The same program also provided for significant improvements to Government House on the *Plaza de la Constitucion* and provided funds for the construction of the St. Augustine Beach Hotel overlooking the Atlantic Ocean.

The Depression also helped define and shape the tourism message for the future of St. Augustine. By 1932, the Alcazar and Cordova Hotels had closed and the annual arrival of well heeled visitors from the North had stopped. Throughout these difficult times, the hard hit tourism industry realized that its main support came from families traveling from Georgia, Alabama, and the Carolinas. Even with personal incomes severely strained, these visitors continued to drive to St. Augustine for short vacations. As a result, the marketing of the area was changed to focus on families living within reasonable driving distance and advertising exclusively to the rich and famous ended.

Also during The Depression, the tourism industry and the local community worked together on the first large scale effort to save St. Augustine's historic properties. Although in 1924, the Castillo de San Marcos, Fort Matanzas, and the City Gate were designated as national monuments by the federal government, it took the efforts of the St. Augustine Mayor to get the preservation ball rolling. He visualized a Colonial Williamsburg-style attraction, gained funding from the Carnegie Institute, and enlisted an impressive team of historians to work with the tourism industry. The Llambias House and the Pena Peck House were brought under the protection of the City in the early 1930s. The state legislature granted St. Johns County special authority to preserve and protect historic properties.

Further south in the proposed National Heritage Area, other projects resulted in attractions that continue to draw audiences today. *Marine Studios (NR 1986)* was established in 1938 as the world's first "oceanarium", a place to film marine life. Better known as Marineland, it was the creation of W. Douglas Burden, Cornelius Vanderbilt Whitney, Sherman Pratt and Ilya Tolstoy, grandson of the famous Russian author. The unique seaside facility was popular with writers Marjorie Kinnan Rawlings (whose husband Norton Baskin managed the Dolphin Restaurant there), John Dos Passos, and Ernest Hemingway. In the

1950s, it became Florida's largest theme park and by the 1960s was entertaining more than 300,000 people each year. Movies including [*Creature from the Black Lagoon*](#) (1954) and [*Revenge of the Creature*](#) (1955) were also filmed there. Today, the beautifully renovated Marineland is known as the Dolphin Conservation Center, where individuals may interact with dolphins and significant dolphin research is conducted.

World War II

As throughout America, the news of the Japanese attack on Pearl Harbor was met with defiant patriotism throughout the proposed National Heritage Area. Young men rushed to enlist and political, business and religious leaders looked for ways to support the war effort. Suddenly, visits by families within driving distance ended. The inevitable economic and psychological impact of a world war was not conducive to marketing the area's attractions, and gasoline rationing largely eliminated pleasure driving.

The communities located in the area were among the very few in the United States that actually spent time on the front lines of the war. In 1942, German U-boats cruised just off the beach—occasionally within sight of the local residents. Several U-boat commanders described St. Augustine in their logbooks and used the lighthouse and the towers of the Ponce de Leon Hotel as navigational checkpoints. U-boat crews were also familiar with the radio broadcasts of St. Augustine's own WFOY. In April of that year, the U-123 torpedoed and sank the tanker *Gulf America* near the shore north of the city. The resulting blaze lit the night sky and thousands of residents rushed to the beach to get a view of the seagoing carnage. In June, another U-boat dropped off four German saboteurs at Ponte Vedra Beach where they hid their weapons and explosives in the dunes before heading inland on a failed terrorist mission. As a result, a series of lookout towers were constructed along the coast – one remains today as a tourist stop just south of Flagler Beach.

Reluctantly, St. Augustinians adopted wartime measures that effectively ended tourism. Waterfront lighting was eliminated and even the lighthouse's beacon was dimmed to prevent its beam from aiding the enemy. Automobile headlights were dimmed and the popular activity of driving on the beach was banned. As a result, the city lost its appeal to the tourists who had provided 80 percent of the city's income.

Desperate for economic assistance, St. Augustine's officials unsuccessfully appealed to Florida's Congressional leadership. Fortunately, the Bishop of the Diocese of St. Augustine was a close acquaintance of the Undersecretary of State and correspondence between the two resulted in an arrangement that brought a major Coast Guard training station to the city. Housed in the ornate Ponce de Leon Hotel, 2,500 Coast Guard trainees arrived for basic training in late 1942. Over the next three years, thousands more followed.

During the war, St. Augustine was transformed. Hotels throughout the city were taken over by the Coast Guard training program while bars and restaurants were suddenly packed by Coast Guardsmen – and later, Coast Guardswomen known as SPARS. Gunnery training ranges were established on Anastasia Island where Coast Guard personnel were stationed at the lighthouse. A large wooden training ship, named the U.S.S. Recruit, was erected on the lawn of the Ponce where recruits learned the basis of seamanship.

In addition to the Coast Guard personnel, St. Augustine was often visited by thousands of Army trainees from Camp Blanding and Navy personnel from Mayport. Not only did this huge influx of servicemen

provide immediate economic benefits to St. Augustine, but the impressions made on them by the oldest city motivated many to return with their entire families in the post-war years.

The Fabulous 50s

After World War II ended, a tourism boom began. The peacetime economy was sufficiently healthy to insure that nearly every household possessed at least one automobile and enough disposable income to take the whole family on the road. The war years had been a time of sacrifice and now that they were over, many Americans wanted to return to the good life – which for many in the Southeast meant a trip to St. Augustine and the area’s beaches. For those in the Midwest and Northeast, tales told by returning veterans of their time in Florida brought many families to see the Gators (nickname for the University of Florida alumni and students), Spanish architecture, and beautiful beaches for themselves.

In the 1950s, funding for restoration that had been suspended because of the war was slowly restored. In 1959, the state legislature created the St. Augustine Historical Restoration and Preservation Commission whose first project was the creation of the Colonial Spanish Quarter Museum—a re-created village that depicts life in 1740 St. Augustine. In addition to preservation work, long neglected buildings found new owners who renovated and reopened them, often as popular attractions for visitors. For example, in 1948 the Lightner Museum opened in the former Alcazar Hotel. Owned by Otto Lightner, editor of *The Hobbyist* magazine, the museum became nationally known for its “collection of collections” ranging from matchbook covers to magnificent art and cut glass. In 1950, the original Ripley’s Believe-It-or-Not Museum opened downtown and more than 60 years later, these attractions remain among St. Augustine’s popular offerings for families of tourists and locals alike seeking fun and leisure activities. The Saint Augustine Attractions Association at: <http://www.staugustineattractions.net> has a full listing of local offerings.

In 1951, Hollywood returned to the area for the making of the movie *Distant Drums* starring Gary Cooper. The Castillo played a major role in the production serving as the headquarters of arms dealers until it is “blown up” near the end of the movie. The story’s depiction of Florida during the Seminole Wars and the fact that the star was one of America’s most popular actors helped stimulate even more interest in vacations in this part of the Sunshine State. Also, movies including *Creature from the Black Lagoon* (1954) and *Revenge of the Creature* (1955) with Clint Eastwood in his acting debut as the lab assistant were filmed at Marineland.

A major change in the way tourists visited St. Augustine occurred in 1953 when the St. Augustine Sightseeing Trains began operating. For the first time, large groups could be accommodated in one vehicle that also featured an entertaining tour of the city’s historical sites. In addition, the three-day ticket encouraged visitors to spend more time and to explore attractions outside of the oldest city. Over the past 50 years, the sightseeing trains have become a part of the St. Augustine experience for millions of visitors. The company estimates that the total distance the trains have carried visitors through the city’s narrow streets is equivalent to circling the globe more than seven times.

1960s: Tumult and Celebration

In the 1960s, St. Augustine received unrivaled media attention – both positive and negative. By 1964, the segregationist policies of the South were peacefully protested by the local African-American community. Sit-ins, marches and rallies were eventually met with violence and arrests, including the arrest of Dr. Martin Luther King, Jr. The events that occurred in the Ancient City were most likely instrumental in the

passage of the landmark Civil Rights Act. At the time, however, nightly news coverage of racial violence in the streets of St. Augustine discouraged tourism. To make matters worse, in 1964 Hurricane Dora caused extensive damage throughout the proposed National Heritage Area.

Despite the previous year's negative publicity, city leaders organized and presented a spectacular 400th birthday party for St. Augustine. The city's culture and history were presented in a week long celebration featuring parades, reenactments, concerts, and speeches. Longer lasting birthday gifts included the St. Augustine Amphitheatre on Anastasia Island. Located near the old quarries that provided coquina for building the city, the amphitheatre became the permanent home of another birthday gift – the drama "Cross and Sword," Florida's official drama. The foundation stone for the Great Cross was also unveiled during the birthday celebration. Located on the grounds of the Mission Nombre de Dios where Menendez landed on September 8, 1565, the steel cross is 208 feet tall and weighs 70 tons. Many local residents note that St. Augustine has not been hit by a major hurricane since the Great Cross was erected. Spain also contributed to the festivities by opening the Casa del Hidalgo on St. George Street. Built to reflect the architecture of the first colonial period, the building served as a center of cultural exchange between Spain and the U.S.

From a tourism marketing standpoint, one of the most significant events of the era occurred in 1967 when Flagler's famous Ponce de Leon Hotel closed its doors for the last time. It had survived the Great Depression and service as a Coast Guard training facility in World War II. Returning to the hospitality industry, its lavish seasonal lodging no longer matched America's taste for less formal more economically friendly vacations. A year later, the Ponce re-opened as Flagler College.

Growth and Golf

The last three decades of the 20th century were dominated by two tourism-related topics – growth and golf. The area had largely escaped from the tremendous growth that had transformed South and Central Florida. The first major incursion of massive planned growth in this idyllic corner occurred in 1969 when the ITT Corporation announced plans for the development of Palm Coast in the southern part of the proposed National Heritage Area. The first phase set aside 48,000 home sites and in 20 years, the population climbed from 0 to 33,000. Incorporated as a city in 1999, by 2005, the population had soared to 68,000, making it the fastest growing city in the United States. From 2000 to 2005, Flagler was ranked as the fastest growing county in the nation.

Another ambitious development began in 1972. Sawgrass was smaller than Palm Coast, but in terms of upscale quality, it quickly ranked as one of the most appealing places to live in the United States. In a move of marketing brilliance, the developers offered the Professional Golf Association a 400-acre site for the organization's headquarters – for the princely sum of \$1! It was an offer that could not be refused and the prestigious PGA Tour established its new offices in Ponte Vedra Beach. Nearby, the new Sawgrass Marriott Resort and Spa set the standard for luxury golf vacations and its meeting facilities continue to attract large corporate conventions. Superb golf courses soon followed. In 1984, THE PLAYERS Stadium course opened. The home of the annual THE PLAYERS Championship, the course and its famous 17th island hole are now well-known to golf enthusiasts worldwide. The four famous courses of Ponte Vedra have made it one of the top golf destinations in the world.

For St. Augustine, growth was not an option. Hemmed in on three sides by water, the core of the city was largely constrained by the planning completed by Spanish administrators in the year 1596. However, in recognition of the city's unique and compelling historic architecture, a city ordinance limits new construction to the height of 30 feet. To preserve unobstructed views and prevent massive growth along

St. Johns County's 42 miles of beaches, the height limitation was imposed along the coast as well. As a result, the beaches have none of the towering condos and office buildings that cast long shadows across the beaches in most of coastal Florida. In 1989, the City of St. Augustine took another important step in preserving its heritage by passing an Archaeological Preservation Ordinance that requires archeological investigations before new construction can begin in the historic district. The city is one of only six in the nation with such stringent protection for historic resources. As a result, much of what is "new" in St. Augustine results from renovation of "old" historic buildings. For example, Flagler's Cordova Hotel closed in the Great Depression. It served for many years as the county's court house before 1999, when a \$20 million renovation by the Kessler Group, the hotel reopened under its original 1888 name – Casa Monica. Hailed as a masterpiece of hotel renovation, the Casa Monica offers the finest in service and amenities while recreating the elegance of the Flagler Era.

Distinctiveness of Theme

Despite the fact that St. Augustine was often praised for its loyalty to the crown during its long tenure as an outpost of the Spanish Empire, no monarch ever came to visit, at least not until April 1, 2001. On that day, history was made when King Juan Carlos I and Queen Sophia of Spain came to visit. He spoke of the long history shared by Spain and the city and remarked on the fact that the explorers who left Spain for the new frontier of Florida in the 16th century share much with the astronauts who now leave Florida for the new frontier of space. In conclusion, he thanked the people of St. Augustine for building, protecting and preserving a city that would also serve as a symbol of the friendship between the United States and Spain.

For many residents and tourists in the crowd, the King's words reinforced what they always believed to be true. The City of St. Augustine, home of the Nation's Oldest Port and its beautiful lighthouse, as well as the coastal areas stretching north and south with their rich maritime heritage, do indeed create a special place worthy of special recognition. No other National Heritage Area is represented by so unique a theme as that of the tourism heritage that has lasted 100s of years and is based upon the region's incomparable history and beauty. The rapid approach of the year 2015 and the 450th anniversary of the arrival of the Spanish fleet and its commander who founded St. Augustine create a special opportunity to designate the Nation's Oldest Port National Heritage Area – a designation that will undoubtedly mark a milestone in the area's long legacy of tourism excellence.

Related Resources

Unlike most themes connected with National Heritage Areas, the tourism theme for the proposed Oldest Port designation is all encompassing. Tourists in the region throughout the years have focused on the obvious, such as the Castillo de San Marcos and the St. Augustine Lighthouse, as well as many resources of special interest, such as historical library collections, and historical house museums. Related resources also include the structures and facilities that formerly catered to the tourism trade and have now themselves become historical resources. Examples include Flagler College (formerly the Ponce de Leon Hotel), the Lightner Museum (formerly the Alcazar Hotel), the renovated Casa Monica Hotel, many local historic structures that are now Bed and Breakfast lodgings, the Ximenez Fatio House, an eleven mile segment of the Dixie Highway, and several tourist attractions such as the Fountain of Youth and the Alligator Farm. In reality, perhaps hundreds of historical buildings, churches, cemeteries, museums, parks, roadways, trails, bridges, inlets, islands, plantations and archaeological sites area available to tourists, as are a multitude of historically based festivals and other special events highlighting the

region's exciting past. Historical interpretations and celebrations are also part of the focus on tourism that continues to draw thousands of visitors each year.

For more information:

www.floridashistoriccoast.com

www.visitjacksonville.comwww.santaugustineattractions.net

www.staugustinelighthouse.org www.floridanha.org

www.visitflagler.org/things-to-do/

www.floridascenichighways.com/a1a-scenic-historical-coastal-byway/

[www.visitflorida.com/Jacksonville Beach](http://www.visitflorida.com/Jacksonville_Beach)

<http://visitameliaisland.com/>

UNIQUE NATURAL BEAUTY IN THE COASTAL ENVIRONMENT

By J.B. Miller

Summary of Theme

The region encompassed by the Nation's Oldest Port area contains a diverse assemblage of habitat, animals and plants, and public natural areas where the beauty of the region can be observed and enjoyed. One can see everything from North Atlantic right whales in the offshore and near shore waters to stunning maritime hammocks and floodplain swamps on the mainland. The region includes national parks, state parks, state forests, water management district conservation areas, and a wide variety of county and municipal parks. These natural areas are home to most of the rare and listed species, and many offer museum and/or wayside exhibits where visitors can learn about local natural resources.

Description of Theme

The following description starts in the ocean, moves up the beach into the dunes, and then continues westward through the coastal uplands, ending in the vast pine flatwoods and freshwater wetlands in the western portion of the Oldest Port area.

Nearshore Areas

The calving of North Atlantic right whales occurs here in the winter. The region from the mouth of the Altamaha River in southeast Georgia south to Sebastian Inlet has been designated as right whale critical habitat because it is a significant calving location. Right whales are the rarest of all large whale species and among the rarest of all marine mammals. There are only approximately 300 right whales in the North Atlantic. It is truly remarkable to see a 40 - 50 feet long, 100,000 pound whale swimming close enough to shore to be seen from the beach.

In the summer, the area is home to three species of marine turtles - the loggerhead, leatherback, and green. All three species nest on the beaches within the proposed National Heritage Area and can occasionally be seen in the nearshore waters during the day. The most common marine turtle nesting in the area is the loggerhead. A large adult can weigh nearly 300 pounds and have a carapace 36 inches long. The loggerhead turtles nesting in the area are part of a genetically distinct population that nests from the Carolinas south to approximately Cape Canaveral. The Kemp's ridley and the hawksbill turtles have been documented within the area. Just a couple of miles offshore of Crescent Beach lies a freshwater spring that originates in the deep limestone aquifer. On a clear, calm day, a large boil can be seen on the surface of the ocean.

Barrier Islands

Beaches

The proposed Oldest Port boundary includes nearly 100 miles of beaches. These beautiful beaches are loved by people and utilized by nesting marine turtles and a wide variety of shore and wading birds. Some of the bird species are year-round residents, but most are migratory - primarily present during fall, winter, and spring. Several species migrate northward over 2,000 miles and nest in the tundra of northern Canada. More impressively, the red knot covers over 9,300 miles on its yearly migration from

its Arctic breeding grounds to Tierra del Fuego in South American while using northeast Florida as a rest stop along its way. The least tern and the Wilson's plover nest locally.

The beaches are also home to the coquina, a diminutive clam with an interesting link to the history of the area. Over 100,000 years ago these clams, along with all of the other shell fragments and sand that made up the beach at that time, became part of a geological limestone conglomerate called the Anastasia Formation. This material, also called coquina, was quarried by the Spanish to build structures - most notably the Castillo de San Marcos.

Tabby

Coquina should not be confused with another common building material Tabby, which was used to build the Kingsley Plantation slave cabins near Amelia Island. Tabby is made from a mixture of equal parts lime, water, sand, oyster shells and ash. The ash is a byproduct of lime preparation, and its presence is important, as it helps to harden the grayish end product, and is often maintained via an out application of stucco.

Tabby as a type of building material was used in the coastal Southeastern United States from the late 1500s to the 1850s, particularly in Northeast Florida and Saint Augustine. Although many Historians disagree on whether its use originated in Africa, Spain or Portugal, the practice of using Tabby traveled no doubt by sea to the Americas.

The word tabby may have come from the Spanish word for "mud wall" or *tapia*. Spain's culture was very influenced by that of the Arab world, and the Arabic word "tabbi" means mortar and lime mixed. Spanish explorers brought the concept of tabby to the New World and used it broadly in La Florida, where the estuarine environment provided plenty of mollusk shells for its manufacture. Tabby is a typical construction method for slave cabins, perhaps because the materials were readily available and inexpensive in a marine landscape.

Dunes

The sand dunes found on the area's beaches are covered with a variety of plants, including sea oats, dune panic grass, saltgrass, railroad vine and beach morning glory. The dunes are habitat for a wide variety of animals. One in particular, the Anastasia Island beach mouse, is a federally endangered subspecies found only in the local dunes. This small mouse, 4-5 inches long not counting the tail, lives its entire life in the dunes.

The dunes in the Guana and Crescent Beach area are particularly tall with some reaching nearly 40 feet. The vistas from the dune crossovers are particularly stunning. These are great places to see right whales in the winter or migrating falcons in the fall. The dune crossover at the north end of the GTM NERR is a well established falcon observation area, providing some of the best opportunities to view migrating peregrine falcons on the entire eastern seaboard.

Coastal Uplands

The primary upland habitats on the barrier islands are coastal scrub and maritime hammock. Coastal scrub is normally situated waterward of the hammock and is comprised primarily of low oaks, red bay and rusty lyonia. The coastal scrub is pruned by the salt-laden breezes coming off of the ocean. The

Florida scrub jay, a federally threatened species of bird, can be found in this habitat. Though formerly more abundant, it is now quite rare within the Oldest Port boundary.

The maritime hammock is extremely picturesque with its immense salt pruned trees. The edges, particularly facing seaward, can have a gnarled appearance and include live oaks, red bays, red cedar, pignut hickory, and southern magnolia. These large mature hammocks were historically important as a source of live oak for shipbuilding. They are also important feeding and resting areas for migrating songbirds.

The spectacular painted bunting breeds in the coastal areas from the Carolinas south to east central Florida. The males of this species are a fantastic combination of bright blue, red, and green. Although declining in numbers, they can be observed in numerous areas near the coastline within the Oldest Port boundary.

From the St. Johns River to the Santee River in South Carolina, the coast is known as the "Sea Islands", which includes Amelia and the Talbot Islands. This name is derived from the barrier chain, which is separated from the mainland by meandering tidal creeks resulting from fluvial and tidal sedimentation in derelict lagoons or coastal-parallel marshes between beach ridges.

Estuarine Environments

Significant expanses of salt marsh estuary are associated with the numerous rivers found in the area, including the St. Marys River, Nassau River, Ft. George River, St. Johns River, Intracoastal Waterway, the Matanzas River and Tolomato River. The earliest inhabitants, the Timucuan Indians, date back to 3500 BC, and were able to survive here because of the productive marsh areas. These bodies of water were also important local transportation corridors before there were roads and railroads. Today, visitors love them for their recreational values and the abundance of fish and shellfish they support. The salt marshes are critical nurseries for most of the recreational important fishes sought after by today's anglers. Paddling the maze of tidal creeks is an amazing experience - fish and birds everywhere.

Some of most sensitive estuarine waters within the Oldest Port boundary have been set aside for protection by the designation of four Aquatic Preserves and one National Estuarine Research Reserve. These designations ensure that their aesthetic, biological and scientific values may endure for the enjoyment of future generations.

The estuary in this area lies along the subtropical to temperate climate zone and is comprised of both salt marsh and mangrove. St Augustine is the northern most extent of the black mangroves. Black mangrove trees are gradually appearing in salt marshes along the coastal estuary and are now spreading in patchy communities in St. Johns County as far north as St. Augustine. Researchers are studying the mangroves to learn more about these trees and how their march from tropical to "subtropical-to-temperate" zones relates to global climate change.

One very large resident of the estuary in the warmer months is the West Indian manatee. This huge, slow moving plant eating mammal is an odd looking creature indeed. It can attain a length of over 10 feet and weigh close to 1,000 pounds.

The bottlenose dolphin is a playful year-round resident and can commonly be seen surfacing throughout the area. An 8 foot long, 400 pound adult is not an uncommon sight.

Uplands of the Mainland

There are more than ten upland natural communities located on the mainland within the Oldest Port boundary. They range from scrub and sandhill habitat located on top of old dunes with highly drained sandy soils, to wet flatwoods that have soils with clay near the surface providing longer periods of wetness. The most common habitat is the pine flatwoods with longleaf and slash pines in the canopy and saw palmetto, gallberry, and a wide variety of grasses, sedges and wildflowers below.

Mesic hammocks are similar in composition to the maritime hammocks found on the barrier islands. They are important feeding and resting areas for migratory songbirds during the fall and spring and provide important habitat to many species of reptiles, mammals, and breeding birds.

Man made shell middens are located along both fresh and brackish shorelines in the area. Comprised of oyster and clam shells, discarded by prehistoric Native Americans, they are important cultural sites. They are also distinct habitats containing calcium-rich soils and supporting specific calcium loving plants.

Wetlands of the Mainland

Forested Wetlands

Freshwater swamps form the headwaters of numerous streams that drain into the estuary within the Oldest Port boundary. They typically start in large low areas in the western portion of the area then join to form small, blackwater streams. As the streams approach the estuary, they become tidal. The freshwater portions of these streams are bordered by cypress, red maple, ash, black gum, and other water loving trees. By the time the stream becomes tidal, the large trees are replaced by salt marsh species.

The Oldest Port area has two documented wood stork rookeries located in two different freshwater swamps. The wood stork is the largest wading bird native to America and is a federally and state endangered species that may be found feeding throughout the waters of the area.

Small, normally circular wetlands known as depression marsh areas are embedded within the pine flatwoods. Depending on the frequency of fire, they can be mostly covered with grasses (frequent fire) or support shrubs and trees (infrequent fire). Their water levels fluctuate substantially and it is not uncommon for them to become dry. They usually do not contain fish, but support a diversity of frogs, newts and salamanders. Some of them are quite rare. Examples found within the area include the gopher frog, striped newt, and mole salamander.

Distinctiveness of Theme

The Oldest Port area contains many examples of natural systems that have remained relatively untouched despite many millennia of human influence. While most of the Florida peninsula has changed dramatically, northeast Florida and its environs retain much of its original, natural charm. The area is fortunate to have quality natural areas and stunning vistas and landscapes. The associated resource-based recreational opportunities are extensive. Mix these all together and one has an area that is quite distinctive.

The Oldest Port area also contains six Important Birding Areas (IBA), which is a science-based recognition project of the National Audubon Society. The IBA program designates sites that provide essential habitat for breeding, wintering or migrating birds. These areas are Huguenot Park-Nassau Sound, Duval and Nassau Tidal Marshes, Fort George and Talbot Islands, Guana River, the Northern Atlantic Migrant Stopover and Matanzas Inlet and River.

According to a 2006 report funded by the Florida Fish and Wildlife Conservation Commission, it was estimated that wildlife viewing activities generated more than three billion in Florida. Florida leads all states in the number of people who travel to the state to view wildlife. **The Great Florida Birding Trail (Trail)** is a program of the Florida Fish and Wildlife Conservation Commission. It contains a network of sites throughout the state chosen for their excellent birdwatching and bird conservation values. The Oldest Port area contains twenty viewing sites listed on the Trail.

In addition, the Oldest Port area is the venue for the Annual Florida's Birding and Fotofest event that encompasses fieldtrips, photo sessions, lectures, and exhibits; as well as the Annual Plein Air Paintout.

Related Resources

The best places to see the various habitats within the Oldest Port boundary are the public natural areas. From north to south, some of the top places to explore are Fort Clinch State Park, Amelia Island State Park, Big Talbot Island State Park, Little Talbot Island State Park, Fort George Island Cultural State Park, Timucuan Ecological and Historic Preserve and Fort Caroline National Memorial, Huguenot Memorial Park, Hanna Park, Guana River Wildlife Management Area, Anastasia State Park, Moses Creek Conservation Area, Matanzas State Forest, Faver-Dykes State Park, Fort Matanzas National Monument, Princess Place Preserve, Pellicer Creek Conservation Area, Washington Oaks Garden State Park, and Bulow Creek State Parks. In particular, the Timucuan Preserve, which overlaps many of the state and local parks north of the St. Johns River, is one of the last unspoiled coastal wetlands on the Atlantic Coast and allows visitors to discover 6,000 years of human history and experience the beauty of salt marshes, coastal dunes and hardwood hammocks. The Guana Tolomato Matanzas National Estuarine Research Reserve (GTM NERR) is a spectacular natural area containing an excellent environmental education facility, with both natural and cultural history displays.

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COASTAL ARTS AND ARCHITECTURE IN THE NATION'S OLDEST PORT

By Marsha Chance, Herschel Shepard, Walter O'Kon, and Kathy Fleming

Summary of Theme

The area's rich diversity of architectural and artistic forms, as well as its distinctive blend of craftsmanship and traditions, directly reflects its subtropical setting, multicultural influences and development as a maritime and agricultural region. Sensibilities and traditions carried across the Atlantic by Europeans and Africans, combined with Native American forms of expression and availability of unique coastal materials, have combined to create an atmosphere for creativity and innovation. This nurturing atmosphere, later encouraged by Flagler's patronage of such artists as Martin Johnson Heade (1819-1904), paved the way for the establishment of the region as haven and inspiration for artists, writers, and craftworkers seeking a stimulating environment for the creation and exchange of ideas, as well as a tourist trade steady enough to provide a ready supply of patrons. Active efforts to attract, support and promote creative talent have resulted in a rich and diverse range of visual art, music, and other cultural offerings that make the region a delight for visitors and locals alike.

From 17th and 18th century coastal fortifications to 19th century lighthouses and the grand tourist hotels of the Flagler era, St. Augustine's style is nationally distinct and parallels the historical development of Florida and the nation. Galleries, B&Bs, hotels and motels pay tribute to the area's extraordinary contributions to American history.

Description of Theme

Art in the Region

Since the earliest of times, art has been a part of the culture of northeast Florida. When Spanish and French explorers and settlers arrived they encountered the Timucuan people, whose artistic and decorative endeavors included intricate body tattoos, a variety of pottery decorations, and beautifully carved wood, bone, and shell ornaments. Our only depictions of the Timucua were produced by Jacques LeMoyne de Marques who observed them in the vicinity of Fort Caroline in 1564. His forty-two images have been reproduced repeatedly ever since, and can be observed in historical exhibits throughout Florida. They represent the earliest European art on record for Northeast Florida.

In the late 1700s the region was visited by William Bartram who traveled primarily on the St. Johns River illustrating plants, reptiles, fish, shells, insects and mammals that he encountered. His botanical illustrations are renowned. Similarly, James Audubon arrived by schooner in 1831 and stayed three months, then returned in 1832. Several of his images of Florida birds have a St. Augustine background, including the Laughing Gull, the American Coot, and the Green Shank. The backgrounds are thought to have been painted by artist George Lehman, who accompanied Audubon.

In 1878, the federal government chose to imprison a group of Plains Indians at Fort Marion (now the Castillo de San Marcos, a National Monument), and in 1886 a group of Apaches were also imprisoned at the Fort. These Native Americans soon turned their artistic tendencies to drawing and painting, producing stylized works of art similar to those they had formerly depicted on hides and other natural materials. Their works are still interesting to ponder.

In the winter of 1884, a wealthy visitor, Standard Oil Magnet Henry Flagler interested in both transportation and tourism, decided to transform the sleepy community into a resort. Flagler built his grand hotels and brought his railroad and steam ship lines to St. Augustine as his first stop in building an American Riviera. In 1888, he unveiled a remarkable *tour de force* of Spanish Renaissance architecture, the Ponce de Leon Hotel, now the centerpiece of Flagler College. With 400 rooms, Tiffany clad, gold-leafed Maynard murals and 4,000 electric lights, the hotel catered to the rich and famous who found respite and relaxation at the “world’s finest hotel.”

Flagler’s patronage advanced the careers of architects John Carrere and Thomas Hastings, who also designed the New York Public Library. Flagler also built “Artist’s Row” behind the hotel calling it, “a bit of old Europe drifted over and cast ashore.” His benefaction began a wave of artistic sponsorship that would last through the centuries. Flagler’s own art collection included several local images by Frank Shapleigh (1842-1906), one of the best known artists of Artist’s Row, residing in the area from 1886 to 1892.

Seven artists had studios in Artists’ Row, including American luminist, painter Martin Johnson Heade (1818-1904). Heade is known for his seascapes, saltwater marsh paintings, and paintings of flora and fauna. A close friend of Frederick Edwin Church, he is sometimes associated with the Hudson River School and has been exhibited with other painters of that milieu in such notable locations as the Metropolitan Museum of Art and the National Gallery of Art. Perhaps the second best known artist to have lived in St. Augustine is landscape painter William Aiken Walker (1839-1921) from Charleston SC. He served in the Confederate Army under Wade Hampton and maintained a summer home in St. Augustine. He is known for his paintings of African American subjects. Many other artists passed through the region and painted here in the late 19th and early 20th centuries, including Reynolds Beal (1867-1951), Arthur Vidal Diehl (1870-1929), Harry L. Hoffman (1874-1966), and Heinrich Pfeiffer (1874-1957).

Beginning in the Flagler Era and continuing through time, many commercial artists and photographers produced interesting work to be offered as souvenirs to tourists. Some of these items cannot be attributed to specific artists, but include postcards, engravings, photographs, ceramics, and works in silver and other materials. Some examples can be found in local museums today. The Art Department at Flagler College today is part of the lineage established so long ago by Henry Flagler.

In 1924, the Galleon Pen and Brush Club was organized by twenty local artists using the Spanish Galleon as a symbol of progress. The group became the Galleon Art School, led by a woman who was to become one of St. Augustine’s most prominent artists, Hildegard Muller-Uri (1894-1990). Other early members included a well known local photographer, F. Victor Rahner, and marine painter, John P. Parker. The Galleon Club waned, becoming more social than cultural, but its influence was felt between the 1930s and 1950s when St. Augustine had a thriving cultural community that attracted hundreds of American artists. A strong alliance between the art group and the local business community was initiated by Dexter Phinney (1896-1947) a painter and jewelry store owner who wanted to make St. Augustine the art center of the south. This “Lost Colony” as it is known, was a group of painters, writers, and other artists who gathered along Aviles Street in St. Augustine. The port city developed into the largest art colony in the South, changing their name, the Galleon Pen and Brush Club, to the St. Augustine Arts Club in 1931. In the mid-1930s the art club was the center of St. Augustine’s social life. Some of the best known members included: Provincetown printmaker, Blanche Lazsall (1878-1956); journalist and painter, Langston Moffet (1903-1989); Louis Kronberg (1872-1965), an international painter and educator; Louis C. Vogt

(1864-1939); and Todd Lindenmuth (1885-1976). Called the Art Association today, the group opened the Art Center in 1954, and it continues to exhibit and support local artists. In 1944, Kenneth W. Dow, a wealthy art collector, joined the group. His fine collection may be seen in St. Augustine and Daytona museums today.

The Art Association also supported a local art festival, albeit in various forms, since 1934. In 1964 the Spring Art Festival, a popular, juried fine arts show, was held for the first time in the Plaza, adjacent to Matanzas Bay. A Fall Festival was later undertaken, and the popularity of the two festivals continues today. As one of the oldest arts groups in Florida, the Art Association continues to be a central focus within the arts community.

The most popular subjects depicted by local artists have long been the streets of St. Augustine, the maritime industry, and the regional environment. William F. Kondorf (1878-1968), Blanche Lazzell and William J. L'Engle Jr. (1884-1957) focused on street scenes, and Emmett Fritz (1917-1995) famously painted street scenes until the 1990s. Originally painted for sale to tourists, they are extremely collectible today. Gladys V. Mitchell (1894-1968), Phinney, and Pfeiffer were each noted for their depictions of the shrimping industry, fish camps, and other marine scenes as were, and are, many, many talented artists who have visited or called the region their home.

In the late 1960s, the region experienced an influx of artisans who produced a variety of fine crafts. Artisans continue to be part of the arts community, and their wares are shown and sold throughout the area. In 1995, the "Art Walk" concept was introduced in St. Augustine by Jean Troemel, a well known local painter, and other professional artists. One of the first and most successful of such endeavors, it continues today under the leadership of "The Art Galleries of St. Augustine." Held the first Friday of each month, participants include dozens of local galleries. Today local artists and artisans number in the hundreds.

Art continues to be an integral part of the regional community, as many draw inspiration from its quaint charm and natural beauty. A host of painters, potters, sculptors and artisans offer wares along the historic streets of St. Augustine in their galleries and studios. The St. Augustine Art Association offers continuous art shows and related activities, while the Lightner Museum displays collections from the Gilded Age and Victorian ephemera collected by Chicago Publisher and worldwide traveler, Otto C. Lightner. The Museum is housed in the former Alcazar Hotel, another Flagler architectural masterpiece. Flagler College, the former Ponce de Leon Hotel, continues to curate and display portions of Lightner's collection. Several churches in St. Augustine also house examples of fine art, particularly the Catholic Cathedral, Trinity Episcopal Church, and Flagler Memorial Presbyterian Church.

Architectural Heritage

In his volume *The Houses of St. Augustine*, Albert Manucy summarizes the history of housing in the Nation's Oldest City to 1821. The colony of St. Augustine was formally established in September of 1565. The Timucuan Indian village of Seloy provided the first housing for the Spanish, quickly followed by an entrenchment around a communal house offered to Pedro Menendez De Aviles for his use. When English Sea Dog, Francis Drake sacked and burned the city in 1586 it rose yet again from the ashes as it had several times. "The plot or plan represents a small number of rectangular houses with pitched roofs laid out in blocks near the bay and a fair distance south of the wooden fort". The homes were: "built of wood (madera) and the roofs of palm (palma), with some of the main ones board (tabla). The Spanish made the walls of their houses out of cypress (savino) because it does not rot when in the ground. The St.

Augustine House plan is a particular type of dwelling suited to meet local needs. “Essentially a simple rectangle of from two to four rather spacious rooms, with a loggia or a porch, and often a street balcony... the main entrance was through the loggia or porch that opened through the yard”.

Even the fortifications originally were made from wood. In 1599, a strong storm brought the sea inside the small settlement washing away much of it, including the Franciscan friary. An improvement to these flimsy “board and thatch” buildings came with the introduction of masonry made by mixing “sand plus an aggregate such as pebbles or shell, [called] *tapia*, or *tabby*, a versatile materials much like modern concrete and suitable for walls, roofs and floors”. Large deposits of shell rock called *coquina* could be found on Anastasia Island, a discovery made about 1580.

According to Manucy, “The first positively recorded masonry construction at St. Augustine appears to have been a stone powder magazine built at the fort by the order of Governor Menendez Canao between 1596 and 1598”. It was Governor Canao who also “laid out the town plazas and built the first public market” and who urged the continued upkeep of the Spanish town as a “haven for shipwrecked people (1500 in 20 years), a center for Christianizing the Indians and as a base for exploration.”

The first stone of the Castillo De San Marcos was laid on a site overlooking the St. Augustine Inlet on November 8, 1672. The powerful, *coquina* stone fortification would take a quarter of a century to finish, but it and the town plan, along with many other examples of *coquina* and *tabby* architecture, are today important parts of the Nation’s Oldest City. The Castillo, Town Plan, and the Southern Most Spanish Watchtower, Ft. Matanzas, are National Historic Landmarks.

St Augustine Residential Architecture 1565-1845

St. Augustine began in 1565 as a military base to protect Spanish ships carrying riches from the Americas to Spain. Although the Spanish soon learned about local materials from the Native American Timucuan Indians, they evidently did not adopt Indian building methods, but instead adapted European vernacular construction to the new materials. On the other hand, the Indians did not adopt Spanish methods, although they did use European tools. The Timucuan left faint footprints, and even today many questions regarding the shape and construction of their buildings remain unanswered.

From St. Augustine, a chain of Catholic missions was established northward and westward to convert the Native Americans to Christianity. The colonial city extended from the Matanzas River on the east to what is now Cordova Street on the west, and from the Castillo de San Marcos and city gates on the north to approximately San Salvador Street on the south. With the single exception of the Castillo de San Marcos, constructed of *coquina* shellstone, no buildings constructed in St. Augustine before 1702 are standing. In 1702, while the Spanish took refuge in the Castillo, the English Governor Moore of South Carolina razed the city to the ground. In 1704 Governor Moore forced the Spanish to abandon their chain of missions and their impermanent structures soon disappeared. Thus, most of our knowledge of buildings constructed before 1702 comes from archaeological and documentary evidence.

The plan of the colonial city of St. Augustine followed to some degree the ordinances enacted by the Spanish Crown in 1563 and 1573 for the development of new colonies in Spanish America. Each village was to have a plaza, church, public buildings, and individual town lots surrounded by community lands. The town lots measured 50 x 100 Spanish feet (45.69 x 91.38 US feet) for the *peons* and 100 x 200 Spanish feet (91.38 x 182.76 US feet) for the higher-ranking *caballeros*. It is apparent that the scale of the urban landscape was quite small. This small scale is evident today because the colonial plan of the city

has been honored and preserved for over 400 years with minor changes. It is a very important factor in maintaining the historic ambiance of the city, as is recognized by its National Landmark status on the National Register of Historic Places.

Early drawings and later 19th and 20th century photographs of St. George Street reveal that the character of the street has changed very little over the years. The narrow streets and early flat-roofed residences of the 1st Spanish Period may reflect middle-eastern Arabic architecture brought to Spain by the Moors. The small scale of the public spaces and the narrowness of the streets are emphasized by the Spanish practice of placing the front walls of buildings directly upon the front lot line, effectively creating a continuous wall defining public and private spaces. Fences or walls on other lot lines provided complete enclosure of the property. The rear areas of the lots were reserved for small gardens, fruit trees, and outbuildings. Entrance to the Spanish house was from the street through a gate in a fence or wall to a side yard, and from the side yard into the house. Windows to the street were often provided with wooden gratings to permit protected conversation between the house and the street. These protected openings were known as *rejas*, and they and other windows were not glazed but were provided with wooden shutters that opened to the interior. Windows were often omitted in north walls, and entrance piazzas and loggias were preferably located on the south or east side of the building. Exterior doors opened inward so they could be effectively barred against entry. Kitchens were either separate internal spaces or separate buildings. The Spanish stove had no chimney, and smoke from the charcoal fire found its way out through the roof or smoke holes. Similarly, heating was provided by charcoal braziers that were carried from room to room. There were no fireplaces.

Historian Albert Manucy identified three types of basic vernacular residential plans used by the Spanish. A characteristic found in all types is the lack of hallways. Access to a room is provided directly from the exterior, through an adjoining room, or from a porch or loggia that served as a hall. The "common plan" consisted of one to three adjoining rooms. Access to a second floor, if present, was from a stairway in one of the rooms. Open porches and balconies are often found with these plans. The Gallegos house, located on St. George St., is a reconstructed "common plan" residence, containing two rooms under a flat roof. The "St. Augustine plan" consisted of several adjoining rooms, entry to which was provided by a porch, enclosed on one side, or by a loggia, which is a room open to the air on one or two sides. Access to a second floor, if present, was from a stair located at one end of the porch or loggia. The second floor often had a balcony overlooking the street. The "wing plan," consisted of two or more rooms to which were added one or two substantial wings, or additional rooms, to create an "L," "U," or "H" plan shape. Access to a second floor was from a stair located at one end of a porch or loggia. The Sanchez-de Mesa house is a surviving colonial building that evolved from a "common plan" to a "St. Augustine plan" and finally, into a "wing plan." The "common" and "St. Augustine" plans are particularly well suited to Florida climate because the porches and loggias provide cool shade and ample ventilation to the interior rooms.

Although the Spanish preferred to build using masonry materials, and apparently found the local shellstone known as *coquina* as early as 1580, the *coquina* was not available for construction until it was used in building the Castillo from 1672-1696. Thus, the early military, mission, government, and domestic buildings were constructed of impermanent materials. Building frames were often of wood in which the bottoms of vertical posts were buried in the ground and the upper framework was mortised and tenoned together. Evidence of this type of impermanent, vernacular braced-frame construction has been found throughout both English and Spanish colonies by archaeologists in recent years. Although some techniques of using local materials such as palm thatch were borrowed from the Native Americans, construction reflected the vernacular traditions of Spain. Floors were usually of tabby concrete made with crushed oyster shells or *coquina*, poured on the ground and sometimes sealed with any available

animal or vegetable oils. Walls were palm thatch, wood planks, clay reinforced with a light wooden framework known as wattle-and-daub, or tabby concrete, a mixture consisting of lime from burned oyster shells, sand, and whole oyster shells. The tabby concrete walls were always plastered, inside and out, and the wood plank walls were whitewashed, inside and out. Roofs were sometimes sloped and covered with palm thatch, wood planks or shingles, or were relatively flat and surfaced with tabby concrete. The flat roofs were wonderful in the arid, hot areas of Spain and were resistant to fire. However, they must have required high maintenance in the rainy and humid Florida climate.

Following the destruction of St. Augustine in 1702, coquina shellstone began to be used in the construction of residential buildings, although tabby and wood continued in use. The coquina masonry, like the tabby, was plastered inside and out not only to prevent deterioration but also to increase interior light levels and for sanitary reasons. The exposed tabby concrete and coquina shellstone visible today in St. Augustine would have been plastered by traditional masons, whether Spanish, English, or American Territorial.

When Florida was ceded to England in 1763, almost the entire Spanish population left the city. According to John Bartram, the Quaker botanist, almost half the town was pulled down by British soldiers and used as firewood. However, many buildings were preserved and utilized. Six hundred Menorcan from Turnbull's failed New Smyrna colony added significantly to the town's labor force in 1777. In addition, the population of St. Augustine swelled as Loyalists fled from Charleston and Savannah to seek shelter in Florida during the American Revolution, for Florida was not one of the rebellious colonies. The English colonies of East and West Florida remained loyal to the English Crown. An entire wooden English barracks was shipped in pieces from New York and assembled in St. Augustine, and other new English vernacular wooden buildings were erected. Remarkable water-powered sawmills that relied on tidal flow or artesian pressure were constructed. The English replaced the Spanish interior wooden shutters with exterior shutters and glazed sash windows; provided wood flooring over the Spanish tabby first floors; added fireplaces and chimneys; added wooden second floors clad with clapboards to Spanish single-story masonry structures; revised floor plans to include central halls and entries directly from the street; rebuilt roofs using slightly different roof slopes; and scored replastered walls to resemble masonry similar to the finishes found in Savannah and Charleston. Overall, however, these changes did not affect the scale or basic character of the city. Few major changes were completed while the Spanish reoccupied St. Augustine from 1784-1821. During the American Territorial period, 1821-1845, St. Augustine at first experienced several years of economic development which did not succeed, followed by the Seminole wars and the gradual growth of tourism. A substantial amount of Greek Revival interior trim, doors, shutters, hardware, and other material have survived from this era.

At this point, it is appropriate to step outside the colonial city and briefly note a few plantation and rural residences constructed during the Spanish, English, and American Territorial Periods. Unfortunately, no structures predating approximately 1800 have survived, but some idea of their appearance can be imagined by examining recorded examples of similar buildings.

Although the military and religious goals of the Spanish did not lead to extensive exploitation of the natural resources of Florida, the Spanish did establish a number of cattle and wheat plantations, and at least some of the major plantation residences were fortified blockhouses. However, after 1763 the English began the intensive cultivation of the land for indigo, sugar cane, cotton, and other crops. In their smaller plantation utilitarian buildings, including some slave quarters, they used impermanent framing techniques and indentured Menorcan colonists seem to have used the same methods in Turnbull's New Smyrna colony. The English probably introduced the use of tabby brick to Florida. They used coquina

not only in their manor houses but also in immense industrial structures related to the sugar industry. Many of the English plantations remained in operation and prospered throughout the English, Second Spanish, and early American Territorial Periods, and as a result Florida was an active participant in the American industrial revolution until the Seminole Indian wars ended the operations of most of the plantations.

A number of impressive plantation manor houses constructed during the English and Second Spanish Periods appear to have had strong English design precedents, although the Jesse Fish plantation house on Anastasia Island combined Spanish and English design elements. Descriptions of Governor Moultrie's Bella Vista residence indicate it was the equal of any plantation in the Carolinas, and this magnificent masonry building and its surrounding landscaped grounds may have resembled South Carolina's Drayton Hall.

Other plantation manor houses reflect different design precedents. The Second Spanish Period wood-frame residence of the Menorcan Joseph Hernandez probably resembled a type of cottage introduced by the French to the Carolinas and called by some the "Cape Cod Cottage of the South." A French West Indies tradition which embodies wide surrounding porches and protecting roofs may have been reflected in the plans of Governor John Moultrie's manor house at Rosetta Plantation. As Florida became an American Territory, a number of smaller but beautifully constructed log cabins were built by settlers from Georgia, the Carolinas, and elsewhere.

Although major changes occurred with the advent of the Flagler era in the 1880s, a growing awareness of the historical importance of the colonial city in the early 1900s initiated the preservation of the colonial city. In addition to the 17th century Castillo de San Marcos, thirty-five colonial buildings constructed between 1702 and 1821 have survived. These buildings, plus a number that have been accurately reconstructed, and an even greater number of modern buildings that have been constructed following preservation guidelines, have preserved a substantial amount of the 16th through 19th century character of the city.

Maritime Industrial Architecture

St. Augustine began life as a military outpost in an area teeming with easily obtainable fish, oysters, shrimp and crab as food sources, as well as a defensible riverfront. Shifting bars and a depth that limited vessel size protected the harbor. In addition, the region was characterized by vast forests rich with cedar, cypress, and two premier ship building sources, live oak and straight grained yellow pine. The thatched houses and simple timber docks erected in those early times did not survive except as images in early hand drawn maps and illustrations.

In later years the character of the channel limited the growth of St. Augustine as an industrial port city. Ships calling on the early port were about thirty feet long and carried up to thirty tons of cargo. Simple structures in St. Augustine warehoused export items such as turpentine, pine boards, oak timbers, hides, sugar and oranges. The port served as an important stop on the route between Spain and the New World. During the First Spanish Period and the British Period, smaller ships could navigate the channels and dock at the City under the watchful eyes of the soldiers at the Castillo. Walled defenses protected the port and City from overland intrusion, and the town slowly prospered. The western side of the City was protected by the relatively deep and marshy San Sebastian River. Standing structures dating to those times include two forts, but no warehouses, docks or other maritime structures remain. It is perhaps

reasonable to assume that a variety of maritime structures once stood along the bayfront of the old City. An early lighthouse lies at the bottom of Salt Run, having collapsed in the late nineteenth century.

During the Second Spanish Period, St. Augustine's port served in concert with those of Pensacola and Fernandina. The other ports were located on deeper water and some maritime traffic turned away from St. Augustine. When the City was ceded to the United States in 1821, Americans moved in and began to exploit the natural resources of the area, including citrus, turpentine, lumber and timber; as well as indigo, rice, cotton and other food crops.

The St. Augustine port was then eclipsed in size by deep water ports in Jacksonville, Charleston, and Apalachicola, but coastal trade with the north continued at a smaller scale for St. Augustine. Most importantly, the natural beauty of the old City and the surrounding waterways was not spoiled by a rapid increase in commercial dockage, piers, wharves, depots, warehouses and railheads. Visitors continued to arrive by ship, but were often traveling down the St. Johns River and then overland to St. Augustine. During the Civil War, blockade runners used smaller ports like St. Augustine as havens, slipping in and out with munitions, medical supplies, coffee and tea.

St. Augustine remained relatively serene and, as the town grew, the deep, calm and protected banks of the San Sebastian River began to see use for the safe docking of working fishing boats. In the 1940s, shrimp trawlers were built by the hundreds in yards erected there. Huge wooden warehouses, tall metal barns, and substantial wharves and docks were erected along the San Sebastian. Trawlers were rolled out and sold up and down the east coast and from the Gulf to South America. The shrimp boat business boomed in St. Augustine for many years. Today, shrimp trawler construction is not the local employer that it once was, and most of the associated structures are gone. One large marine construction and repair company is housed in a range of sleek, metal buildings on the San Sebastian, while many of the old docks, warehouses, wharves and rollouts are in ruins nearby.

Smaller, more local operations have since moved in along the banks of the San Sebastian, today providing maritime services to the recreational trade. From St. Augustine to Daytona there is a rebirth of ship rebuilding and repair along the Intracoastal Waterway. Recent attempts to expand commercial uses along the San Sebastian have encountered a stalwart group of homeowners who are interested in protecting residential and light commercial restoration and adaptive reuse efforts in Lincolnville and south St. Augustine from further large scale industrial growth. Meanwhile, restoration efforts have successfully restored the maritime heritage gems that remain – the St. Augustine Lighthouse and the Keepers House, the Castillo de San Marcos, and Fort Matanzas.

A publication of the Saint Augustine Lighthouse and Museum, Inc, called *Shrimp Boat City* by Ed Long and Brendan Burke, will be available for public download or purchase in 2013 by visiting www.staugustinelighthouse.org.

Major Aids to Navigation

The First Lighthouse in Florida Grew from an Old Spanish Watchtower

Maritime architecture has graced Anastasia Island for centuries. The earliest known were wooden structures built as watchtowers and navigational beacons. The first documentation that we have regarding watchtowers on Anastasia Island comes from Sir Francis Drake in 1586. Drake's reference that he "saw a place built like a beacon" is one of the earliest, albeit vague references, we have to a

watchtower on Anastasia Island. In 1668 the Spanish began construction of the Castillo De San Marcos, but by July 30, 1675, Governor Pablo de Hita y Salazar from St. Augustine wrote, that “the danger lay in an enemy landing vessels and seizing and holding Anastasia Island, which would impair the use of both inlets” (Arana, L R., 2004, as cited in Waterbury, 2004, p.13). In response, the watchtowers were constructed first near the present day Saint Augustine Lighthouse and secondarily at the site of Fort Matanzas a National Monument. Later the structures were fortified with coquina. It is important to note that the function of a watchtower defines it’s placement on an outer or barrier island, and it is from this placement that the practice of signals arose, such as day marks or distinctive flags, paint, spar with halyards, and eventually night signatures, such as fires or lighthouses lenses.

In 1737 the wooden watchtower on Anastasia Island was fortified with coquina and wood marking an end to the series of wooden watchtowers. It is this site that was lit much later by the American government as Florida’s First lighthouse in 1824. Unfortunately this first lighthouse fell into the Atlantic due to erosion in 1880. However, Federal funds allowed the completion of a new tower to take its place, using Philadelphia iron and Alabama brick during Florida’s Reconstruction Period following the American Civil War. This shining example of preserved maritime architecture can be found at the St. Augustine Light Station. The lighthouse tower is St. Augustine’s oldest brick structure. Paul Pelz, chief draftsman for the Lighthouse Board, designed the tower and it was constructed between 1871 and 1874. The same plans were used for several lighthouses in coastal North Carolina including Currituck Beach and Bodie Island. Mr. Pelz was also draftsman/architect for the Library of Congress building in Washington, D.C. The tower is built of Philadelphia iron, Alabama brick, granite, marble and copper.

Three additional structures stand adjacent to the tower. The 1876 Victorian style brick home accommodated three families. Wide sloping porches for sloughing off rainwater characterize this type of 19th-century residential architecture. Four gingerbread finials, reminiscent of the designs of Charles Eastlake, grace the cedar-shingled roof. The home’s basement, a rarity in Florida, is made of cut coquina (shell rock) quarried nearby.

Two historic structures from the WWII era are also on the property. Outside the keepers’ wall is a small barracks building constructed in 1941 for use by the United States Coast Guard (USCG) when armed guardsmen were stationed there during WWII. It is a vernacular structure with a tin roof. A 1936 garage to the north of the tower once served as a center for Jeep repair during WWII.

Keepers at the Saint Augustine Lighthouse were not only charged with tending the lights, but also with the maintenance and operation of minor aids to navigation and buoys prior to the USCG taking over control of this function in the 1970’s.

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Colonial Lighthouse at Amelia Island

The Amelia Island Light is the oldest existing lighthouse in the State of Florida in the United States. It is located near the northern end of Fernandina Beach and was once part of a range light system. Its light marks the entrance to the inlet leading to St. Marys River, the Cumberland Sound, and the harbor of Fernandina Beach along the Amelia River.

The night signature of each lighthouse is unique. Amelia Islands light signature is a white fixed flash every ten seconds, which turns red from 344° to 360° when covering the shoal water in the vicinity of Nassau Sound.

The lighthouse was constructed during Florida's Colonial Period in 1838, 14 years after its predecessors at St. Augustine and Key West. Some historians write that the materials used to build the tower were taken from a 1820's aid on Cumberland Island, Georgia, The Amelia Island tower was originally 50 feet (15 m) tall placed on a hill. In 1881, a new lantern was installed on the tower increasing the tower height to 64 feet (20 m) with the focal plane height of 107 feet (33 m) above sea level.

The ownership of the lighthouse was transferred from the United States Coast Guard to the City of Fernandina Beach in 2001. The Coast Guard remains responsible active aid to navigation. Access to the lighthouse is limited by the city. As of 2012, the lighthouse is not open to the public, except on Saturdays where it is open for viewing for three hours only. The city also offers tours to the lighthouse twice a month during midweek.

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Mayport Lighthouse at St. Johns River once Offered Safety for Shrimping Fleets

The St. Johns River Light was erected in 1858 at Mayport on what is now the property of Naval Station Mayport. It was the third lighthouse to stand at the mouth of the St. Johns River and was designed specifically to overcome the previous structures' problems with visibility and erosion.

The first St. Johns lighthouse, often called the Mayport Lighthouse, was erected in 1830 after the U.S. purchase of Florida. As with all Federal Major Aids to Navigation, the construction was funded by the United States Congress. Although construction was completed, it was built too close to the water and the light had to be demolished only three years later. The second lighthouse was erected in 1835, about a mile upriver. However, view of the light from sea was often blocked by shifting sand dunes and by 1853 its foundation was so disturbed by erosion that plans were made to replace it. This structure was soon abandoned and enveloped by the river, though its ruins could still be seen in the early 20th century.

The present St. Johns River Light was erected in 1858. In order to avoid its predecessors' problems, it was made substantially taller and further from the waterline. During the American Civil War, a Confederate sympathizer shot out the light to hamper Union ships attempting to locate the river. It was finally replaced on July 4, 1867. In 1887 authorities planned to heighten the tower another twelve feet. A study in the 20th century determined that this plan was never carried out, though the light station canopy was remodeled and the present copper cupola was installed.

In 1929, the St. Johns River Light was decommissioned after over 70 years of service. It was replaced by the St. Johns Lightship (LV-84), moored about 8 miles offshore from the river's mouth. In the 1940s the U.S. Navy acquired most of Mayport, including the area around the lighthouse, in order to establish Naval Station Mayport. The Navy demolished an attached one-story building and raised the grade of the surrounding land by about seven feet. As such, the original door is buried and the tower is only accessible via a window eight feet off of the ground. In 1954 the modern St. Johns Light was built to replace the lightship, located about two miles southeast of the Old St. Johns River Light

The Old St. Johns River Light was added to the National Register of Historic Places in 1976. It is the oldest surviving building in Mayport and the Jacksonville Historic Landmarks Commission designated it one of the most significant historic buildings in Jacksonville. In 1980 the lighthouse underwent restoration by Shepard Associates. It currently stands at 85 feet tall with a red brick tower, slate stairs and balcony, and a white watch room topped by a copper cupola. A local group, the Mayport Lighthouse Association, hope to undertake a full restoration and open the structure to the public.

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Related Resources

The artistic and architectural heritage of the proposed heritage area is pervasive throughout the region. The City of St. Augustine, a historical jewel in every respect, contains significant architecture dating to all eras since the First Spanish Period. It is surrounded on three sides by maritime scenery, with boats of all types moving through the bay and beneath the historic Bridge of Lions. The coastal views in St. Johns and Flagler Counties remain among the most pristine left in Florida. And the artists of the region consistently depict maritime and architectural scenes among their varied works. Lectures on historic architecture or artistic subjects are often presented by the St. Augustine Historical Society, the St. Augustine Art Association, Flagler College, and other culturally oriented groups. Walking tours, carriage tours, and train tours offer visitors an overview of the architecture in St. Augustine, and art galleries occur on all the main streets of town. Tours of Flagler College offer attendees an overview of Flagler's influence of the

architecture of the town as well as his interest in art. Paintings and other artistic creations are on display at the Lightner Museum, Flagler College, The Art Association, Dow Museum of Historic Homes, and elsewhere. The St. Augustine Lighthouse, perhaps the most widely depicted lighthouse in the U.S., provides visitors with a way to actually see the relationship between the sea and the coastal environs. There is no better way to appreciate the architectural beauty of the City of St. Augustine and the adjacent inlet and waterways, or to understand local maritime influence, than to stand at the top of the historical St. Augustine Lighthouse, the sentinel of the Nation's Oldest Port.

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AGRICULTURAL AND CULINARY HERITAGE

Narrative supplied by Mary Herron, Florida Agricultural Museum on 2-21-2011

SUMMARY OF THEME

Understanding human manipulation of plants and animals is essential for insights to a group's economic, political, and ideological life. The Oldest Port boundaries include an area unique for the study of cultural interactions between Europe, the Caribbean islands, Africa, and the Americas through the agency of food production. Old and New World plants and animals, as well as the subsistence strategies used to exploit them, created a cultural heritage which still influences modern life and food ways in this area. On September 5, 1565, Pedro Menendez de Aviles of Spain established the colony of St. Augustine on the coast of northeast Florida. The colonists who accompanied Menendez were lured to Florida with dreams of creating Iberian-style estates in their new home. Menendez' contract with the Spanish Crown stipulated that each settler be allotted the land and basic supplies needed to make those dreams come true. To that end, the expedition arrived in St. Augustine with seed stock for planting wheat and other cereal grains, cuttings for the establishment of vineyards, fruit trees, and other vegetable crops. Livestock included cattle, horses, pigs, sheep, goats, and chickens. The colony's poorly drained soils and humid climate proved hostile to many of the Spanish imports. Cereal crops, wine grapes, and olives in particular did not thrive. Pigs, chickens, goats, and, to a lesser extent, cattle gradually adjusted to the Florida climate, but sheep – the preferred meat source – did not. Unable to depend on the Old World crops and animals to provide the basis of a traditional Iberian diet, the colonists quickly began to incorporate the foods that supported the native populations of the area. The foundations of Florida agriculture are found in these early adaptive and modifying strategies.

DESCRIPTION OF THEME

A largely rural and agricultural population has occupied peninsular Florida for most of its post-European contact history. It was not until after the Civil War however that long term conditions necessary to a successful agricultural economy were in place. These included political stability, an adequate labor force, efficient transportation, good food preservation techniques, and the ability to eradicate or control predators and parasites.

Beginnings, The First Spanish Period, 1565-1763

When St. Augustine was founded in 1565, the indigenous peoples of the South Atlantic coast pursued subsistence strategies that combined the use of estuarine resources with farming and foraging. The Timucua and other coastal groups raised maize, beans, squash, and sunflowers. These were not produced in sufficient quantities to last from one harvest to the next. Wild plants including acorns, hickory nuts, coontie (*Zamia pumila*), persimmons, cabbage palm berries, maypop, prickly pear, and creeping cucumber were gathered to support dietary needs. Wild plants were also collected for use in dyes, pharmaceuticals, and the production of cordage. Estuarine resources, particularly fish and shellfish, provided reliable and easily collected foods. Deer, small mammals, wild birds, turtle, and alligator also contributed to the native diet. The only domesticated animal at the time of European contact was the dog, and it does not appear to have been used for human consumption. The seasonally nomadic foraging population was well adapted to the environmental and economic resources available to them.

With the establishment of the permanent colony of St. Augustine came the introduction of plants, animals, pathogens, and social institutions that posed significant challenges for both European and native populations. The Spanish arrival had major impacts on the material lives of indigenous people through agriculture; adding many new cultigens and introducing new activities such as raising chickens and hogs, dairy farming, cattle ranching, and animal husbandry in general. Animal husbandry provides many advantages for human beings everywhere. Primarily, it allows the introduction of protein and fats converted from plant foods not digestible by people to meet human nutritional needs at a relatively low labor cost. Some species could also be used to replace or supplement human labor as draught animals.

Sixteenth century Spanish Florida is characterized by a rapid accommodation of Iberian dietary norms to include native foods. This was largely due to the failure of the plant foods most basic to Spanish cuisine to thrive – wheat, wine, and olive oil. Native crops and estuarine resources made up the basic diet supplemented by beef, pork, and poultry when available. European plants including citrus, figs, cherries, pomegranates, melons, peaches, radishes, and onions were grown on a small scale. The colonist's food consisted primarily of soups and stews as well as roasted, salted, smoked, and dried meats and fish.

Menendez' expectations for Florida to prosper as an agricultural and commercial enterprise based on farming, fisheries, stock-raising, and the exploitation of forest resources for naval stores and ship building were largely unfulfilled. There were some successes including limited shipbuilding, production of tar and pitch as naval stores, and exports including sassafras and lumber. However, bad weather, deteriorating relations with the native peoples, and insufficient supplies made life in the new colony tenuous. By 1570, the *situado*, a regular subsidy, was granted by royal decree in support of the Florida garrisons. During the next 70 years the colony suffered plagues, Indian revolts, British attacks, and royal indifference, making economic progress difficult. Tenacious Florida-born creoles endured an impoverished and isolated existence.

By the mid-seventeenth century, royal support for the colony through the *situado* had become extremely unreliable. The colonists found it necessary to depend less on the subsidy and more upon their own resources. This period saw the establishment of several large cattle ranches along the St. Johns River. Cattle ranching was well developed in Spain by the 1500s and a business successfully exported to many places in the New World, including Florida. Ranching is an activity specifically designed to produce surplus meat, hides, and tallow for trade or for sale. It was an activity well suited to the Oldest Port area with its lands largely unsuitable for farming but capable of providing enough forage for the small and hardy Spanish cattle. Like cattle ranching, raising swine is an activity easily pursued on marginal lands with a relatively small investment in labor. A seventeenth century coastal trade began between St. Augustine and Cuba, transporting Florida-raised pigs, chickens, tallow, dried beef, and cow hides to Havana.

This time of relative peace and growth ended with the outbreak of the Spanish War of Succession (Queen Anne's War in America). James Moore, the governor of England's Carolina colony, launched bloody invasions of Florida during 1704-1705. The British invaders, along with their Indian allies, destroyed the Spanish missions of the Panhandle with their vast farms and herds of cattle. Most of St. Augustine was burned and the Spanish presence in the Southeast was reduced to that fortified seaport. The agricultural labor force of Native Americans, on the decline for the previous 150 years, was effectively annihilated.

Peninsular Florida during the early 18th century was largely depopulated by disease and war. It was several decades following the devastating invasions under James Moore that Florida's occupants ventured far from the protection of St. Augustine's fortress walls. The colony's dependence on the

situado once again became urgent. The subsidy, however, was as unreliable as ever – requiring St. Augustine’s governors to engage in illegal trade for food and other supplies. Desperate to fund these illicit purchases, many Floridians began to appreciate the economic benefits of the naval stores industry. A brisk and legal trade soon developed with Cuban shipbuilders in oleoresin, tar, pitch, and ship’s masts, spars, and timber. This relatively brief period of economic growth in Florida was abruptly ended in 1763 when the Spanish crown ceded the colony to Great Britain as part of the treaty settlement of the French and Indian Wars (or the Seven Year War as it was known in Europe).

Plantation Economies, 1764-1821

When the British occupied East Florida they came to a country that was almost unoccupied. Most of the colonists in Spanish Florida had departed with the change of governments. Only one large group of people remained – the Seminoles, descendents of Creeks who began to move into Florida following the destruction of the Spanish mission chain. By 1740-1743, they, along with approximately 500 free and enslaved blacks incorporated into their groups, occupied north and central Florida. Their economy was based on raising corn supplemented by intensive hunting, gathering, and foraging. By the 1770s, they had become largely sedentary taking advantage of the vast numbers of feral cattle, horses, and hogs remaining from the Spanish occupation to become stockmen as well as farmers.

Britain, unlike Spain, had ambitious commercial plans for Florida. The economy was to be based on a plantation system under the protection of a British garrison based in St. Augustine. Plantations are large scale agricultural enterprises based on crops or animals grown or raised as commodities for export to national or international markets. Plantation labor itself has frequently been described as a commodity in a global market. Crops from British East Florida included indigo, cotton, rice, citrus, and sugar. Cattle ranching and timbering were complementary endeavors. Lumber and the production of naval stores were also driving forces in British commercial enterprises. The labor required for most of these pursuits was intensive and supplied by enslaved Africans and their descendents. A notable exception to this practice was the work force at Dr. Turnbull’s plantation. He recruited peasant farmers from Greece, Italy, and the Balearic Islands (collectively known as the Menorcans) to serve as indentured servants raising indigo, corn, and other crops on his plantation at New Smyrna. Plantations, no matter their particular commodities, do not tend produce crops to feed their workers, whether slaved, freed, or indentured. A solution to this problem in the Americas was to encourage plantation workers to establish kitchen gardens, grow crops for themselves, and to hunt and fish to supplement their diets.

When not working the cash crops at the New Smyrna plantation, the Menorcans planted small gardens. They grew corn, peas, onions, greens, potatoes, cucumbers, and watermelons. Fish, small mammals, turtle, gopher tortoise, wild birds, and plants also contributed to their diets. The datil pepper, *Capsicum sinense*, a type of hot pepper associated with Menorcan cuisine of the past and present appears to have arrived in Florida at about this time. The origins of the pepper are a continued source of discussion. The datil pepper was grown commercially only in the St. Augustine area until very recently when it debuted on the national stage as a unique and regional spicy food.

British dietary habits differed from those of the earlier colonists. At times, civilians and the army found it necessary to import some of their foods including beef, butter, dried peas, flour, and rice. Kitchen gardens supplemented city dweller’s diets with grapes, citrus, figs, greens, squash, and pumpkins. Wild game frequently found itself on the tables of wealthy and poor alike. Fresh beef was purchased from Seminole ranchers. Seminole cattle, a descendent of Spanish livestock, did well on the forage that would not support more northern European breeds. Public houses sold large quantities of strong liquors

including cider, wine, brandy, and Jamaican rum. Food preparation techniques, tableware, and methods of trash disposal were markedly different from those of the Spaniards.

The British government and many of its wealthier citizens made substantial capital investments in East Florida. During the first decade of British occupation, the King's Road was constructed to link St. Augustine with New Smyrna and other plantations to the south with the colony of Georgia to the north. Like their Spanish predecessors, they were unable to effect improvements to the harbor at St. Augustine, which remained a treacherous entry point to the colony. Despite the many improvements, however, British East Florida was not fulfilling its earlier promise. By 1775, many of the plantations had failed or were on the verge of being abandoned. Political unrest in Britain's more northern colonies was about to erupt in the war. When it did, hundreds and then thousands of Loyalists fled the conflict to take refuge in St. Augustine. At first, the swelling population resulted in an increased dynamism and renewed energy in the colony. Later, food shortages and the disruption of commerce had the opposite effect. The British colony was receded to Spain and controlled by the Spanish government once again by 1764.

Although British subjects were allowed to stay under Spanish rule many chose to depart for the Bahamas, the Caribbean, Nova Scotia, or their homelands. At the time of the 1786 census, former British subjects numbered almost half of St. Augustine's population. The Menorcans, having abandoned the New Smyrna plantation for asylum in the capitol city years before, constituted the single largest group. The rest of the mixed population included Germans, Swiss, Greeks, Italians, English, Scots, Americans, free and enslaved blacks and Seminoles. The new governor, Vincente de Zespedes of Havana, joined them with several hundred Spanish soldiers and their families. East Florida's Second Spanish Period was the most racially and culturally heterogeneous era of its history until the second half of the 20th century. The unsettled feelings of this period can be attributed to the diversity of the colony's populace. The people shared a common land but little else.

Under population, political instability, and chronic labor shortages were hallmarks of the Second Spanish Period in East Florida (1784-1821). The governments of Spanish Florida and the fledgling United States of America were not able to control borders in the area. Florida was under almost constant attack by raiders seeking cattle, slaves, and other moveable property. Despite these unfavorable conditions, there were successes in the agricultural economy.

Francis Philip Fatio, Francisco Xavier Sanchez, Zephaniah Kingsley, and many others owned large plantations along the St. Johns River. These enterprises were marked by diversification in production rather than specialty production typical of antebellum plantations elsewhere in the South. Wealth was generated through cotton, corn, rice, garden crops, citrus, livestock, naval stores, and lumber. The Seminoles occupied lands largely outside of the Nation's Oldest Port boundaries. However, they did participate in the area's economy through a substantial trade in deerskins, beef, cowhides, and some crops including melons and oranges. They planted corn, potatoes, beans, and squash in sufficient quantities to meet their own needs but did not produce a surplus for trade or sale. Menorcans, living largely in and around St. Augustine, worked as small-scale farmers, fishermen, craftsmen, and mariners. Much of what they grew or caught was used for household consumption. Those who were able to produce a surplus sold it in the St. Augustine market or to the Spanish garrison.

Africans and people of African descent had always been a part of Florida's post contact history. During the Second Spanish Period they formed a substantial part of the population. Many of them were the slaves of plantation owners and townfolk. Some were slaves imported directly from Africa and Havana, while others were enslaved fugitives from British colonies who had fled the chaos of the American Revolution to seek sanctuary in St. Augustine. The fugitives, in accordance with Spanish law and religious

custom, were granted freedom and lands in return for their allegiance to the Spanish crown. Their numbers helped to repopulate the frontier and provided badly needed labor. They worked as skilled carpenters and masons, hostlers, fishermen, hunters, soldiers and sailors, ranch foremen, cowboys, butchers, shoemakers, and tanners. Others became paid laborers and field hands on the plantations and farms of Anglo, Spanish, and Menorcan homesteaders. After 1790, East Florida experienced a major agricultural boom when Spain adopted revised land policies to lure new settlers to the Florida frontier. Immigrants were guaranteed land in return for their allegiance and a promise to hold and develop their land grants. Almost immediately, approximately 300 Anglo immigrants crossed Florida's northern border bringing with them about 1,000 slaves to take up these grants. Between 1790 and 1804, another 270 slave owners with nearly 5,000 slaves arrived to take advantage of the colony's liberal land grant procedures. A third wave of black refugees arrived in 1796 from Santo Domingo. Spain had ceded that colony to France and evacuated the former revolutionary General Jorge Biassou, twenty six of his followers and their families to St. Augustine. These experienced soldiers and skilled laborers quickly took their places in the Spanish colony. Many free blacks of the period became homesteaders. They grew corn, peas, potatoes, peanuts, yams, pumpkins and melons. They also raised horses, cattle for meat and dairy products, hogs, and poultry. Those who could afford to do so became slave owners in their own right. Slaves and cattle were the most valuable moveable commodities for whites and free blacks alike.

Ultimately, Spain was not able to maintain control of Florida. From 1812 onward, a devastating series of raids and the more prolonged conflicts of the Patriot Rebellion and First Seminole Wars laid waste to the colony. Plantations, farms, and ranches were destroyed. Cattle and slaves were either stolen, driven off, or outright slaughtered. The attacks were primarily motivated by the American desire to eliminate the province as a destination for runaway slaves and homeland for the Seminoles. Perhaps more importantly, America was under the leadership of President James Monroe. Expansionist policies of his time made the presence of a foreign power on America's southern border intolerable.

The American Years, 1821-present

The portion of East Florida under Spanish control before 1821 ran ninety miles south from the St. Marys River, the southern boundary of Georgia, and twenty-five miles inland between the St. Johns River and the Atlantic Ocean. At the time of American annexation, the non-Indian population was perhaps 12,000, the majority of whom were persons of color. Spanish law and custom had shaped a three-caste system of race relations: whites, free blacks, and slaves. Once Florida became a territory of the United States, there were immediate efforts to impose a two-caste system of free whites and enslaved blacks. The other two issues of immediate importance were access to land (or validation of existing deeds) and the removal of the Seminole Indians. The Americans believed all three of these problems had to be addressed for prosperity and social order to result.

Agriculture was the mainstay of the region's economy throughout the antebellum era. For most of the first decade and beyond, the major property owners in northeast Florida were nearly all former Spanish subjects. They held most of the best land, often in large blocks situated along principal waterways. The main form of wealth in the region was in human property and their agricultural products. Large plantations still existed despite the turmoil of the previous decade, but small diversified farms were more common.

In the 1830s, the area prospered; a prosperity largely driven by the export of 2.5 million oranges annually. In 1835, however, an unusually cold spring severely damaged the orange groves. At the end of that year, the Second Seminole War began causing an influx of refugees into St. Augustine and generally

disrupting the economy. The Second Seminole War was fought, in part, over ownership of cattle herds and prime grazing grounds. The Territorial government was determined to seize those important assets from the Native American population of Florida and to marginalize them in areas of the state where they could no longer engage in profitable agricultural pursuits, particularly ranching. The war continued for the remainder of the decade. The hostilities interrupted much of the area's agriculture and normal commercial activity, as the inhabitants of St. Augustine sought to deal with the refugees as well as an increased military presence. Moreover, an insect infestation further damaged the orange groves in 1836 and the Panic of 1837 brought a prolonged economic depression. To complete this series of disasters, yellow fever spread through St. Augustine in 1839, and the silk worms brought in to replace citrus growing were destroyed by disease.

The peace following the Seminole Wars contributed to growth and development in the area, especially after Florida's admission to the Union in 1845. The recovery was partly due to the region's growing reputation as a health resort and haven from the colder climates in northern areas of the country. In the mid-1830s, perhaps 160 northern visitors to St. Augustine rented rooms in private residences, boarding houses, and hotels during the winter. By the 1850s, this figure had doubled. Real estate activity quickened and new construction rose. Northeast Florida experienced dramatic economic and demographic changes between 1842 and 1860. Wagons loaded with white farmers and their families came seeking newly pacified lands. The "crackers" had arrived to conquer the Florida frontier and establish a yeoman class. In the thirty years before the Civil War, the area grew in population, the population became increasingly rural, and the rural population increasingly white. Record crops of cotton and other plantation produce were exported from the area. Sawmills producing lumber from yellow pine shipped their products to ports around the world. Florida, though the smallest and poorest of the Southern states, was finally on the verge of prosperity when the Civil War began.

Like all wars, the conflict interrupted agricultural activities and other economic pursuits. The ports were blockaded and the St. Johns River patrolled by Union gunboats. Fernandina, St. Augustine, and Jacksonville were all occupied by northern troops. A phenomenal number of white men, relative to the state's population, enlisted or were conscripted into the Confederate armies. Some slaves ran away or were taken into federal service, but most were confined to the plantations and farms of their owners throughout the war. An absence of manpower on smaller farms required women and children to work their holdings. An in-kind tax of 10% placed on agricultural products infuriated many of the state's residents. Thousands of cattle were rounded up and driven north by members of the Florida Cow Cavalry to feed the southern troops. During the war, Floridians suffered as much at the hands of Confederate deserters as from the federal military. They ambushed Confederate patrols, disrupted cattle drives, raided slave plantations and looted farms. The state's economy was devastated by war's end.

The St. Johns River Valley recovered from the war more rapidly than other parts of the state. Jacksonville and St. Augustine regained their places as centers for winter tourism. Some visitors came for their health; others were attracted by investment opportunities. Steamships carried tourists by thousands along the St. Johns and Ocklawaha Rivers. Agriculture shifted from slave-driven economies to the diversified small farm and harvesting of forest resources. Former slaves had their freedom, but little property and no means of support. They provided the labor needed to revive the naval stores industry and bring it to global prominence after the Civil War. Many others entered service jobs provided through the rapid growth of the hotel industry.

Fundamental changes in food preparation technologies had taken place shortly before the Civil War. Wood burning stoves, food containers (cans and mason jars), and various other labor saving and storage

devices became increasingly popular for use in the home and elsewhere. With the growth of the tourism industry, a major shift in the reasons for food production took place. Fresh fruits, vegetables, meats, dairy products, and seafood were being produced in large quantities to meet the needs of visitors rather than for household consumption or export. General stores stocked pre-packaged, canned, and fresh foods for sale to hotel workers and other people who no longer had the time to produce their own food. This trend continued to grow following the arrival of Henry Flagler and other northern developers in the area. Entire communities, such as Hastings and Elkton, were established to help satisfy the appetites of visitors and workers alike.

A brisk trade in the export of cattle, naval stores, and lumber continued and was made even more successful with the addition of rail and steamship transportation. Commercial citrus production, once a mainstay of agricultural production, was effectively ended by record breaking freezes in 1894 and 1895. The groves moved further south. Outside cosmopolitan centers like Jacksonville and St. Augustine, Florida remained very much a frontier state. "Crackers" continued a rural and self-sufficient existence. They raised cattle and hogs for their meat. Corn, sweet potatoes, and sugarcane for syrup were staples. Small patches of cotton and tobacco were raised as cash crops to purchase the few items they did not produce themselves such as coffee and cloth. Kitchen garden produce, wild plants, and game supplemented this somewhat austere diet. Theirs was a lifestyle made famous in the cookery book and novels of Marjorie Kinnan Rawlings, an intrepid chronicler of rural Florida life.

Apex predators including wolves, bears, panthers, and alligators posed major threats to livestock and people throughout Florida's history. These threats had been effectively eliminated within the boundaries of the Nation's Oldest Port by the beginning of the twentieth century. Smaller predators, particularly ticks and mosquitoes, remained dangerous to man and beast. The descendents of cattle and horses introduced by Spaniards centuries earlier had developed a resistance to these pests. They were also heat-tolerant and adapted to the low quality forage typical of the grasslands and swamps in the Deep South. Early efforts to improve native scrub cattle required the introduction of other breeds, improved pastures, and tick eradication programs. This, in turn, necessitated fencing and a regimen of dipping cattle to remove predatory insects. The idea of improving Florida cattle was popular, but the measures necessary to do so were not. Unpopular or not, a plague of Texas ticks and screw worms during the 1920s and 1930s made solving the problem of eradication urgent. The parasites killed thousands of infected cattle, horses, deer, black bear and other wild animals. Even household pets died. Eradication measures were mandated by law and open-range ranching ended in Florida by 1949.

Mosquitoes have played a prominent role in Florida's history as pests and carriers of disease affecting both humans and livestock. Yellow fever, malaria, and dengue regularly took tremendous tolls in human suffering and death. As an example, in Jacksonville with a population of 26,800, the 1888 yellow fever epidemic killed 400, sickened 5,000, and caused 10,000 to flee the city. Of the 16,000 remaining, 14,000 were left unemployed as a result of the breakdown in commerce. This led to the formation of the Florida State Board of Health in 1889. By 1900, it had been determined that mosquitoes transmitted both malaria and yellow fever. The first organized mosquito control efforts were directed at *Aedes aegypti*. During World War I, drainage and larviciding efforts were directed toward malaria control in the area that is now the Jacksonville Naval Air Station. In 1942, the USDA established a laboratory in Orlando specifically to address the problem of insects affecting man and animals. DDT became available by the end of World War II, and was used widely until its devastating environmental effects became known. In an effort to protect people and livestock, chemical and other means of mosquito control remain sources of concern for various governmental agencies in Florida.

The early twentieth century brought significant changes to Florida's population and demography. Northeast Florida's population became increasingly urban and white. The great exodus of its black citizens for more lucrative jobs in the North took place here as elsewhere in the South. Improved roads, expanded rail systems, a liberal taxation policy, and a low cost of living helped attract new residents. In 1910, Jacksonville was the state's largest city. St. Augustine's population had doubled to 4,000 between the mid-1880s and 1915. The advent of the automobile and improved roads in particular brought increased tourism. Small diners were built along area roads to provide travelers with home cooked meals. To meet the needs of the expanding tourist industry, many Florida "crackers" turned from plowing and ranching to road building and construction. The "Age of Technology" also revolutionized the agricultural economy. Automobiles and, to a lesser extent trucks, became fixtures on American farms every where by the 1920s. The tractor replaced draught animals as the power behind farm labor by the 1950s. Mechanization changed forever the way many crops were planted and harvested.

Perhaps more importantly, the early twentieth century brought critical improvements to food preservation technology through electricity and refrigeration. When the first of Henry Flagler's grand St. Augustine hotels opened on January 11, 1888, it was illuminated by electric lights. The Ponce De Leon Hotel's elaborate kitchens were equipped with tin-lined ice boxes for the storage of perishable delicacies imported from the North. Ice was finally available through transportation by rail or steamboat. By the early 1900s, iceboxes were widely used by affluent families and hostelrys in St. Augustine. In the 1920s, St. Augustine built its first ice plant. Freezers were improved for use in the home. Refrigerators began to replace iceboxes in residences and businesses by the 1930s. Refrigeration also allowed the development of commercial shrimping and fishing interests in the area. Fresh fish and shrimp had long been featured on the menus of local hotels and restaurants, large and small. There was little point in harvesting these marine resources in large quantities prior to the introduction of refrigeration technologies because they could not safely be shipped to other markets.

Following World War II, agricultural production and food preservation had assumed characteristics common today. Small farms and ranches rapidly disappeared in the face of urban development. Kitchen gardens for family consumption were no longer common. The supermarket replaced the locally owned corner market. Instant foods lined the grocery shelves and frozen foods filled the freezers. Fast foods became popular to keep pace with more frenetic lifestyles. Men and women increasingly left the land for employment in service industries or manufacturing. Most locally grown crops and other agricultural products were destined for non-local markets. Very recently, an interest in locally grown foods and sustainable agriculture has begun to reverse those trends.

DISTINTIVENESS OF THEME

The Nation's Oldest Port has an interesting agricultural history. Centuries ago, domesticated plants and animals from Europe, Africa, and the Caribbean Islands were introduced to the region. The poor soils and climate in the area did not favor many of these imports. Numerous adjustments to the practice of plant and animal husbandry were necessary. Early Spanish colonists quickly adopted many indigenous crops and food preparation methods. Over the next four hundred and fifty years, northeast Florida's multicultural heritage contributed to the formation of a distinctive regional cuisine. Impediments to the development of a viable agricultural economy, including the development of efficient transportation, an adequate labor force, good food preservation techniques, political stability, and the control of predators were met and overcome with varying degrees of success.

Despite the loss of working rural lands to development, the Nation's Oldest Port remains an important center of Florida's agricultural production. St. Johns and Flagler Counties lead the state of Florida in the production of cabbage and potatoes. Turf grass, livestock, nursery stock, timber, and various small truck crops are also important. Duval County is more urban but still produces an impressive amount of agricultural commodities including sod, nursery stock, and ornamental plants. The number and size of farms in the region has been declining for the last four decades. Today, sustainability is considered to be the most fundamental goal of any agricultural enterprise. Farmers and stockmen nationwide have embraced the philosophy of natural resource stewardship. Hopefully, this is an approach that will ensure a viable future for agricultural production within the boundaries of the Nation's Oldest Port as well.

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CHAPTER 5

POTENTIAL FOR ENHANCING CULTURAL, HERITAGE AND NATURE-BASED TOURISM

The tremendous tourism potential for the Nation's Oldest Port National Heritage Area is already being realized to some extent by Florida's tourism based economy and coordinated by Visit Florida. According to Visit Florida's media page at: <http://media.visitflorida.org//>

"Some 21.9 million visitors came to Florida in the third quarter of 2012 (July-September), an increase of 3.5 percent over the same period in 2011. Direct travel-related employment in Florida also rose 1.5 percent over third quarter 2011 to 1,020,200, an addition of 15,000 jobs since this time last year." Visit Florida ® Research

For further evidence of this, please read the following web article written by the staff at Visit Florida and posted on the web at: <http://www.visitflorida.com/articles/northeast-florida-overview> and retrieved December 21, 2012.

The area described is exactly the same area as the proposed Nation's Oldest Port National Heritage Area Region. The region has much to offer tourists, including remarkable scenic beauty, great nightlife, off the beaten path experiences, and well-traveled historic sites and family attractions.

*By VISIT FLORIDA staff
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From the Florida-Georgia border to just north of Daytona Beach, Northeast Florida is full of spectacular sites, including historic St. Augustine.

Amelia Island

Yes, it's an island, but not in the tropical sense. Aging oaks shade narrow roads in this natural paradise, much of which is preserved within a collection of state parks. Ride horseback from the forest to the Atlantic beaches of Amelia Island State Park. Surf fishing is popular here, as is casting from the George Crady Bridge Fishing Pier over Nassau Sound. Marshy nooks inside Big and Little Talbot Island State Parks offer paddling and birding. Big Talbot Island is distinguished for its photogenic Boneyard Beach, so-called for the tree "skeletons" dotting its shore. Golf courses at area resorts play off of Amelia's natural beauty. With fine dining, spas, and shops, these family-friendly properties create an air of sophistication with a seaside Southern flair about the island.

Fernandina Beach

Fernandina Beach is part of Amelia Island, and a host of history lessons and merry diversions occupy the town. Reserve a spot on a themed walking tour offered by the Amelia Island Museum of History or on a horse-drawn carriage ride operated by a local. Either way, you'll hear all about the area's rule under eight different flags since the 16th century, and you'll get a feel for its 50-plus-block National Register Historic District, including the shop and café-lined Centre Street and Victorian-era homes-turned-B&Bs. Centre Street ends at the Amelia River where guests can board

a fishing charter or river cruise along the waterfront and watch trawlers haul in shrimp (May's Isle of Eight Flags Shrimp Festival celebrates Fernandina Beach's significance to the industry). Not far from downtown, Fort Clinch rises above the St. Mary's River and Cumberland Sound, well-preserved in its 19th-century, bricked grandeur.

Green Cove Springs

This is a river town in so many senses: Spring Park offers a gleaming vista of St. Johns River, and the whole place seems to mimic the water's easy flow. The fishing is fine (Spring Park offers a handy pier and boat slips), the history is walkable (a map pinpoints significant homes and churches), and the recreation is refreshing at the community pool fed by the local spring. In the mid- to- late 1800s, talk of the spring's therapeutic power brought visitors by steamboat to Green Cove Springs. Across the street from the spring boil, the circa-1887 River Park Inn B&B speaks of area history, as does the Clay County Historic Triangle, where you can view the 19th-century courthouse and jail as well as a railroad museum.

Jacksonville

Jacksonville represents all that's good about the big city – culture, nightlife, good eats, and a signature accessory, the riverfront. The river is the St. Johns and whether you're strolling the riverwalk or floating in a water taxi, you'll notice the reflection of the industrial skyline in the rippled water. The Jacksonville Landing provides another memorable vantage point, and it also offers shops, restaurants, bars and live entertainment. For culture, visit the Cummer Museum of Art and Gardens, the Museum of Contemporary Art Jacksonville or the Ritz Theatre Museum, celebrating Jacksonville's African-American community. For all of its urban appeal, Jacksonville also is home to eclectic neighborhoods brimming with original restaurants, galleries, boutiques and historic buildings. See parks blooming with magnolias, crepe myrtles and roses (inside Landon Park) in San Marco. Shop at San Marco Square and catch a movie at the Art Deco-styled San Marco Theatre, built in 1938. In Riverside-Avondale, you'll see pocket parks, a view of the river and a mix of architectural styles from Victorian to Prairie. The Riverdale Inn, constructed in 1901, serves as a B&B and reminder of "The Row," a string of 50 mansions that once lined Riverside Avenue. Two of these historic mansions still stand today, giving visitors a glimpse into the area's luxurious past. The Jacksonville-Baldwin Trail offers quiet from the hum of the city, navigable wetlands and woods full of wildlife with a trailhead at Camp Milton, former East Florida military post for the Confederate Army during the Civil War.

Jacksonville Beaches

Twenty miles of Atlantic Coast belong to the communities of Atlantic, Neptune and Jacksonville beaches. Atlantic Beach's Kathryn Abbey Hanna Park shakes up the salty scene with a 60-acre freshwater lake that begs for picnics and paddleboats. Fish or walk trails around the lake and then explore the boutiques and restaurants of Town Center. Head south to Neptune Beach, which sounds a low-key vibe and a call to surfers and cyclists (the hard-packed sand creates an effortless ride). Jacksonville Beach marks the southernmost, and the most spirited shore; beach volley-ball, surfing and fishing from the Jacksonville Beach Pier stage a nearly non-stop party. Listen to live music at Sea Walk Pavilion, and visit the Beaches Museum & History Park.

Mayport and Fort George Island

Mayport was born to be a fishing village. Early Native Americans to modern fishermen have based their livelihoods on the surrounding St. Johns River and its bays (sample the bounty of area waters

at any of Mayport's dockside restaurants). In 1942, the Navy shipped into town, and Mayport Naval Station is now the third-largest Naval facility in the continental U.S. The village's 1859 lighthouse still stands on station grounds. Across the river, Fort George Island Cultural State Park shares 10,000 years of stories through exhibits inside the Ribault Club. The club represents the island's "modern" history, past the days of the Timucuan Indians and warring colonialists to the 1920s, when its reputation shifted to "millionaires' playground." Cotton production also earns a page in area history. Segway tours lead visitors from the Ribault Club to the Kingsley Plantation built in 1798 and original slave cabins are on the property.

Palatka

Palatka, along the St. Johns River, promises bass fishing and boating. But the city is equally in touch with its creative side, its downtown a canvas for more than 30 murals illuminating local history and landmarks (the chamber of commerce publishes a walking and driving tour). The Florida School of the Arts, Larimer Arts Center and the Historic Tilghman House – which is not open to the public other than for special events and as part of the Chamber of Commerce Tour – provide additional outlets for visual and performing artists. Additionally, the Ravine Gardens State Park showcases a full spectrum of color inside its flowering ravine. Bike, hike or drive the surrounding trail for an eyeful. During the Annual Azalea Festival, Palatka's signature shrub paints the town in shades of pink and white. And the annual Florida Blue Crab Festival features a seafood cook-off and an arts and crafts show.

St. Augustine and Ponte Vedra Beach

You can't avoid history in America's oldest city ("the oldest continuously occupied European settlement in the continental U.S.," if you want to get technical). But there are plenty of diversions. Golf, for example. The PGA Tour is headquartered in Ponte Vedra Beach, and THE PLAYERS Championship unfolds each year at TPC Sawgrass. World Golf Village, with its own respected courses (plus the World Golf Hall of Fame) makes its home in St. Augustine.

Accommodations and amenities here stitch a luxury label into the towns' fabric, particularly along the dune-covered shores of Ponte Vedra Beach, where spas, shops and classic resorts prevail. But back to the history: You can't miss 17th-century Castillo de San Marcos (literally – its cannons and coquina construction lord over Matanzas Bay – which, by the way, makes a scenic venue for a fishing charter or cruise). Ponce de Leon's Fountain of Youth, the Oldest Wooden Schoolhouse in the U.S. (said to date to at least 1716) and the 18th-century Gonzalez-Alvarez House help tell the story of the city's Spanish, British and American occupations. Opulent hotels commissioned in the late 1800s by railroad pioneer Henry Flagler persist today as a museum (the Lightner), a college (Flagler) and a luxury inn (the Casa Monica).

There's no shortage of restaurants – from no-frills authentic to upscale and atmospheric – or eccentricities (gawk at the albino alligators at the St. Augustine Alligator Farm Zoological Park or visit the Ripley's Believe it or Not! Museum). Still, strolling through narrow streets nearly half-a-millennium old is fairly awe-inspiring.

Much more tourism promotion remains possible for these and other positively impacted communities, including Saint Augustine Beach, Atlantic Beach, Vilano Beach, Marineland and Palm Coast. The Alliance of National Heritage Areas

([http://www.nationalheritageareas.us/documents/ANHA Eco Imp Report 2005 MGM2.pdf](http://www.nationalheritageareas.us/documents/ANHA_Eco_Imp_Report_2005_MGM2.pdf)) estimates that 68.3 million people visited the extant 27 National Heritage Areas in 2005. This brought tremendous

economic benefits to the region, in part through the use of the National Park Service Logo and branding available to heritage area initiatives. NHA designations benefited economies statewide, across multiple counties and across many local boundaries.

According to the Alliance, visitors to NHAs generated almost 9 billion in direct and indirect sales!

NHAs supported more than 150,000 jobs which paid more than \$3 billion dollars in wages.

In 2005, the total direct and indirect value to communities with NHAs was estimated by the Alliance at over \$5 billion dollars.

While the American and World Economies have changed since 2005, travel remains one of the most popular activities and the impact state per state remains dramatic in more recent years. As a comparative example, Pennsylvania studied its visitors and heritage area activity in 2010.

The resultant impact below is taken from;

<http://www.nationalheritageareas.us/documents/economic-impact-study-a-full-report-2008-Pennsylvania-Heritage-Areas.pdf>

FIGURE 1: Total Economic Impact of Visitor's Spending in Eight of Pennsylvania Heritage Areas

Economic Impact

Total Visitors Spending \$300,894,000

Direct Economic Effects

Sales \$255,760,220

Personal Income from Direct Sales \$95,807,160

Direct Jobs 4,372

Value Added \$145,524,080

Total Economic Effect Sales \$416,889,160

Personal Income Generated from this Effect \$156,448,230

Sales Jobs indirectly generated 6,030

Additional Value Added \$247,194,420

That is a direct and indirect impact in Pennsylvania's National Heritage areas of over half a billion dollars, and certainly Florida, with its strong tourism based economy, can do as well or better. However, the State of Florida has no National Heritage Area with a headquarter inside its State boundaries at all, and only one NHA with an intention to expand into the State – the Gullah Geechee Heritage Corridor which originated in South Carolina and Georgia.

The impact of the Nation's Oldest Port NHA to economic health and marketing to heritage tourists – which have been shown in study after study to travel in family groups, stay longer, and spend more

money than other types of tourists – is one of the main motivations for starting a NHA in time for the 500th Birthday of Florida and the 450th Birthday of St. Augustine at its center.

PLAN FOR A COORDINATING ENTITY

In 2007, several local groups began exploring special designations to recognize, preserve and promote the maritime region that is home to the nation's oldest continually occupied European settlement and oldest port as a remarkable and distinctive coastal landscape that has shaped local culture and traditions. Development of the concept of a Nation's Oldest Port National Heritage Area has transitioned from exploratory meetings with small groups of local individuals and organizations to the formation of an informal working group and task groups to assist with various sections of a feasibility study and now to establishment of a Nation's Oldest Port Heritage Area Alliance for long-term coordination and leadership. Several coordinating entity structures were taken into account during this process and a preferred local option was identified.

Based on ongoing involvement from the informal Working Group and a groundswell of regional support, a special-purpose, independent nonprofit coordinating entity is being created to facilitate completion of a feasibility study, implement heritage-based projects prior to designation, and provide leadership upon designation. The structure and responsibilities of the proposed Nation's Oldest Port Heritage Area Alliance (coordinating entity) are detailed in this chapter.

The Alliance will be jumpstarted by a local parent organization, the St. Augustine Lighthouse and Museum, Inc. which has provided staffing and funding for this effort to date. At the end of a five year period of designation, this temporary system of governance and parental support, described below will be reconsidered, and a permanent, more independent Heritage Area Alliance will emerge as its own non-profit, regional entity.

COORDINATING ENTITY STRUCTURES OF EXISTING NATIONAL HERITAGE AREAS

National Heritage Areas are required to cite a coordinating entity in place upon designation. Coordinating entity structures vary across the 50+ existing National Heritage Areas. These organizational structures follow: (1) federally appointed commissions, (2) state agencies, (3) locally appointed commissions, (4) departments of public universities, and (5) nonprofit corporations. The National Park Service serves an advisory, non-voting (ex officio) role in each of these types of coordinating entities.

The structure that we have chosen to use for the administration of our National Heritage Area is that of the nonprofit corporation guided by a parent. The National Heritage Area program allows the flexibility for the whole community involved in this endeavor to determine what would work best to meet the objectives of our National Heritage Area. As there is no state level mechanism to accomplish the goals that we have set out, and due to the region-wide support that we are receiving, the non-profit model best allowed for all segments of the community to play a role in how we move forward.

PLAN FOR A COORDINATING ENTITY OF THE NATION'S OLDEST PORT NATIONAL HERITAGE AREA

The coordinating entity concept follows the nonprofit model used by the majority of existing National Heritage Areas. The Nation's Oldest Port Heritage Alliance will incorporate as an independent nonprofit, 501 (c) (3) corporation chartered in the State of Florida. The organization will start with a small to

medium-sized Board of Directors drawn from the diverse cultural, geographic, and professional attributes that are represented by the current Working Group members participating in the feasibility study.

This Board will be responsible for planning, feasibility study guidance and assistance, grant writing and fundraising, and staff hiring. The Board will review and provide assistance with the draft feasibility study and will have input into the final version of the feasibility document. The Board's participation will ensure congruence between the organizational structure and goals presented here and the goals of a newly appointed Nation's Oldest Port Heritage Alliance Board.

An important goal of the Nation's Oldest Port Heritage Alliance Board is to ensure broad and equitable representation of jurisdictions, interest groups, and cultures within the proposed boundaries. An Executive Committee will be elected from among the Board members to oversee operations and provide direction to staff. The staff will implement programs and coordinate the activities of the proposed National Heritage Area. The Board of Directors will be advised and assisted by committees, whose members will represent a variety of local interests.

Board of Directors

In 2013-2015 or shortly thereafter, upon designation, a Florida not-for-profit entity, the Nation's Oldest Port Heritage Area Alliance, Inc., will be incorporated. An *interim* Board of Directors will consist of individuals who have demonstrated a strong commitment to the Nation's Oldest Port National Heritage Area and have been actively involved in the feasibility process through public meetings, Working Group activities, and Task Group meetings across the St. Johns, Flagler, Duval, and Nassau Counties' region. Representation will be drawn from the current Working Group and Task Groups comprised of residents, scholars, resource managers, elected officials, non-profit and private business representatives who are sharing their ideas and volunteer contributions regarding the area's nationally significant themes, related resources, the proposed boundary, and inventory and mapping activities. Of more than 80 active individuals and 400 plus supporters, several representatives will transition from the Working Group and Task Groups to the Board of Directors.

The primary responsibility of the Working Group and Task Groups has been to conduct public outreach, develop regional partners, gather public support, and prepare key sections of the draft feasibility study. The responsibility of the pre-designation/early designation Board of Trustees will be to assist with completion of A required management plan as well as funding and staffing plan for the young organization. Board members will also help develop a two-year budget, assist with grant writing, and select future new board members. They will also promote the heritage area concept and encourage additional partnerships throughout the Nation's Oldest Port region.

Initial Pre-Designation Board of Directors

Members selected from the Working Group and Task Groups advocating the proposed National Heritage Area and who represent varied local interests across the region will:

- Apply for 501(c)(3) status
- Assist with completion and review of the draft feasibility study
- Develop a two-year budget
- Assist with grant writing
- Identify potential future board members

This Board will be structured to equitably represent the counties within the proposed boundaries of the National Heritage Area and thematically linked, non-contiguous boundary sites in adjacent counties, as well as a composition reflective of the cultural and thematic diversity of the Nation’s Oldest Port region.

To achieve this goal, the planned structure will be an interim board with up to 15 voting members who may represent agriculture and foodways, business, counties, municipalities, at-large representatives, thematically linked areas in neighboring counties, arts, heritage sites, maritime heritage, history, archaeology, natural sites, scenic organizations, marine conservation, education, tourism entities, and cultural and religious organizations and interests. Additional seats will be available for ex-officio representation for the Guana Tolomato Matanzas National Estuarine Research Reserve, the local National Park Service, the U.S. Fish and Wildlife Service, the State of Florida Historic Preservation Office, and St. Johns River Water Management District.

The full Board will meet quarterly, or more as needed, with primary functions to include planning, fundraising, and administration.

Meetings may be held via conference call to reduce travel burdens. Officers will be elected annually. The Board will elect officers and an at-large member to serve as the Executive Committee to meet monthly to oversee operations and provide direction to the interim Executive Director coordinating the feasibility process (refer to bulleted section below). The Board will be advised and assisted by Committees representing a variety of local interests.

The Board of Directors will have pre-designation tasks, including: (1) ongoing public outreach, (2) organization of local support for the designation effort, (3) communication with legislators regarding their sponsorship of the initiative, (4) initiation of some programs to demonstrate the potential effectiveness of partnerships developed by the Nation’s Oldest Port Heritage Area Alliance, and to raise the profile of the proposed National Heritage Area, (5) grant writing and fundraising to assist with these activities, (6) assist with preparation and completion of certain sections of the feasibility study for National Heritage Area designation, and (7) oversee administration and the Executive Director’s coordination of these activities. In this process, other options were discussed (as referenced below). Post-designation, the Board tasks will initially be to work with the Executive Director to plan the scope of work and to determine a strategy for preparation of the management plan.

Board Structure and Roles

- ✓ **Up to 15 Members voting members plus *ex officio* members and At-Large Committees. Any entity listed may choose not to participate.**

St. Johns County 2
St. Johns County
St. Augustine, Ponte Vedra & the Beaches Visitor and Convention Bureau

Flagler County 2
Flagler County Government Entity (rotate every two years between county and city)
Flagler County Tourist Development Council

Duval County 2

City of Jacksonville
Visit Jacksonville

Nassau County 2
Nassau County Government Entity (rotate every two years between county and city)
Amelia Island Tourist Development Council

St. Augustine Lighthouse and Museum, Inc. 1

City of St. Augustine 1

At-Large Members Nominated by Committees of the Board 5
Culinary/Agricultural
Culture/Arts
Maritime Heritage
Tourist Attractions (Heritage, Nature, Recreational, Scenic and Business)
Archaeology/History
Transportation Corridors

Federal and State – *ex officio* only 5
Guana Tolomato Matanzas National Estuarine Research Reserve
National Park Service
U.S. Fish and Wildlife Service
Florida State Historic Preservation Office
St. Johns River Water Management District
Scenic Highway AIA

✓ **Elects a 5 member Executive Committee, including a representative from the parent fiscal agent during the first five years, that meets bi-monthly to oversee operations and provides direction to staff coordinator following a future designation**

- Meets at least quarterly
- Conducts planning including the required management plan.
- Continues public outreach
- Organizes local support for designation bill
- Communicates with legislators sponsoring designation bill
- Initiates programs
- Conducts grant writing and fundraising
- Assists with preparation, completion, and review for draft Feasibility Study
- Provides administrative oversight to current Heritage Area Officer who will function as Executive Director
- Receives recommendations from the Committees for funding and other support of projects and programs (see below)

Staff

The Heritage Area Coordinator hired and supported by the St. Augustine Lighthouse and Museum, Inc. is coordinating many of these pre-designation activities and will continue serving in this role as Executive Director/Coordinator of the NOPNHA during the next five years of establishment, to demonstrate the value of regional partnerships and projects, and to heighten the profile of the Heritage Area.

Following designation, this Executive Director will coordinate preparation of the Management Plan, work with the alliance to establish committees and help to jump start fundraising activities, coordinate federal funding and uses, etc. As the staffer is a member of the staff of the St. Augustine Lighthouse during its first years, priorities *for staff work load/attention* will be set by senior Lighthouse staff and Governance to avoid confusion.

It is anticipated that the NOPNHA should be in a position to hire its own staff either as a volunteer or as a paid part time staffer, in year six of its operations following designation. Federal funding continues for 10 years.

Staff Structure and Roles

- Positions will be supported by a combination of grants; contributions from local Entities either public or private, member businesses, and non-profit foundations. These will provide future matching funds from annual Congressional appropriations to the National Heritage Area, as will in-kind support from the St. Augustine Lighthouse and Museum, Inc.
- A goal is to have the current Heritage Area Coordinator lead the Heritage Area Alliance in year six.
- Writes grant proposals with assistance from ad hoc Grant Writing Committee
- Coordinates public outreach
- Coordinates fundraising with Board involvement
- Serves as liaison with Congressional legislators
- Develops content for website
- Develops programs

Possible Programs and Outreach Projects in 2011

- Nation's Oldest Port Heritage Area Experiences Map
- Nation's Oldest Port Heritage Area Local and Heritage Foods Guide
- Nation's Oldest Port Heritage Area Festival highlighting Local Seafood and Produce
- Coordination of Final Feasibility Study

Committees and Ex Officio Members

To ensure a variety of local interests and other sub-sectors of the region are represented in the management of the National Heritage Area, the Board of Directors will be advised and assisted by committees that represent a broad range of local interests. Local units of the Guana Tolomato National Estuarine Research Reserve, the National Park Service, the U.S. Fish & Wildlife Service, the State of Florida's Historic Preservation Office, and the St. Johns River Water Management District will serve in

advisory roles. The Board and committees will review and recommend projects and programs for funding and other assistance from the National Heritage Area, and will identify potential partnerships between the National Heritage Area and government agencies, nonprofits, and other local stakeholders to help achieve long-term goals. The committees also will identify long-term funding needs and priorities; assist with planning festivals and events sponsored by the National Heritage Area; and conduct public outreach.

Committee Structure and Roles

- Possible At-Large Committees include Culinary/Agricultural, Culture/Arts, Maritime Heritage, Tourist Attractions (Heritage, Nature, Recreational, Scenic, Business), Archaeology and History, Grant Writing/Fundraising, Marketing/Communications, Finance, Education/Programming, Events, and Transportation
- Broadly representative groups assembled to advise Heritage Area Alliance Board in 2011
- Identify potential partnerships with the National Heritage Area

RATIONALE FOR COORDINATING ENTITY

Feedback from public meetings and a number of supporting individuals and organizations demonstrates strong support for the establishment of a new locally driven organization that will help with pre-designation tasks and post-designation coordination. The purpose of this organization will be to function as the local coordinating entity during the feasibility process and to continue, in the same or similar fashion, as the coordinating entity upon National Heritage Area designation. The organization's mission will require a focused approach to planning and management for long-term benefits to the region.

To meet the needs of a broad spectrum of local residents and organizations, the local coordinating entity should be structured to operate outside the ever-changing political environment. While local governments will be represented, the coordinating entity will operate independently to be responsive to the needs of a wide array of citizens and local interest groups.

The preferred model of a separate non-profit, tax exempt corporation will allow the pre-designation coordinating entity to best approach funding sources – government, corporate, foundation, and individual—for support for planning, operations and programs that can be undertaken to promote heritage and nature preservation and tourism. Independent nonprofit status will also enable the coordinating entity to focus on the regional mission of the National Heritage Area and to work with other interests across the region including other non-profits, government agencies, private foundations, and businesses.

The local coordinating entity concept presented in this chapter, with a small-to medium-sized nonprofit Board of Directors, an Executive Committee, staff and functions, and widely representative advisory committees, is structured to be representative of the broad range of interest groups across the Nation's Oldest Port National Heritage Area. This organizational framework will facilitate regional communication, partnerships, strategic planning and operations that are conducive to the needs of local citizens and interest groups.

CHAPTER 7

FINANCIAL PLAN

Kathy A. Fleming, St. Augustine Lighthouse; Dr. John Durel, QM2; Lee Capitano contributors.

A Strong Business Plan Context and Foundation

An Area Rich in Resources

The Nation's Oldest Port Heritage Area Alliance (NOPNHAA) encompasses the first coast region, a remarkable coastal place with many cultural, heritage, artistic, and maritime resources that hold great attraction to people from around the globe. In St. Johns County alone, the Visitor and Convention Bureau Estimates that 3.4 million visitors enjoy historical attractions, cultural ambiance and our lovely beaches, boating, restaurants, along with fishing and bird watching each year. Visitors come from every state in the nation, Canada, Europe, South America, Asia and the Caribbean Basin. A host of heritage sites, restaurants, beaches, rivers, attractions, tour companies, boating companies, fish camps, golf courses, parks, and scenic vistas are strong resources for economic growth. St. Augustine, with its red tiled roofs and European charm, is the heart of the region. St. Augustine Beach offers music and a lively fishing pier with many festivals and hotels for beach goers. Crescent Beach north of the inlet, also provides unique seaside views and amenities.

In the more urban Duval County is the location of Florida's largest city by land mass, Jacksonville, at 840 square miles. Jacksonville is home to the metropolitan planning organization for the region, US Congressional offices, a vibrant chamber of commerce, many banking institutions, Gate Petroleum, coffee manufactures, and Jaxport, a logistical deep-water maritime export and import center importing automobiles, coffee beans and exporting frozen foods and other goods, creating jobs. Downtown is the energetic Jacksonville Landing, with its many shops and restaurants along the St. Johns River – one of only two rivers in North America which flow northward. The Jacksonville Jaguars football team is a local favorite, as is the Tournament Players Championship in Ponte Vedra and the World Golf Village south along I-95. Almost 500,000 military veterans live in the region surrounding Mayport Florida, home of an active United States Navy Base. Philanthropic potential is also high in the region; almost 300 family foundations exist in the small area, contributing a portion of earnings each year to community service organizations.

At the southern most part of the region, Flagler County is more agrarian, with potato farming and eco-tourism potential. Off shore lives a remarkable variety of salt-water fish in a unique marine environment that has drawn fishermen from across the globe. Flagler Beach is a warm and inviting small town beach community with a special Floridian flair. Local seafood served throughout the region is some of the best in the world. Local goods from farms in Flagler County and Nassau County offer vegetables, Menorcan Datil peppers, and potatoes and berries to restaurants in the area and to companies like Lays Potato, while shrimp boats still bring in fresh catch each summer.

Ponte Vedra Beach in Northern St. Johns County, Fernandina Beach in Nassau County, Atlantic Beach, Jacksonville Beach and Amelia Island offer white sands, scenic ocean vistas and tourism opportunities for hunters of sea shells, fishermen, photographers, naturalists, seniors, and families.

A drive market, the region lies just off the I-95 corridor, which connects to I-10 and I-75 further west. Tourists from Georgia, North Carolina, Ohio, other parts of Florida, and points beyond usually travel here by personal automobile, but the area also boasts an international airport.

These resources provide the scenic, historic and natural capital and the tourism infrastructure upon which business models can grow. Organizations and social-entrepreneurs in local businesses can protect, interpret and develop our resources in a sustainable manner. In fact, there are many public and private organizations, both non-profit and for-profits, which have already begun to generate revenue and become successful at developing strong financial engines using our regions unique resources and multi-cultural but distinctive heritage.

Heritage tourism in the region has proven remarkably stable throughout the ups and downs of national economic recession, hurricanes, and oil spills.

Competition and Challenges

Two primary challenges present themselves immediately with regard to the project.

1. The first is that the organization is young and may be pulled off of financial course or mission related course because of inexperience working regionally within a grass roots framework. If this occurs, measurable objectives within the framework of its management plan will be much harder to achieve.

The Nation's Oldest Port National Heritage Area Alliance (NOPNHAA) is designed to become a new, non-profit organization with representatives from across the region and must have a safe place to experiment with programs that will serve its public service mission of preservation, interpretation and education while growing sustainability, establishing its governing documents, and assuring its non-profit status is established while it grows a sustainable financial engine.

While the high involvement of scholars, knowledgeable volunteers, and organizations in the region is truly inspiring, without a centralized fiscal agent the risk is that the organization may "over integrate", collecting more and more feedback and opposing ideas before financial decisions can be made. Over integration slows the production of results and can create deadlock. When combined with over administration, bureaucracy and organizational demise can occur.

Solution

Early financial success will be shepherded by a temporary fiscal agent. Our model calls for an initial fiscal agent and parent organization to provide professional staff and support for the fledging NOPNHAA's development over the first five years of the organization's growth. That same agent has provided staffing for three years to help develop this feasibility study and has invested over \$500,000 of staff time and effort into this project. It is a natural fiscal agent and the originator of the Nation's Oldest Port Heritage Area idea.

2. The Second factor is area competition of established organizations performing community services and competing for tourism and philanthropic dollars. Forming partnerships, branding the organization as a community service entity, and building reputation is central to turning competition into beneficial reciprocal relationships.

The NOPNHAA will perform all activities from a code of ethics that builds community reputation and the public trust. This is an important integrative quality. Entrepreneurship also plays a role in overcoming competition.

Entrepreneurs have creative energy that tests new ideas and plans continually. Using return on investment analysis of money, mission and market to decide which ideas to try is an important administrative quality that reduces entrepreneurial risk taking. This is very essential for strategic earned income projects that are outside the box and can stay ahead of competition. Benchmarking other Federal NHA's and non-profits across the nation is an administrative rate that can also aid production of results.

The organization will strive to build relationships and overcome competitive cultures through ethical programs, business practices, and new ideas. This is an integrative practice the board and staff will need to model in order to produce strong community-based and service-oriented results. Federal support will be key in the early years in making the NOPNHAA a community benefit. Federal support will enhance the brand and the high-quality work completed.

How does the fiscal agent operate?

The fiscal agent has operated in the black over the last 16 years with a steady growth rate between 3% and 18% annually. It utilizes the following business concept which will be adopted by the National Heritage Area Alliance for use in its leadership and financial development.

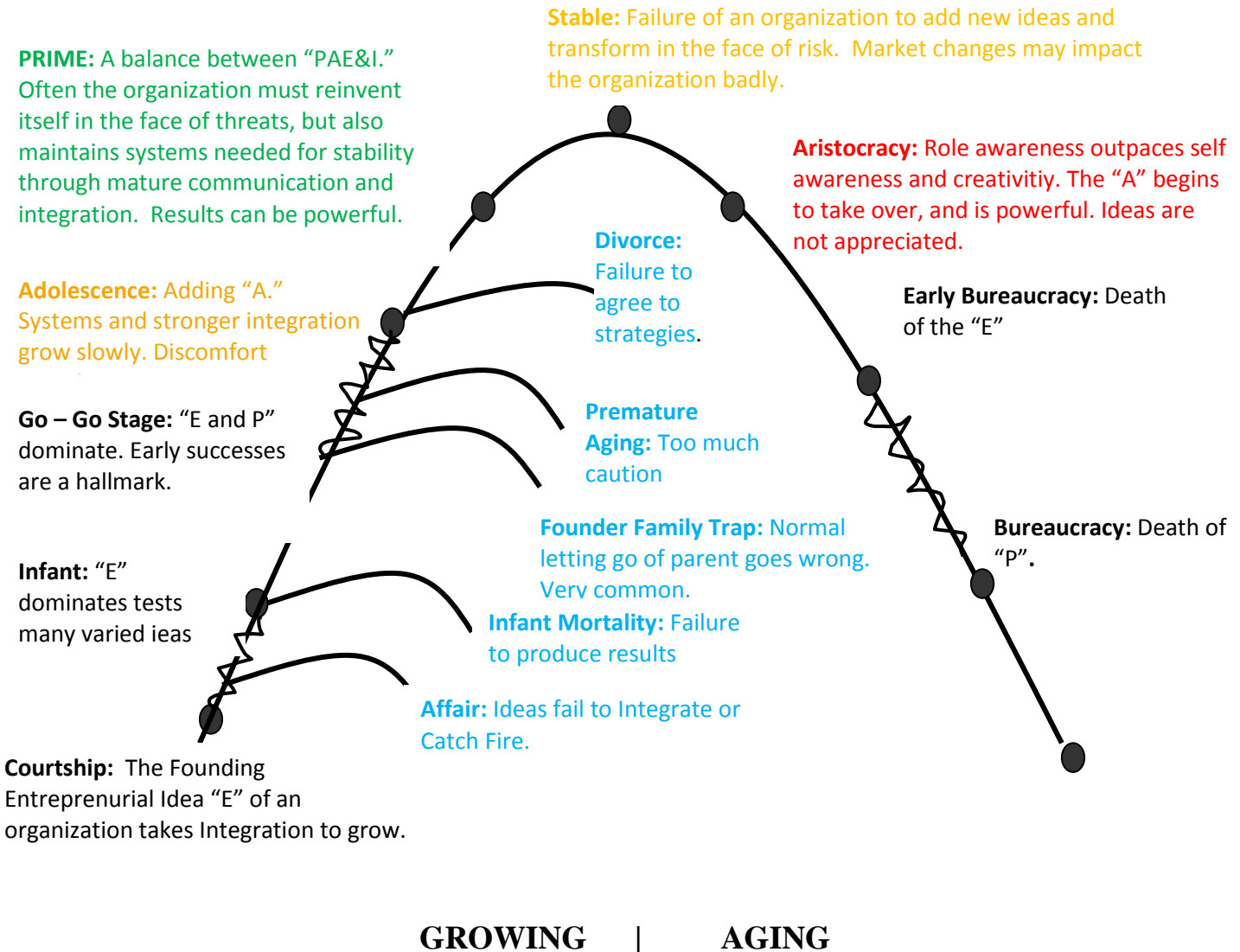
The Business Concept

These are the four cornerstones of the business plan:

- Production (of results)
- Administration (measuring and organizing)
- Entrepreneurship (idea generation and creative spirit)
- Integration (communicating and achieving buy-in from stakeholders)

The PAEI model was introduced by Ichak Adizes, PhD in 1979, as "PAEI": and it has been used successfully by hundreds of businesses worldwide. Dr. Adizes introduced the PAEI model in concert with the organizational life cycle. See the figure below.

ORGANIZATIONAL LIFE CYCLE



This Life Cycle is adapted from the Adizes model by Dr. John Durel, Qm2, www.qm2.org, used with permission, 2011.

Life Cycle Analysis

An organization, like a young human baby, must learn, experiment safely, and try new ideas. This young organization uses entrepreneurship related skill sets often and well. The life cycle phase is full of experimentation and normal mistakes.

As the organization matures it must create systems and, like any adolescent, this uncomfortable time can kill creative spirit and the idea generation that must take a smaller role but remain in place and healthy.

Strong integration skills are needed to combine the systematic need for administrative skills with the creative idea generation. Neither side candominate.

A mature and prime organization uses integration, administration, and entrepreneurial spirit in balance to produce results. A prime organization also pays attention to social, political and cultural environmental issues and may need to reinvent itself in the face of future risks that normally occur in the market place. Therefore, a prime organization is not at the apex of the life cycle curve but is always growing and or reinventing itself in the phase of everyday business risks and changes. We will discuss the concepts throughout the business model.

Parent Organization Support

New organizations, like juvenile human beings, require the support of a parent organization. The NOPNHAA is no different. The heritage tourism based economy of the region forms a basis for the economic health of non-profit organizations such as the First Light Maritime Society, which is the support arm of the St. Augustine Lighthouse & Museum, Inc. and the Lighthouse Archaeological Maritime Program, Inc. located at 81 Lighthouse Avenue, St. Augustine FL. The organization also has a subsidiary wholesale arm, Salt Run Sales, that performs ancillary activities and fundraisers. Together these entities are known as “the Society.”

The Society has a budget of \$3 million dollars annually and a staff of 30 full time and 11 part time employees. The museum will act as the fiscal agent and parent of the Nation’s Oldest Port Heritage Area Alliance for a period of five years, during which time the NOPNHAA will develop its board and systems and create a sustainable financial engine. Over 219, 000 people visit the Society each year.

Since 2007, the concept of a heritage area has been supported financially through staff time, travel support, office supplies, legal and branding services, public relations, and feasibility study research by the parent group and its subsidiaries. The parent non-profit views this support as a no-interest loan to the fledging organization that will be reimbursed over time as the organization is able. A formal contract will be negotiated with the board of trustees of the new organization, a group now working as volunteers.

As the NOPNHAA grows, it is expected to become independent of the parent organization, reducing in-kind support for support and staff salaries as it grows. For our purposes, in-kind parent support is shown in the estimated 5-year budgets at its cash value. (See figure on page 219).

Administrative Experience and Expertise of the Fiscal Agent

Our business model relies upon competent, hardworking staffers utilizing knowledge and expertise learned over years of service, while leaders and a host of strategically recruited partners identify needs and opportunities.

Concept Generation

The Society’s mission is to “preserve, present and keep alive the stories of the nation’s oldest port.” It is from the adoption of that mission by the Society’s board in 2002 that led to the formation of the Nation’s Oldest Port concept with the staff of US Senator Mel Martinez. A host of discussions, letters of support, public meetings and communications followed, resulting in thousands of points of feedback and

integration. As the NOPNHA concept developed, it became clear that it is a viable idea, one that can produce sustainable results and help many regional, heritage and cultural causes.

The upcoming commemoration of both the 500th anniversary of the founding of the State of Florida in 2013 and the following 450th birthday of the nation's oldest continually occupied European City, St. Augustine, FL at the heart of the region, a story directly tied to settlement of the French by sea near present day Jacksonville, FL in 1562, make development of the Nation's Oldest Port National Heritage Area a particularly good concept at this time.

Parent Organization Governance

The Society's own board of directors is 20 members strong, diverse and regional in nature. Dr. Graig Shaak, from Gainesville, FL, is the retired Associate Director of the Florida Museum of Natural History at the University of Florida. Dr. Shaak is the President of the Board of Trustees of the fiscal agent and has years of both academic experience and also non-profit and museum leadership. The Vice President is George McClure, noted land use attorney in NE Florida, residing in St. Johns County. The treasurer is Joe Finnegan, a local Bed and Breakfast owner and a fundraising consultant for schools for the deaf and blind nationally. The secretary is Captain Greg Streeter, USN Retiree, and the Past Chairperson is Major General Gerry F. Maloney. Both the Secretary and the Past Chairman live in Jacksonville, FL.

The Executive Director of the fiscal agent is Kathy A. Fleming. Ms. Fleming's master degree work is in Organizational Leadership and her undergraduate study is in art and professional advertising. Ms. Fleming has been a museum director for 25 years and is well known for her focus on sustainability. She is a member of the board of the Florida Association of Museums and the St. Johns County Visitor and Conventions Bureau. She is also active in working in with school boards and school systems through the region. Ms. Fleming will serve as part of the Executive Committee of the Nation's Oldest Port Heritage Area for the first five years of its operation. The key staffer for the organization is an employee of the St. Augustine Lighthouse & Museum, Inc. and has salary paid by that organization.

The Society is practiced as a regional and international partnership. The St. Augustine Lighthouse and Museum is an affiliate of the Smithsonian Institution and a community partner of the University of North Florida in Jacksonville, FL. It is also partnering with Jaxport, the Bridge of Jacksonville, R B Hunt Elementary in St. Johns County, Ortega Elementary in Duval County, The Jacksonville Maritime Museum, Visit Jacksonville, the Visitors and Convention Bureau in St. Johns County, the Agricultural Museum in Flagler County, and the Florida Attractions Association.

Financial Leadership Independence and Goals

It is an intermediate and long term goal of the NOPNHAA to be independent from its parent organization and to grow into a full service, community based, and regional non-profit organization.

At the end of the five year period the Nation's Oldest Port Heritage Area Alliance will have:

- An established fiscal committee in place reporting to its board of directors
- A communicative, region wide information sharing network of email blasts, newsletters, meeting inclusions, conference calls etc. to keep all interested stakeholders and elected officials in the region up to date about heritage area achievements and goals

- The beginning of reimbursements to its parent organization at no-interest for its initial investment in staffing and other in-kind support, under and agreed upon contract.
- The readiness to take over staffing its own NOP Heritage Area Coordinator (Director) position or be willing to extend the agreement with the Parent organization on a mutually agreed upon basis.
- A management plan in place as required by Federal Law.
- A plan for continuing to include and integrate the fiscal agent in its work in a lesser role.
- A secured separate office space or a rented space from the parent or the fiscal agent.

If these goals have not been met, the alliance will renegotiate with the fiscal agent for additional support until such time as the goals can be accomplished.

The Role of the National Park Service and the US Congress

The role of the National Park Service and the US Congress in generating revenue to help support the Nation's Oldest Port National Heritage Area will be crucial in the early years of the organization's life. Such support is budget neutral and will help to satisfy operating requirements and assist the ability to leverage other funds in support of heritage resources. A number of different preservation, education and nature-based projects can be completed with federal dollars. Federal appropriations have been shown to help leverage additional match funding in other NHA organizations nationwide. For every dollar granted federally, an average of \$9 additional dollars may be leveraged on average according to National Park Service data and other federally affiliated sources.

Sources of Other Revenue

Fiscal agency revenue will be allocated to this project during the organization's annual budgeting process that occurs in the spring each year. The fiscal year runs from July 1 – June 31 annually. In the previous fiscal year, the agent allocated some \$80,000 in resources to this project in cash and staff time and support. Fiscal agency revenue will be an important source of seed money, matching grant support (in-kind included), and stabilization in the early years of the project.

Fiscal Year and Accounting Practices

The fiscal year of the NOPNHAA will be July 1 - June 31 annually. This will aid in assisting with planning as it is the same fiscal year of the fiscal agent.

Standard accrual based accounting will be used and standard accounting practices will be followed. Until an annual audit can be supported by the NOPNHAA, the fiscal agent will include in its annual audit the operations of the project at no extra cost.

The National Heritage Area Alliance will be set up in a **separate line item** in the SAL&M's books for expenses and revenues and all expenses tracked separately, so that an independent accounting can be made. As revenue starts to grow, a separate bank account for the NOPNHAA may be established. The treasurer of the NOPNHAA, when elected, and a volunteer and will be able to communicate directly with the Executive Director/Program Director of the fiscal agent and the bookkeeper of the fiscal agent to obtain information or adjust accounts or receipts.

Staffing for the NHA will be a function of the fiscal agent through the first five years of the organization's existence. This will help to ensure compliance with goals and established systems needed for administration, integration, and production of results.

No fiscal agent monies or in-kind support will be expended without the expressed permission of the Executive Director of the fiscal agent. This will help to ensure sustainability and availability of funds for both organizations.

Grants

At this stage, writing State of Florida Cultural and Heritage Resource grants are minimal, but available through the Division of Cultural Affairs and the Division of Historical Resources. Historically over the last decade, state grants have ranged from a few thousand dollars to several hundred thousand dollars and are directly tied to the State Budgeting process.

The NOPNHAA plans to apply for any and all grants it qualifies for at the state level. From time to time, in stronger economies, other state agencies have grants available, such as the recent Remarkable Coastal Places Program grant, available through the State Department of Environmental Protection. Partnerships with state and federal agencies are a key factor in being able to reach these grants.

Advertising support can be and has been obtained from Visit Florida and the Florida Humanities Council. In the past years \$10,000 in grant support has been generated to the fledging organization.

Strong administrative skills and integration skills are necessary to produce results in grant work. Staffers involved must understand the focus of the grant, specifically follow directions, write well and, if awarded the grant, follow up with strong reports.

Earned Income

The heritage, cultural, and tourism economic base of the region makes an excellent opportunity for earned income related to sustainable tourism. Entrepreneurship will be a function of both the NHA staff and the Board of Directors of the NHA during the first five years of the organization's existence. Idea generation, benchmarking, and development of earned income programs can occur throughout the process if the ideas generated meet with organizational goals and follow the established management plan for the organization.

The following items may be considered:

A Cruise the Nation's Oldest Port Discount Card could be developed with discount admission prices to regional attractions, historic sites, farmers markets, etc. Partnerships in offering discounts have already been well established in the region. Other organizations benchmark such cards at over \$100,000 in revenue.

Printing a discount "card" booklet or sheet has been quoted at \$6,500 for about 10,000 Booklets. (The final form can be tested. It may be a coupon program, a swipe card that acts like a debit, returning data on use, or another type of project. Quotes are based on a starting project of simple printed coupons in a booklet.)

To get an idea of the type of income that could be generated by such a project, Sales of 7500 cards annually at an average price of \$10 each would generate \$75,000 in revenue. Outlets for sales of the cards could be a corporate partner or supporters of the NHA. Net income from a card or coupon project such as this could be \$25,000 after subtracting staff time and costs.

Memberships in the Nation's Oldest Port Heritage Area Alliance may be sold. There is high elasticity in the price of memberships depending on benefits and packages. A regular on-line newsletter is one potential benefit of membership at very low cost, because the fiscal agent already pays for Constant Contact online newsletter software, and has it in use for similar activities. For the purposes of estimation let's consider that the first 400 membership are purchased by project volunteers at \$25 per member. \$10,000 in revenue may be generated, in exchange for information and an opportunity to apply for grant monies for specific projects.

Merchandise

The Nation's Oldest Port plans to develop a line of authentic merchandise, produced by regional artisans and craftspeople to help to promote the work of local artists. Benchmarking of this earned income source is underway at this writing. A hand-blown mug is already available at the fiscal agent's store and is helping to defray and repay the staffing costs associated with the NHA feasibility study. Annual sales of this product have not yet been realized and final numbers are not yet in. However, the sales of the mug at \$10 per mug are going well.

In creating products and earned income programs, the growing organization will need to learn to use return on investment analysis and add the systems that are required to be a prime organization. The Parent organization can model the staff training for this activity during the early years of the organizations life cycle, but it should be careful to allow the new organization to experiment and find out what works well for its own uses, since a goal is financial sustainability and increasing federal support.

Logo Use

Use of the National Park Service logo on on-line and social media applications, under the guidelines established by NPS, will be a major benefit in attracting heritage and cultural tourists to the area. Therefore, we anticipate the NOP National Heritage Area Alliance will be eligible for Tourism Development Council dollars in the upcoming years. Partners such as the St. Johns County VCB and other Regional Tourism Development agencies are available to offer advice on the best use of advertising, branding, licensing and logo placements.

Philanthropic Revenues

Named giving opportunities and philanthropic support of specific NHA preservation and heritage projects can be held. The organization's web site at www.nha.org is an excellent spot to develop our philanthropic case for support and to express the needs for this area in terms of preservation, interpretation and conservation. Promotional initiatives will carry the case for support forward, at first as the work of fiscal agent staff and later as the work of committee members and volunteers working toward the independence of the NOPNHAA.

The National Heritage Area Coordinator has already created a *Nation's Oldest Port Brochure*, working in tandem with partners in all counties and with support from a Visit Florida Grant of \$5,000. Advertising spots may be created on the web site to more fully explore the 114 sites covered on the initial map or associated sites that did not fit on the map but may be in the area. Local visitation centers such as the

Amelia Island Visitors Center, the St. Johns County Visitor and Convention Bureau, Visit Jacksonville, and the Flagler County Commission are all very important integrated partners in this effort.

A Return on investment analysis (administration) is being conducted at this writing. Based on a benchmarking estimated by the St. Augustine Attractions Association, we anticipate that an additional \$15,000 net can be earned from on-line and print advertising if the brochures are well distributed in the area.

The development of other trails for food ways, maritime aspects, remarkable coastal architecture, and more can each have a sub-market related to packaging and advertising. These may become earned income programs, and certainly will help move heritage and cultural tourists around the community.

The parent organization hosts a website for the organization at www.staugustinelighthouse.org/nha/index.htm. This site can be linked into other partners and logo uses. Today, the Heritage Experiences Map is prominently featured and highlights partners across the region.

Assumptions

It is assumed for purposes of this document that the National Park Service will approve the Management Plan of the NOP National Heritage Area, as required by law.

It is assumed in the financial statement in this document that we must estimate low revenues and high costs at the beginning of the project and then produce results that are over budget estimates.

Operating Reserve Set Aside

As the NHA is a young organization, it has an opportunity to build operating reserves for the future. Operating reserves can essentially be taken from any unrestricted cash asset. If a low enough draw on cash assets is established, supporting an operating reserve from the outset does not have to compete with overall growth of the operating fund, but rather will help to sustain the organization.

An organization needs operating reserves to be able to handle uncertainties that might happen, such as unexpected shortfalls in revenue, unexpected demands on resources, unanticipated opportunities, and the inevitable less than perfect judgment and foresight. The reserves help fund a change in direction, as well as normal day to day fluctuations.

Operating reserves are essentially the accumulation of unrestricted surpluses that are available for use at the discretion of the organization's board of trustees. The presence of an operating reserve increases an organizations ability to absorb or respond to temporary changes in its environment or circumstances, such as periods of economic recession or loss of grant funding. In very volatile times, an operating reserve can sustain an organization and help to protect the public and funder confidence in that organization.

It is recommended that .25% of every dollar earned outside of Federal match projects be set aside as working capital for the future and held in CD's to be released only by vote of the governing body of the NOPNHAA.

Nation's Oldest Port, Five Year Budget Estimate

Income	Year one	Year Two	Year Three	Year Four	Year Five
In-kind Support	92,600	95,378	98,239	60,000	50,000
Non-Fed Grants	10,000	10,300	25,000	15,000	25,000
Donations	3,000	3,090	6,000	6,000	6,000
Memberships	25,000	25,750	26,000	26,500	28,000
Earned Income	6,000	15,000	75,000	150,000	149,500
Other	2,100	10	4,000	4,000	5,000
Partner Match	50,000	100,000	150,000	150,000	200,000
Federal Support	450,000	500,000	600,000	600,000	600,000
Subtotal	638,700	749,528	984,239	1,011,500	1,063,500
Expenses					
No-interest Loan	50,000	50,000	50,000	50,000	50,000
Staffing	80,000	82,400	84,872	87,418	90,041
Benefits taxes	19,000	19,570	20,157	20,762	21,385
Product Dev	6,000	6,180	10,000	10,300	10,609
Advertising	8,000	15,000	25,000	40,000	50,000
Grant support	10,000	10,300	20,000	15,000	15,450
Office Expenses	2,000	2,060	2,122	2,185	2,251
Supplies	3,000	3,090	3,400	3,502	3,607
Rent	0	0	5,000	12,000	12,360
Utilities	2,500	2,575	2,652	2,732	2,814
Travel Costs	6,000	6,180	12,380	12,751	13,134
D&O Insurance	2,100	2,163	2,163	2,228	2,295
Fed Expenses	450,000	500,000	600,000	600,000	600,000
Sub-Total	638,600	699,518	837,746	858,879	873,945
Net Gain (Loss)	100	50,010	146,493	152,621	189,555

To Reserves

Total operating reserves at year five assuming, 0.25 of every non-federal net income dollar is \$44,000.00. Any gains are to be reinvested in the non-profit mission for general operating support, adding key staff, etc. A reasonable bank balance should be maintained and additional capital reserves and endowment created.

Executive Summary

The Nation's Oldest Port Region is a remarkable coastal place with many heritage, philanthropic, cultural and business resources that can sustain fiscal growth. Over 300 family foundations, a variety of businesses, banking institutions and non-profits can both support and benefit from the NHA's formation economically.

Use of the National Park Service Logo to attract heritage tourists is of major benefit to the area.

A community based board of trustees representing four counties and varying cultural, archaeological and historic fields will be seated. A strong executive committee is outlined in the organization's by-laws with a permanent seat for the parent organization.

Using the proven model of balancing the entrepreneurial, integrative, administrative, and production functions, the young organization is well positioned for success. The model is used in tandem with the organization's life cycle.

Federal funds with a one-to-one match in operational dollars will be used to support community service programs. Municipalities and non-profits may apply for these dollars with a one-to-one match in hand. That match must be in dollar form. In-kind staff contributions are not allowed. All funds will run through the NHA and be allocated directly to program support. In this way, local municipalities can double their investment in local projects while supporting the NHA.

The Nation's Oldest Port Heritage Area will, for the first five years of its existence, be shepherd and supported by its sustainable Parent Organization, the First Light Maritime Society, a Doing Business As (DBA) of the St. Augustine Lighthouse & Museum, Inc. A no-interest loan of funds/in-kind from the St. Augustine Lighthouse & Museum has occurred since 2007, when the NHA idea was first generated, and has been used for staffing and office support in the development of the feasibility study. Today the parent organization has loaned over \$600,000 to the project in staff time and expenses. The NOPNHAA will pay back up to 500K of this loan starting when the non-profit receives its 501c3 designation. The payback rate will be according to the ability of the organization to pay. An agreement between the parent and the new organization will be negotiated in writing. Simultaneously, a plan to decrease and potentially eliminate parent organization support will be developed.

The plan has as an advantage of built-in incentives for the Parent organization to help organize sustainable tours and benefits for the NOPNHAA during the first five years of its oversight. No additional remuneration to the Parent organization beyond the initial half million will be charged by the Parent organization, despite the obligation to provide staff and a project director for the NHA project. These will be considered gifts in kind. The amount of these additional in-kind gifts is expected to double the parent organization's support.

The Parent organization and its subsidiaries will remain eligible for program support but will be required to provide the same one-to-one cash match as other organizations. The contract and pay back will not include any program support matched by federal dollars; however, federal dollars allocated may count toward the reimbursement of debt as long as the legal requirements of the NHA are met. No interest will be charged by the parent organization. The parent organization is free to make its loan through in kind support and staff salaries and time allocations. Both organizations are free to re-negotiate their intended contract, etc.

With its combination of remarkable coastal resources, administrative talent, and Federal Support, the NOPNHAA is well positioned to make a strong impact on the local community.

These budgets do not count in-kind and other match support for federally supported projects. .025 % of each non-federal dollar will be held as working capital for the organization, until such time as four months of working capital, based on an \$800,000 budget is in place, at a minimum. Spending working capital will require vote of the board of directors.

The Nation's Oldest Port Heritage Area Alliance has gathered the support of over 400 volunteers and organizations region wide. Membership is voluntary to any person, residence, municipality or organization. No land purchases or land use regulations may apply. It is a community service agency with the public trust and the common good at heart.

Resources in the Region

It is cost, time and space prohibitive to list all the natural, cultural and historic resources in this region in this document. Special ones have been covered in the text above, but many more are extant. In some cases, publically listed fragile or threatened archaeological sites may cause harm to those sites. Therefore care is taken not to relist sites needlessly.

For a list of resources throughout the region available to tourists please visit our web page at: <http://www.staugustinelighthouse.org/nha/index.htm> or visit one of the other links found throughout this document.

You can learn more about the cultural and historic resources of this region by talking with State of Florida staff at the Florida Master site file. Begin to learn about the site file, a comprehensive listing of significant resources, by visiting: <http://www.flheritage.com/preservation/siteFile/questions.cfm>

Chapter 8

ALTERNATIVES

As part of the feasibility process, the National Park Service suggests considering a range of options, or different futures, as a region examines its suitability for National Heritage Area status. The proposed Nation's Oldest Port National Heritage Area is evaluated among alternative options in this section. Alternative A, no action, is initially outlined. Alternative B, the National Heritage Area option, is presented.

ALTERNATIVE A: STATUS QUO

There are numerous preservation, interpretation, education, and promotion programs related to cultural and natural resources in various communities throughout the Nation's Oldest Port region of northeast Florida. Many of these local efforts will continue regardless of a National Heritage Area designation, although most are local rather than regional efforts.

At the federal level, the Castillo de San Marcos (St. Johns County) and Fort Matanzas (St. Johns County) are keystone cultural resources recognized as National Monuments. They serve as outstanding reminders of the might of the early Spanish empire and as reflections of European conflicts as countries battled for land and power in the New World. The National Park Service is also developing local partnerships with the City of St. Augustine (St. Johns County) to further interpret the Spanish Quarter in the heart of the Nation's Oldest Port City. The Timucuan Ecological and Historic Preserve (Duval County) includes Fort Caroline National Memorial and Kingsley Plantation. Fort Caroline memorializes the short-lived French presence in sixteenth century Florida. Here you will find stories of exploration, survival, religious disputes, territorial battles, and first contact between American Indians and Europeans. Interpretation at Kingsley Plantation explores life on a nineteenth-century Florida plantation and presents the stories of the life and times of Zephaniah Kingsley, his African wife Anna, and the hundreds of men, women, and children who were enslaved at the plantation. The St. Johns River is recognized as an American Heritage River. The Guana Tolomato Matanzas National Estuarine Research Reserve researches and conserves the natural biodiversity and cultural resources through research and monitoring to guide science-based stewardship and education strategies, while providing recreational opportunities in the coastal environment south of Jacksonville and sandwiching St. Augustine.

At the state level, cultural and natural resource programs are administered by 14 State Parks through the Florida's Department of Environmental Protection. Seven of the parks collectively comprise Talbot Islands State Parks, including Pumpkin Hill Creek Preserve State Park (Duval County), Amelia Island State Park (Nassau County), Little Talbot Island State Park (Duval County), Fort George Island Cultural State Park (Duval County), Yellow Bluff Fort Historic State Park (Duval County) and Big Talbot Island State Park (Duval County). Fort Clinch State Park on Amelia Island (Nassau County) is one of the most well-preserved 19th century forts in the country. Although no battles were fought here, it was garrisoned during both the Civil and Spanish-American wars. Seven additional State Parks include Anastasia Island State Park (St. Johns County), Fort Mose Historic State Park (St. Johns County), Faver-Dykes State Park (St. Johns County), Washington Oaks Gardens State Park (Flagler County), Gamble Rogers Memorial State Recreation Area at Flagler Beach (Flagler County), North Peninsula State Park (Flagler County) and the northern portion of Bulow Plantation Ruins State Park (Flagler County). In 2013, the State of Florida also plans to celebrate the 500th anniversary of Ponce de Leon's landing in northeast Florida. The Florida Humanities Council and Viva Florida are state programs convening statewide partners for this

momentous Spanish heritage celebration. The University of Florida is a state-funded program charged with the planning and management of the historic structures in historic, downtown St. Augustine. The St. Johns River Water Management District preserves and manages northeast and east-central Florida's precious water resources.

At the county and municipal levels, strong programs exist and are being planned for cultural, natural, recreational and scenic resources, as well as their preservation, heritage interpretation, marketing and promotion. Some examples include the following:

- At the center of the study area, located in St. Johns County, the City of St. Augustine interprets Native American Lifeways, European and Colonial history, and military and civilian history through the Government House Museum, special events, re-enactments, and the Spanish Quarter, with a focus on the City as the oldest continually occupied European settlement in the nation. The City is preparing for a monumental celebration in 2015--the 450th anniversary of its founding.
- The St. Johns County's Environmental Division oversees a multi-faceted program to protect and conserve the natural and cultural resources of the County.
- At the southern end of the study area, Flagler County's environmental planning, parks and recreation, planning and zoning, and engineering departments work together on cultural, natural, recreational and scenic programming. Flagler County is developing an extensive network of trails for outdoor recreation and enjoyment of ocean and river vistas as well as the natural and cultural resources in the area. Flagler County Tourist Development Council's marketing and promotion efforts complement the county's efforts.
- The City of Flagler Beach strives to preserve its environment as a community asset, maintaining its old Florida heritage and small town charm while promoting eco-tourism and its oceanside pier.
- The City of Palm Coast is committed to sustainability of its natural and historic resources.
- Nassau County and the City of Fernandina Beach are at the northern end of the district and host a wide variety of cultural events that cater to the maritime heritage aspects of the region.
- Jacksonville in Duval County is home to the very reason that this region and the maritime heritage of the area even exists. The French settled Fort Caroline along the banks of the St. Johns River in the middle 16th century. The Spanish discovered the French settlement, which became one of the primary reasons for the settlement of St. Augustine.
- The Northeast Florida Regional Council provides leadership and coordination between county and governmental agencies to preserve and enhance the quality of Northeast Florida's natural, man-made, economic and social environment.

The private sector also plays a significant role by offering cultural, natural and recreational resource programming within the study area. Historical societies and museums such as Amelia Island History Museum, the Beaches Historical Society, the Cultural Council of Jacksonville, the Cummer Museum of Art and Gardens, Flagler Beach Historical Society, Flagler County History Coalition, Florida Agricultural Museum, Florida Living History, Florida Public Archaeology Network, Fountain of Youth Archaeological Park, Jacksonville Historical Society, Jacksonville Maritime Museum, Jacksonville Museum of Science and History, Lighthouse Archaeological Maritime Program, Lightner Museum, Mandarin Museum and Historical Society, Ponte Vedra Cultural Council, Riverside Avondale Preservation, San Marco Preservation Society, St. Augustine Archaeological Association, St. Augustine Arts Association, St.

Augustine Historical Society, the St. Augustine Lighthouse and Museum, St. Johns Cultural Council and World Golf Museum illuminate the rich and varied chapters of history and the multiple cultures that have interacted in this distinctive coastal region where history awaits around every corner and natural beauty abounds, land and ocean-side. Environmental and nature conservation nonprofits are engaged in many activities within the study area. Some of these organizations include the Audubon Society, North Florida Land Trust, St. Johns River Keeper, and The Nature Conservancy, to name a few. A new center for study of the Environmental Riverine setting of the fragile St. Johns River is currently being planned in Palatka, Florida.

Regardless of a National Heritage Area designation, the major programs and activities described above will most likely continue. Smaller scale projects also are likely to be developed and implemented. It is likely that these activities will have a project-, site-, or community-specific focus rather than a regional, integrated approach as would a National Heritage Area initiative. Continuation of this approach to cultural and natural resource preservation, educational programming and promotion may not encourage opportunities for collaboration among organizations across the region. Therefore, new opportunities to interpret and celebrate the region's working landscape and shared maritime and multicultural heritage may be missed. Many partners across the region recognize the importance of coordinating efforts, yet lack sufficient funding or staff to initiate a regional approach.

ALTERNATIVE B: DESIGNATION OF THE NATION'S OLDEST PORT NATIONAL HERITAGE AREA

The establishment of a National Heritage Area by Congress would enhance each of the programs and activities described within Alternative A. Several new outcomes would result under the National Heritage Area alternative, including identification of a local coordinating entity, access to the National Park Service's technical and marketing assistance, and appropriation of limited funds for up to 15 years following designation.

The local coordinating entity would plan and carry out an integrated, regional mission, goals, objectives and projects. This coordinating entity would be locally driven and comprised of members selected from a broad, cross-representation of interests across the National Heritage Area. Based on a review of other National Heritage Areas and their coordinating entity structures, it has been determined that the non-profit model would be the ideal structure to accommodate the diversity of stakeholder interests and the involvement of public and private sector organizations. This entity would be specifically dedicated to heritage and nature preservation and promotion of the entire region, lifting up project-based and community-specific efforts by linking them to like-minded initiatives on a larger scale.

As a National Heritage Area, the coordinating entity would be eligible for technical, planning and limited financial assistance from the National Park Service. Limited funds would be available to the management entity to conduct regional planning and to allocate in support of regionally identified goals. This support would encourage new regional collaborations with the public and private entities. Another form of assistance would be use of the National Park Service "arrowhead logo" on interpretive, educational, wayfinding, and promotional materials. This branding strategy and national recognition of the Nation's Oldest Port region as a distinctive working landscape and waterscape will be a significant factor to stimulating tourism, enticing visitors, and engendering regional pride.

Ultimately, the designation of the Nation's Oldest Port National Heritage Area would build upon current programs and partnerships for natural and cultural resource interpretation and experiences. Collaboration on linking, marketing and promotion of the entire area's natural, cultural, recreational and scenic assets would greatly enhance and stimulate economic development.

CHAPTER 9

VISION

The coastal region of northeast Florida is a unique and special place in America. Our vision is to add a regional marketing and economic instrument to the toolbox of community leaders which will allow us to celebrate all that this unique area has to offer.

The maritime and multicultural heritage embodied in this landscape's people and resources is unparalleled by other regions of the United States. It is here where Ponce de Leon is reported to have landed in 1513, where the French first arrived in 1562 and then built a short lived settlement along the St. Johns River in modern day Jacksonville in 1564, and where the Spanish established the oldest permanent European settlement of St. Augustine in 1565 to serve its empire in the New World. Despite ensuing battles that have since occurred among Europeans, Native Americans and Americans, St. Augustine, its port, and the surrounding region have displayed a remarkable saga of survival and cultural and commercial exchange, much like the character of our nation.

With its defensible harbor, extensive network of inland waterways, and proximity to global shipping routes, St. Augustine was well-suited to become the Nation's Oldest Port and first permanent settlement, thus owing its very existence to the sea. Neighboring communities spanning from Amelia Island to Jacksonville, Ponte Vedra to St. Augustine, and Marineland to Palm Coast and Flagler Beach share in the region's heritage and contribute their individual stories and resources to the mix. The maritime landscape of this 100 mile coastal area has shaped local culture and traditions, and in turn, patterns of human activity have shaped the working landscape. Many of these imprints remain today amidst the area's unique natural beauty. Residents derive a great sense of pride from their region's cultural and natural heritage, and there is increasing awareness of the values of historic preservation, local arts and architecture, local cultural traditions and events, heritage and nature attractions, outdoor recreational opportunities, working waterfronts, and sustainable land uses such as agritourism. As a result of population growth and an influx of newcomers to the area, however, there is a need to nurture local communities' abilities to preserve, celebrate and share their heritage stories and assets. The Nation's Oldest Port Heritage Area Alliance has prepared this feasibility study which describes how a National Heritage Area designation will assist residents in preserving and enhancing their sense of place and planning for positive change.

The National Heritage Area concept is embraced by this region's stakeholders for its innovative approach to resource stewardship across a large-scale landscape, which encourages collaborative planning and partnerships among the region's multiple communities and diverse citizens. It represents a departure from more traditional federal land and marine designations that involve regulatory boundaries, federal management, and mandatory resource protection. National Heritage Areas instead are voluntary, community-driven initiatives that empower a broad range of local stakeholders to create their own plan for how they will preserve and promote their heritage assets and sense of place. Local coordination is grounded in the principle that the people who are part of the working landscape are closest to its heritage stories and resources, and therefore, are best prepared to guide the activities of the National Heritage Area. National Heritage Areas use heritage education strategies to foster stewardship and voluntary conservation instead of prescribing regulations and restrictions.

The National Heritage Area approach offers multiple benefits. This designation will increase national and international recognition of this area’s significant contributions to American and world history. It will provide the opportunity for northeast Florida—the Nation’s Oldest Port region—to have a permanent celebration of its maritime and multicultural heritage. A framework will be developed to support a coordinated, regional approach to cultural and natural resource conservation efforts and heritage tourism initiatives. It will strengthen conservation efforts and support expanded cooperation and communication by inviting broad, regional participation of diverse stakeholders. This cooperation, in turn, will offer a means of connecting related heritage, nature, scenic and recreational resources and stories to the distinctive themes of the overall region, thereby providing visitors with an extensive menu of experiences to hold their attention for an extended time period and encourage additional exploration and repeat visits. The National Heritage Area will create connections among a wide array of local organizations that may not have existed in the absence of a regional approach. It forms a collaborative framework of public and private resources and interests that can be coordinated through voluntary initiatives of a cross-promotional rather than a competitive nature. The heritage area approach also generates new opportunities for public and private funding and technical assistance to support community-driven education, preservation, tourism and economic revitalization goals.

A National Heritage Area can be likened to an “economic enterprise zone” integrated with community-based, voluntary preservation, promotion and interpretation. The National Heritage Area approach is compatible with economic activity because it recognizes the importance of private lands, is non-regulatory, and has no effect on property rights, or land or water use activity. It works through local coordination and a stewardship ethic that puts local citizens, business owners, and community groups in charge of setting their agenda and goals. Limited funding, as well as technical planning and marketing assistance, is available through the National Park Service to assist public and private entities achieve their heritage stewardship and tourism goals. Research indicates that National Heritage Areas are an effective economic stimulator based on enhanced heritage and nature tourism, related jobs, and tax revenues in other National Heritage Areas.

Ultimately, the National Heritage Area concept positions residents, nonprofits, governments, businesses and property owners to work through collaborative partnerships and on shared goals across a large-scale landscape to preserve, interpret, enhance and promote the important cultures, traditions and resources that are a defining part of this American landscape. The strategy is to use heritage as a tool for cultural, educational, and economic development.

Distinctiveness of Theme

America is a maritime nation, and no appreciation of American history is possible without understanding the story of America and the sea. This story begins over two centuries before the birth of our nation and over four decades before English settlers landed at Jamestown. The story, which like America itself is both maritime and multicultural, begins with the discovery of La Florida in 1513 by Juan Ponce De Leon. While no one knows definitively where Ponce de Leon landed, here in the Nation’s Oldest Port Heritage Area Region his navigator was known to have taken his northern most reading of 30 degrees 8 minutes.

The coastal region of northeast Florida is a unique and special place in America.

- NHA designation for this region will provide the opportunity for northeast Florida to have a permanent celebration of its multicultural and maritime heritage as highlighted throughout this feasibility study. The National Heritage Area concept represents a special designation much different than more traditional national park models.
- Grassroots approach, community-based effort is working throughout the region to preserve and promote this special place to all who live here and visit here.
- The NHA will be used to highlight the most recognizable resources in the region from major landmarks like the Castillo de San Marcos to the less widely known resources such as the Florida Agricultural Museum – a hidden gem of the region.
- The NOPNHA will assist with voluntary efforts to preserve and promote the historic, cultural, and natural assets, and the working landscape and waterfronts of northeast Florida.

The mission of the Nation’s Oldest Port Heritage Area Alliance is to connect people with the historic, cultural, natural, recreational, and scenic assets of the Nation’s Oldest Port region through education, promotion and preservation of its unique stories, resources and traditions. To fulfill this charge, an alliance has researched and developed the concept of a National Heritage Area and prepared this feasibility study for a Nation’s Oldest Port National Heritage Area designation with input and endorsements from a broad base of local stakeholders including residents, scholars, non-profits, local governments and businesses.

The concept of a Nation’s Oldest Port National Heritage Area would provide national and international recognition of the region’s maritime legacy and multicultural history. It would offer a means of permanent recognition and regional branding.

This feasibility study is the product of a multi-year, community-based effort, a public outreach process, and an assessment of northeast Florida’s distinctive maritime and multicultural heritage and the region’s contributions to U.S. history. The maritime and multicultural heritage of this country is rooted in what occurred in the port city of St. Augustine, Florida, the Nation’s Oldest Port region, more than four centuries ago.

Northeast Florida is truly a center of cultural and commercial exchange and a foundation from which the rest of America sprang. This proposed NHA is one that brings together cultures and commerce from all over the world-- from other areas of the Americas and Caribbean Islands, Europe and Africa via the vast Atlantic Ocean.

If you don't see your name or support work listed or would like to be included in the contributors indicated, please contact Loni Wellman, our new Heritage Area Coordinator at (904) 829-0745, or nopnha@firstlightmaritime.org. This is a work in progress and the compilation of many authors, so we expect to make needed changes and additions. Our apologies if some information has gone missing during staff changes. We deeply appreciate your support.

This feasibility study is released in draft as of March 2013. Public comments are welcome. You may comment officially on this Feasibility Study by posting by emailing us at nopnha@firstlightmaritime.org. A final copy of this study is expected in May of 2013.