

**THE INDIAN RIVER
JOURNAL**



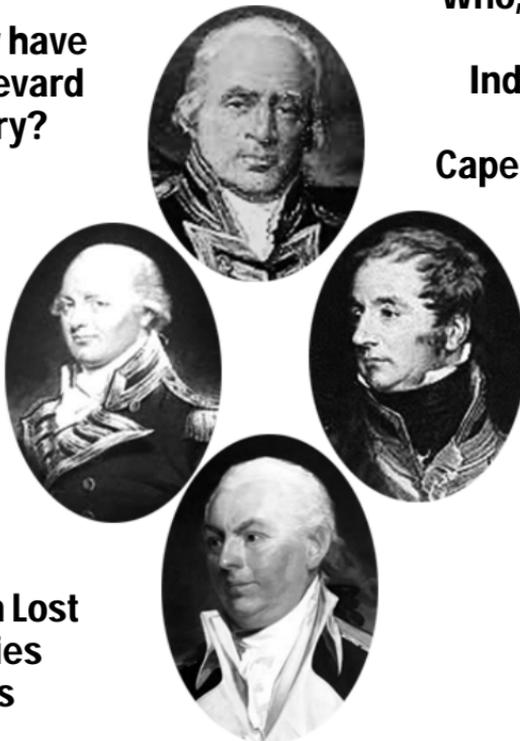
**THE JOURNAL OF
THE BREVARD COUNTY
HISTORICAL COMMISSION**

Volume XV, Number 2

Fall / Winter 2016

Who are these men?

**What do they have
to do with Brevard
County history?**



**Find out inside in
"Who, Why & How
the War for
Independence
came to
Cape Canaveral"**

***Plus*
The series on Lost
Communities
continues**

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THE INDIAN RIVER JOURNAL
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WHO, WHY & HOW THE WAR FOR INDEPENDENCE CAME TO CAPE CANAVERAL

Part 1

BY MOLLY THOMAS

Despite the best efforts of many local historians, Florida's 'after-the-fact' cameo in America's War for Independence remains unknown to all but the most discerning of military history buffs. Competing with such adventurous tales of tea parties, rum punch and midnight pub crawls, it is not surprising that a brief skirmish off the coast of Florida has all but vanished from the mainstream memories of the War. Albeit far from the memorable moments in Boston or Philadelphia, this lesser known episode deserves a closer look – not necessarily for its importance as an isolated incident, but to see it in the larger context of the rebellion and America's struggle for independence.

History can be read like literature – as a story – with characters, a setting, a climax and a conclusion. To truly grasp the meaning of the narrative, you must read into these different elements as they present themselves to divulge the bigger picture. This article represents the first in a series that intends to do just that. Its purpose is to surpass the standard regurgitations of “what, when and where?” and assemble the disarticulated histories that reveal the “who, why and how?” of what really happened off the coast of Cape Canaveral in 1783.

Like any story, this one has a cast of characters whose lives began long before and far away from where they met in March of 1783. Six captains and over a thousand sailors came together in one blink of history off the coast of Cape Canaveral and the best way to know them is to find out where they came from. The vessels present at the final naval battle of the war included the *HMS Sibyl*, the *HMS Alarm*, the *HMS Tobago*, the *USS Duc de Lauzun*, the *USS Alliance* and the French ship *HMS Triton*. While the *Sibyl* and the *Alliance* were the only ones that engaged, it is important to acknowledge the others to fully understand the context of this event in the larger picture of the war. This article will introduce the main characters with short memories of each ship, their captains, and how they became acquainted.

HMS SIBYL

First on that list is the *HMS Sibyl*, a 28-gun sixth rate frigate of the Enterprise Class. Spelled Sybil in some accounts, this ship represented the smallest of the Royal Navy's frigates. The Enterprise Class was designed by Sir John Williams, Surveyor of the Royal Navy from 1765-1784 (Morriss 2016). The British commissioned 27 of these vessels, in three separate consignments. The *Sibyl* was built during the second of these, in the winter of 1776 (Lyon 1993). The plans pictured below were used for the construction of the *Sibyl* and others of that class including the *Enterprize* (sometimes spelled *Enterprise*), *Siren*, *Fox*, *Crescent*, *Mercury*, *Cyclops*, *Alligator*, and *Pegasus* – just to name a few (Williams 1770).

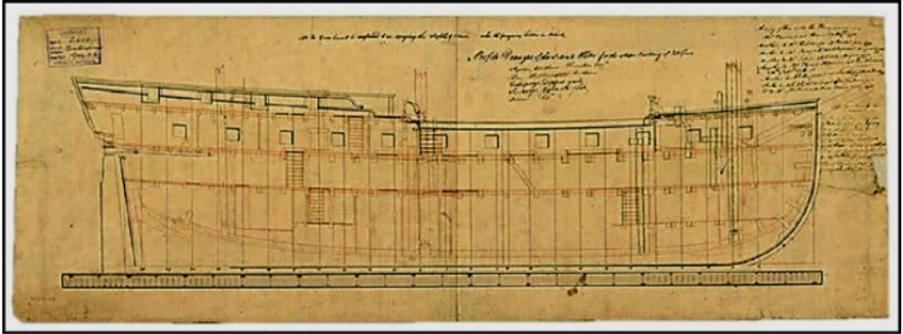


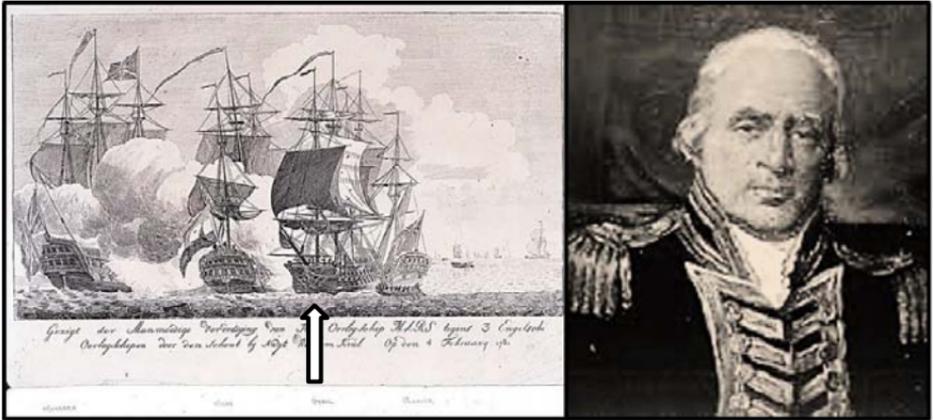
Figure 1. Plans for the HMS Sibyl

Henry Adams, the master shipbuilder, built the *HMS Sibyl* in Buckler's Hard – a small village situated on the Beaulieu River in Hampshire, England, that is still renowned for its 18th-century maritime heritage (Gold 1799). Taking three years to construct, the *Sibyl* was launched in 1779 and sent down the river to the Naval Yard at Portsmouth for its finishing touches (Lyon 1993).

The *Sibyl's* first mission, under the command of Sir Thomas Pasley, took her to the North Atlantic, patrolling the waters of Newfoundland in search of privateers (Janzen 1984). In 1780, Captain Pasley ventured south to the Cape of Good Hope on a mission to recover the logs and survivors from the expedition of Captain James Cook (Marshall 1827). For this success, Pasley was rewarded with a new appointment aboard the much larger *HMS Jupiter* and the *Sibyl* headed back to the Caribbean. Three years later, while docked in Jamaica, the *HMS Sibyl* would come under the command of the Captain that would engage the *Alliance* off the coast of Cape Canaveral.

By the time Captain James Vashon reached the helm of the *HMS Sibyl* in 1783, he was a 28 year veteran of the Royal Navy. Son of Reverend James Volant Vashon, he joined the Navy on the eve of his 14th birthday (Ralfe 1828). Spending much of his sea time in the Caribbean, he saw lots of action during the Seven Year's War. In 1762, he was aboard the *HMS Cambridge* when it took part in the Siege of El Morro, at the Battle of Havana. It was one of three British vessels ordered to bombard Fort Morro, and it suffered heavy losses in the process, with 150 casualties, including the captain, William Goosetry. The death of his commanding officer proved quite untimely, as just before his demise, Captain Goosetry had mentioned promoting Vashon to lieutenant – a promotion that was delayed nearly 12 more years. Despite this disappointment, he remained dedicated to the Navy, even turning down a commission in an army regiment led by then, Colonel William Howe (Ralfe 1828). Between 1765 and 1772 he served aboard several other ships that traversed the Atlantic from Canada to the Caribbean. In the early years of the rebellion, he made a name for himself engaging French privateers and taking prizes with the *HMS Maidstone*. After a brief return to England in 1780, he received command of

the 14-gun *HMS Alert* and was dispatched again to the Caribbean (Ralfe 1828). His continued success would grant him several promotions, first the command of the 64-gun *HMS Prince William* and second to flag captain for Admiral George B. Rodney aboard the *HMS Formidable* (Ralfe 1828). When Vashon returned the *Formidable* to Jamaica in 1783, he received command of the *Sybil*.



HMS Sibyl ~ Captain James Vashon

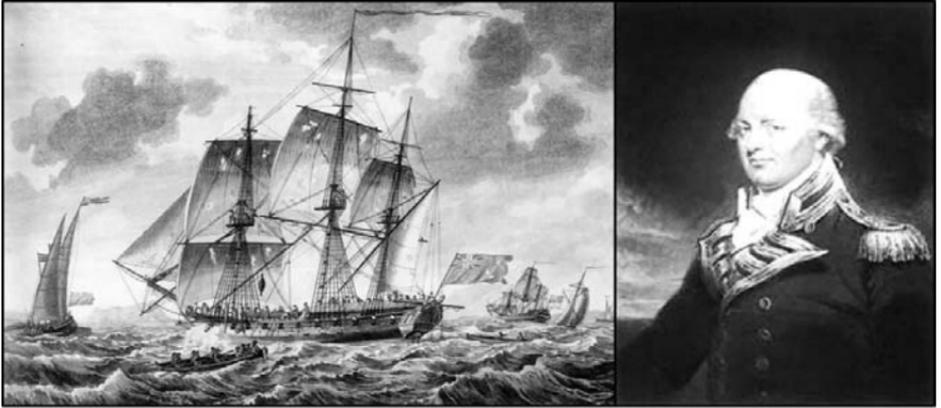
<p>Guns: 28 Compliment: 200 Sailors Enterprise Class 6th Rate Frigate</p>	<p>Builder: Henry Adams Shipyard: Buckler's Hard Launched: 1779 ~ Portsmouth, UK</p>
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**Figure 2. Left, HMS Sibyl marked by arrow -
 Right, portrait of Captain James Vashon**

HMS ALARM

Next on the list is the *HMS Alarm*, a 32-gun fifth rate frigate of the Niger Class. Built by John Barnard the younger at Harwich Navy Yard, this was the first of 11 ships constructed in this class, designed by Sir Thomas Slade, Surveyor of the Royal Navy 1755-1771. Slade is remembered most for designing the *HMS Victory*, the flagship of Lord Admiral Nelson at the Battle of Trafalgar (Lavery 2015). The plans pictured below feature Slade's original design for its stern. The *Alarm* was ordered in September of 1757, at a build cost of £6,027 and change – roughly £800,000 in today's currency (Officer 2016, R. Winfield 2014).

See inside back cover for Brevard history books.



HMS Alarm ~ Captain Charles Cotton

32 Guns
220 Sailors
Niger Class
Fifth Rate Frigate

Builder: John Barnard (*younger*)
Shipyard: Harwich Navy Yard
Launched: 1758
Completed: Harwich, UK

**Figure 4. Left, drawing of HMS Alarm -
Right, portrait of Captain Charles Cotton**

The man who would eventually come to command this copper sheathed wonder was scarcely older than the ship itself. Son of Sir John Hynde Cotton and his wife Anne Parsons, Charles Cotton was born in Cambridgeshire to a family of privilege in 1753. He attended school at Westminster and while he excelled in academics, his proclivity towards the maritime arts became swiftly apparent. Despite his father's compulsions towards a career in law, Charles knew that he was ill-suited for a deskbound occupation (Gold 1812). A trip to India when he was 17 was all it took to consummate his love for the sea and in 1772 he was enlisted aboard the *HMS Deal Castle*. Unlike his counterpart, James Vashon, it only took Cotton five years to reach the rank of lieutenant and by 1779 he was given command of the *HMS Boyne*. The Naval Chronicle cites this rapid progression through the ranks as "uncommon and... unprecedented" (Gold 1812). The *Boyne* was paid off in November of 1780, leaving the anxious Captain Cotton without a ship. It wouldn't be until April of the following year that he would receive his next appointment - command of the *HMS Alarm* (Gold 1812).

*Landmark Guides to Historic Brevard County
are available. See page 16.*

HMS TOBAGO

The last of the British ships to be introduced, the *HMS Tobago*, has been one of the more elusive vessels in the course of this research. Several sources agree that it originated in Connecticut as a purpose built privateer ship called *Governor Trumbull* (McManemin 1985). Going with this assumption, the *HMS Tobago* was constructed at Willett's shipyard in Norwich and hailed as an "almost model ship" (Caulkins 1874). Launched in 1778, under the command of Captain Henry Billings, the *Governor Trumbull* completed a few rescue/salvage missions off the New England coast but saw most of its action during an assault on the Caribbean island of Tobago. On March 5, 1779, it was captured by the *HMS Venus* and promptly, if not poignantly, renamed *HMS Tobago* (Griswold 2015). The name change was not the only irony to befall this ship; one source claims that her captor, *HMS Venus* was once an American ship called the *Bunker Hill* – also a prize captured by the British (Caulkins 1874).



HMS Tobago ~ Captain George Martin

Builder: Jedediah Willett
Shipyard: Willett's Ship Yard
Launched: 1778
Completed: Norwich, CT

20 Guns
 100 Sailors
 Sloop of War
 Formerly *Governor Trumbull*
 Captured March 9, 1779

Figure 5. Left portrait Captain George Martin

While the *HMS Tobago* did not merit enough distinction to warrant a painting or have images of her plans saved in the Greenwich Museum, the man who commanded her in March of 1783 was an up and coming personage in the British Navy. Captain George Martin was the youngest son of William and Arabella Martin. Born into a family with a proud naval legacy, his maternal grandfather was Sir William Rowley, whose resume included such titles as Admiral of the Fleet, Rear-Admiral of Great Britain and Lord Commissioner of the Admiralty. With a host of cousins, uncles and one half-brother serving as commissioned officers, it was only a matter of time before George took to the sea. In 1776, he accompanied his uncle, Captain Joshua Rowley, aboard the *HMS Monarch*, thus beginning an auspicious naval career (Stephen 1893).

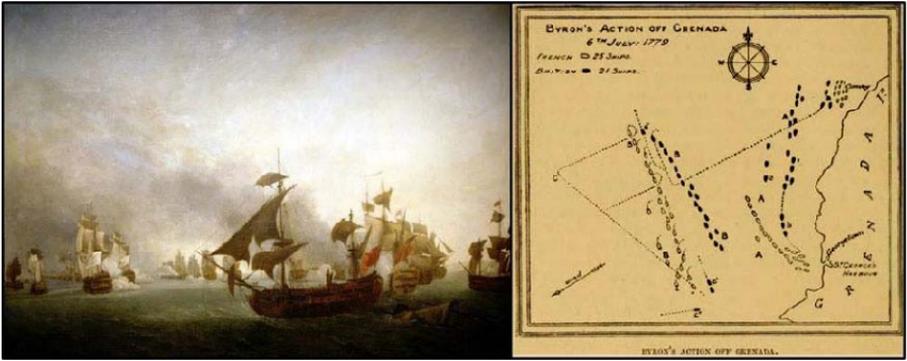


Figure 6. Left, painting Battle of Granada by Jean-Francois Hue - Right, battle map Byron's Action of Grenada 1779

Following Captain Rowley to his next command aboard the *HMS Suffolk*, George would get his first real taste of action on July 6, 1779, at the Battle of Grenada (Stephen 1893). Just one of many episodes in the Anglo-French struggle for the Caribbean, this large-scale debacle pitted 21 British vessels against a superior French fleet of 25 and resulted in the British loss of 183 men, three ships, and rendered another 346 wounded (Tucker 2009). Staying tight with his uncle, he made lieutenant in the summer of 1780 and by 1782 was granted his first command: the *HMS Tobago*.

USS DUC DE LAUZUN

Not unlike the *HMS Tobago*, the *USS Duc de Lauzun*, or *Lazurne* in some accounts, made such a brief appearance in the annals of naval history that few records of its service still exist. Those records that do, all seem to say something different. What is known for certain is that the ship was procured by Robert Morris Jr., the Navy's Agent of Marine and a signer of the Declaration of Independence (Burke 1970). Some sources say he acquired it in Dover, England; others say France and still others claim it was Havana (Emmons 1853, Silverstone 2006, Mays 2009, Fowler 1976). As to its service before its American acquisition, there is some debate on whether it was a British customs vessel or a "newly constructed merchant ship" (Burke 1970, Emmons 1853). Given all this confusion, it should not be surprising that renderings of the vessel could not be found in the course of this research. This lack of coherent documentation makes the *Duc de Lauzun* seem irrelevant in the scope of history. In all reality, not only was it one of only three ships owned by the Navy at the end of the war but at the time of its encounter off Cape Canaveral, it was on a very critical mission for the newly formed federal government (Maclay 2008).

**View oral histories of Brevard on our YouTube channel.
See page 1 for the URL.**



Figure 7. Headstone of Captain John Green and wife Alice

At first, Captain John Green, the man who would come to command the *Duc de Lauzun*, seemed almost as elusive as his ship. In the beginning stages of research, primary records of his service seemed scarce – that is until an un-sourced letter, drafted by one of his direct descendants, came to light. It compiled a brief biography from which the search could be narrowed, and his records could be delineated from a virtual sea of Captain John Greens that seem to permeate Anglo-American naval history. From this source, we learn that he was born around 1735, orphaned at a very young age and sent to live with relatives in either England or Ireland (Hendershot 1998). As a teenager, he ran away from home to pursue a life at sea. Reaching adulthood, he was said to have been an “imposing figure,” standing more than six feet tall and weighing almost 300 lbs (Dolin 2012).

By 1765, he is residing in Philadelphia and working as a sea captain for the Willing, Morris & Co. – of which the aforementioned Robert Morris Jr. was co-owner. That same year, he would marry Alice Kollock, daughter of a notable New England merchant family and likely an acquaintance made through his occupation (Hendershot 1998). In August of 1777, a letter to the American Commissioners in France indicated that Captain Green was in Nantes, looking for work and would be an ideal candidate for service to “the American Cause” (NDAR 1986). The next mention of him comes two months later, from an English informant claiming him to be aboard a ship named the *La Brune*, which was bound for France (NDAR 1996). There, in February of 1778, Green was officially commissioned into the Continental Navy and, after much ado in France, he and the *La Brune* arrived in Boston where the vessel was promptly renamed *Queen of France* (Claghorn 1988, Smith 1975).

For a good portion of the war, he organized privateer operations on behalf of the Navy and Robert Morris, who had a vested interest in the program (Dolin 2012). In September of 1781, he was aboard the privateer vessel the *Lion* when the *HMS Prudente* captured it after a lengthy 14-hour chase. As a result, Green and his crew were taken prisoner and incarcerated aboard one of Britain’s infamous prison ships before being sent to the penal facility in Plymouth known as Mill Prison (Cohen 1995). While this was the second time he was captured during the war, this time, he did not manage to escape and remained in the

prison until June of 1782 (Laurens 2000). Five months following his release, he would be given command of the *Duc de Lauzun*.

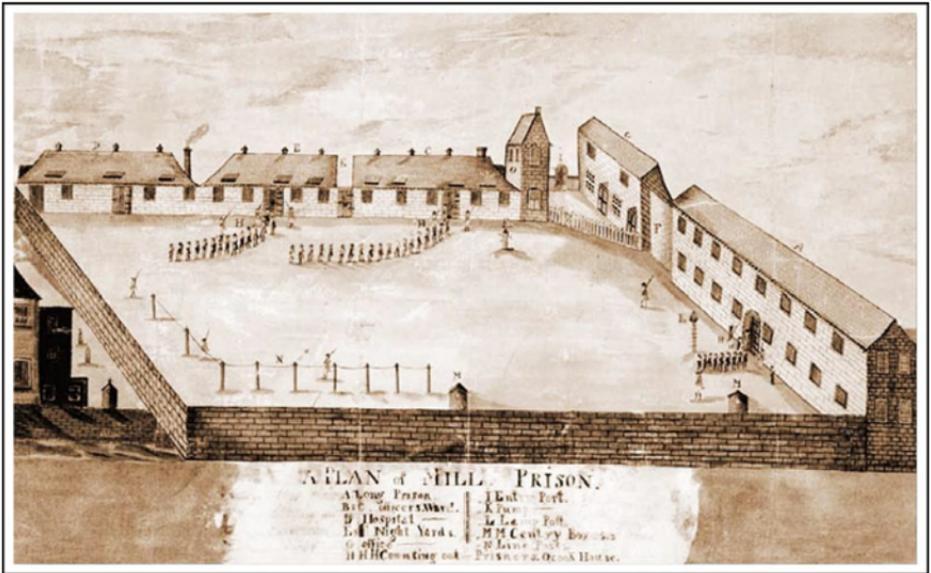


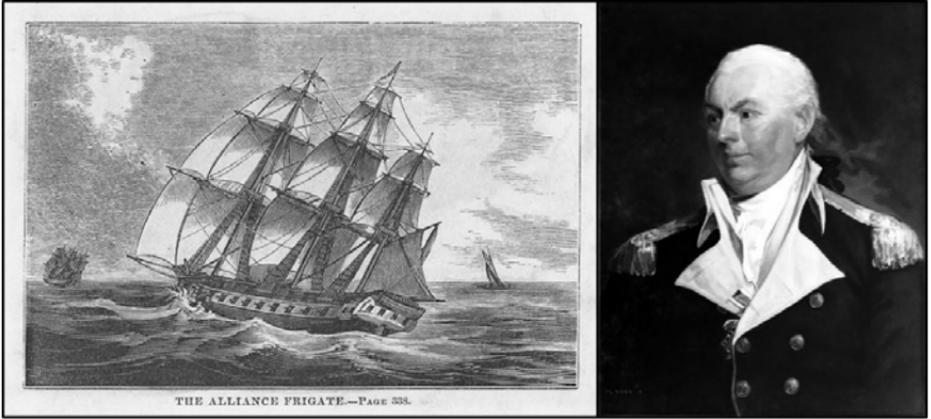
Figure 8. Sketch of Mill Prison - Plymouth, UK

USS ALLIANCE

Saving the best for nearly last, the *USS Alliance* was a 36-gun frigate, proudly named for the Franco-American alliance, which was forged just after her launch in 1778. Put under the command of Captain Pierre Landais, the *Alliance's* first great adventure was to carry Marquis de Lafayette back to France and then rendezvous with a squadron lead by the up-and-coming Captain John Paul Jones (*USS Alliance Ledger*, 1782-1783). In August of 1779, the *Alliance* is listed in the company of Captain Jones along with the *Pallas*, *Vengeance*, and three other vessels. It sailed alongside his flagship, the *Bonhomme Richard*, as they engaged the *HMS Serapis* and *Countess of Scarborough* in what became known as the Battle of Flamborough Head. This momentous encounter on September 23, 1779, is where John Paul Jones uttered his famous axiom "I've not yet begun to fight!" (Stewart 2001). In the course of the engagement, Captain Landais proved to be more of a menace than an ally, as his commands resulted in ill-aimed, erratic volleys at both friend and foe, including a broadside fired directly into Jones' flagship (Lardas 2012). Despite the overall victory, it is not surprising that the *Bonhomme Richard* sank as a result of the damage it incurred here.

Due to Landais' performance at Flamborough and his growing reputation for incompetence, Captain Jones assumed command of the *Alliance* after relinquishing the captured *Serapis* to the French in November of 1779. Jones would ultimately charge Landais with cowardice, disobedience, and insolence. He

also noted to his superiors that his overall lack of discipline permitted such squalor among the sailors that disease ran rampant upon his ship and the vessel fell into a shameful state of disrepair (Barnes 1911). The *Alliance* arrived in Boston late in the summer of 1780 to undergo repairs and shortly after that was put under the command of another noteworthy officer of the Continental Navy – Captain John Barry (*USS Alliance Ledger*, 1782-1783).



USS Alliance ~ Captain John Barry	
36 Guns 300 Sailors Frigate	Builder: John Hackett Shipyard: Daniel Webster Shipyards Launched: 1778 Amesbury, MA

Figure 9. Left, drawing USS Alliance - Right, portrait Commodore John Barry

Like many of his compatriots, Captain John Barry hailed from Ireland. Born in 1745, he was the first son of a Catholic tenant farmer in County Wexford. His first exposure to the sea came when he and his family were evicted from their farm, and they moved to the seaside village of Rosslare (Sorlie 2015). The economic landscape of Ireland was bleak in those days, and its political landscape was not much brighter. Witnessing this first hand, John likely realized that few opportunities awaited him at home, and without a doubt, these circumstances inspired him to find work on a merchant ship at such a young age. With the humble beginnings of a common cabin boy, he would acquire the proficiencies that would impel his career and by 21, he would receive his first command aboard the merchant schooner *Barbados* in Philadelphia (Clark 1938).

As tensions between Britain and its colonies grew, plans for the Continental Navy emerged and Captain Barry began his legacy of ‘firsts’. His commission papers dated December 7, 1775 – two weeks before the Navy’s commander-in-

chief was appointed – Barry became the first commissioned officer, and first Catholic officer, appointed in the Continental Navy (Griffin 1897).

He would be given command of the *Lexington*, the first vessel the Navy purchased, named after the first land battle of the War. On April 7, 1776, he would become the first to capture an armed enemy vessel under the Continental flag (Sorlie 2015). For these early successes, he was promoted to Commodore and reassigned to the *Effingham*, a 28-gun frigate still under construction in Philadelphia. While he awaited its completion, Barry volunteered his services to Washington and the Continental Army just in time for the Battle of Trenton – where he helped organize the transportation of soldiers and Marines in their infamous crossing of the Delaware (Congressional Record, V. 136 Pt. 10 2000). With the *Effingham* scuttled during the British occupation of Philadelphia, Barry took brief command of the *Raleigh* – which was soon after captured by the British. As the Continental Navy had no ships to spare, Barry would not be appointed to another naval vessel until 1780 when he would take command of the 32-gun *USS Alliance* (Society of the Friendly Sons of St. Patrick of Philadelphia 1907).

LE TRITON

The final character in this story is the French vessel *Le Triton*, which arguably played the smallest part in the action off the coast of Cape Canaveral – or did it? Many of the primary records for the *Triton* and her captain are handwritten in French, making translation incessantly challenging. For this reason, the introduction here will focus only on the vessel.

Le Triton was a 64-gun, third rate, ship of the line – a monster compared to the others discussed in this article. Constructed at the Touloun Naval Dockyard by shipbuilder Francois Coulomb, the *Triton* was launched in 1747, making it the eldest vessel present at the March 1783 encounter (Winfield 2015).



Le Triton – Captain Comte de Ligondés

Built: 1746

Shipwright: François Coulomb

Shipyard: Touloun Naval Dockyard

64 Guns

Frigate

500 Sailors

Deuxième Rang – 2nd Rate Ship of the Line

Figure 10. Le Triton vs HMS Jupiter & HMS Medea, 1778 by Pierre J. Gilbert

The Royal Navy engaged the *Triton* on numerous occasions in and around the Caribbean, including the above-pictured battle with the *HMS Jupiter* and *HMS Medea*. *Le Triton* also took part in the Battle of Martinique in April of 1780,

the first of three clashes between Admiral Rodney and French commander de Guichen (Palmer 2005). In February of 1783, the *Triton* captured the *HMS Tickler*, an unrated British sloop off the coast of Cuba and less than a month later; they would meet again off the coast of Cape Canaveral (Winfield 2014).

As you can see, the characters that assembled off the coast of Cape Canaveral all followed very different paths that led them to the same location, if only for a moment. From privileged sons of naval nobility to orphaned immigrant merchants, each one rose to a position of power and made significant sacrifices to get there. The next installment of this series will build on this by exploring the political climate and events that put them all in these positions - likely revealing why they all seemed to be sailing in the same direction.

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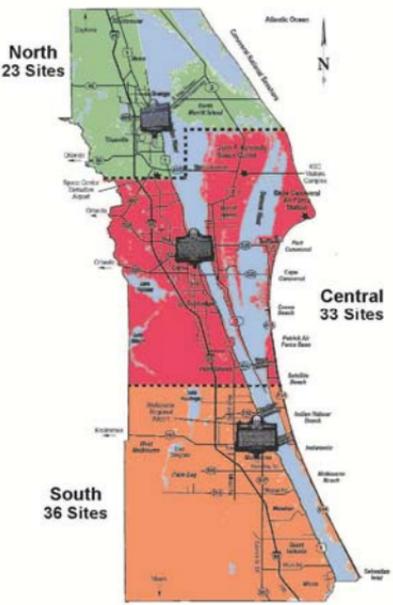


**HISTORIC BREVARD
LANDMARK GUIDE**

The Landmark Guide provides the location and a brief description of some of the historical landmarks in Brevard County. We don't have all of the historic locations in there yet, but we're working towards that end. In the meantime enjoy the 92 that we have documented, including 50 that have state historical markers. Get your copy free of charge through the Brevard County Historical Commission by writing or calling us.

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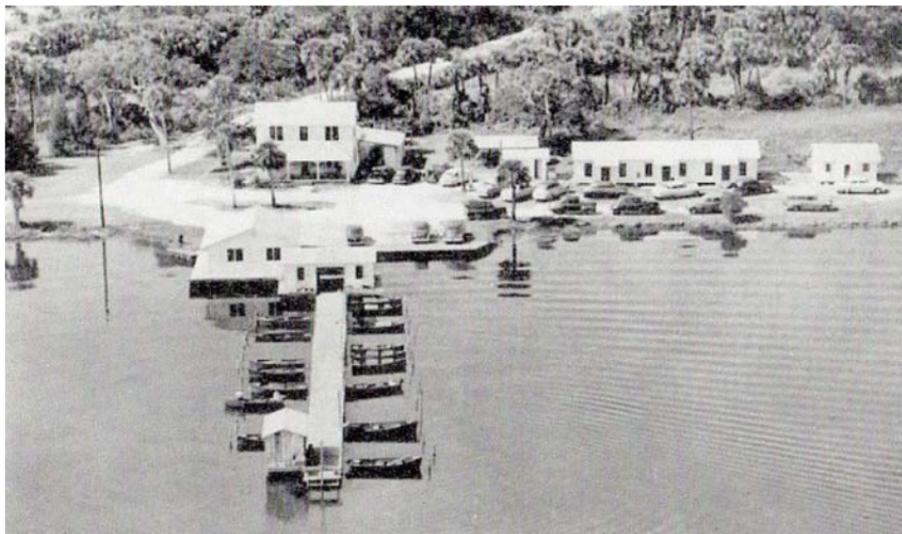
EXPLORE YOUR HISTORY: LOST COMMUNITIES OF NORTH MERRITT ISLAND

BY ROZ FOSTER

Allenhurst

This area of north Merritt Island was first settled in the 1870's by the Crook and Watton families, where they built homes and planted large orange groves. When the new wider Haulover Canal was completed in 1887-88, it allowed larger fishing and pleasure boats to travel from the Indian River to Mosquito Lagoon, opening up the area to development.

The "Haulover" Post Office was soon moved, as the community of "Allenhurst," named for Captain John Allen, sprang up along the new canal. The town boasted a hotel, fishing camp & marina and several homes.



The Allenhurst Fishing Camp & Marina

The Allenhurst Fishing Camp & Marina was operated by Mr. M.S. Rowley, manager of the Indian River Company. They advertised 500 feet of free dock, free water, homemade bread, staple and fancy groceries at city prices, and launch supplies. "We carry the best of everything. Stop over and enjoy the fishing. We can be reached by automobile." Mr. Watton purchased a new 1912 Cadillac, which was the first automobile in the Allenhurst community, and it was brought in by boat because there was no bridge over the Canal at the time.

The Hotel Allenhurst or sometimes referred to as the "Allenhurst Hotel," was visited by many dignitaries from all over the world. Some guests of the cozy

hotel in 1913 included: Col. John Rogers, a large operator in real estate and patentee of a device which was making him a fortune; Col. Bulsley of Madison Wisconsin, a veteran of the Civil War and classmate of President Grover Cleveland; Mr. George F. Westcott of Buffalo, N.Y. mechanical engineer of the Empire of Japan from 1884-1886, who built the first mills in Japan, and lived in Mikado's summer palace at Yesse; Mrs. James Sargeant Smith, prominent club and society woman of Madison, Wisconsin; Miss Emily McConnell, member of one of the oldest and most aristocratic families of Wisconsin. Her grandfather was George B. Smith, a famous lawyer, orator and statesman of the Civil War era.

BOATS SOUTHWARD BOUND can find every convenience at ALLENHURST (Haul-over-Canal).—Five hundred feet of free dock, free water, home-made bread, staple and fancy groceries at city prices, launch supplies. We carry the best of everything. Stop over and enjoy the fishing. We can be reached by automobiles.

INDIAN RIVER COMPANY.

Allenhurst Advertisement

The following article, entitled "A VISIT TO ALLENHURST AND SHILOH," was published in the *Star Advocate* April 4, 1913 and provides insight to what it was like as a guest of the Hotel Allenhurst:

On Saturday last, by invitation of Manager, M.S. Rowley and wife, of the cozy Allenhurst Hotel, Allenhurst, Fla., the Advocate editor and wife boarded the cozy and fast boat "Go-An-Kom" and away they sailed up the Indian River to Allenhurst, where they arrived about six p.m., and were well received by the genial host and hostess, and Mrs. J.H. Allen who were not long in placing a sumptuous dinner upon the table. Sunday morning, Mr. J.E. Pattillo, who owns a 25-acre orange grove at Shiloh, placed his automobile at the disposal of Manager Rowley, and he and Mrs. Rowley and Mr. and Mrs. Charles. H. Walton were kindly invited to partake of dinner at the home of Mr. and Mrs. Pattillo; and it was a dinner "fit for a king" which everyone fully enjoyed. Mr. and Mrs. Pattillo were ably assisted in entertaining their guests by Miss Edna Pattillo, their charming daughter. Mr. Pattillo has a very fine orange grove, and sold over 5,000 boxes of oranges this season.

Later in the afternoon, the party visited the home of Mr. and Mrs. Taylor, where they nicely entertained the party, assisted by Miss Mayme L. Taylor. Mr. Taylor owns a deal of property and a fine orange grove at Shiloh.

The fine home of Mr. and Mrs. G.L. Comer was also visited, a few miles south of Oak Hill. This home is in the midst of a large and beautiful orange grove, and is in charge of Mr. and Mrs. G.W. Comer, Jr. who will remain all this summer. Mr. Comer, Sr. is a prominent lawyer of Eufaula, Alabama, a brother of Ex-Governor Comer. The auto was then turned towards Allenhurst, where the party arrived in time for six o'clock dinner.

Monday morning, about eight o'clock Mr. and Mrs. Walton, accompanied by Mr. Rowley, boarded Mr. Rowley's Trim little launch, "Fox" en route for Titusville, where the party arrived after a pleasant trip on the Indian River.

Another article of significance was published December 14, 1928 in the *Star Advocate* newspaper "ALLENHURST GETS JOHN D. DIMES—Famous Oil King Takes Trip Thru County" as follows:

The Allenhurst community was brightened a few days ago when John D. Rockefeller dropped down on that little settlement of people, passing out new dimes to them. The famous oil king was merely sightseeing along the seacoast and wanted to take a run into Brevard County for a short time. He showed his interest in the natural beauty of the land and its water spots as he rode along the way."

A good sample of stationary from the Allenhurst Hotel with writing on it dated 1929 reads as follows: (across the top of the page)

Fine fishing—Best Duck Shooting in Florida—Boats, Decoys and Competent Guides for Hunting and Fishing Available. ALLENHURST HOTEL, L.C. Smith, Proprietor, BEAUTIFUL LOCATION ON HALIFAX LAGOON HAULOVER CANAL AND INDIAN RIVER
Rates: \$5.00 Per Day Special Rates by Week or Month
Railroad Station: Oak Hill Post Office: Allenhurst, Florida.

The following article, entitled "North Merritt Island News - SATELLITE TRAIL FOR AIA," was published in the *Titusville Star Advocate* newspaper May 13, 1960 as part of a series written by "Island Hattie." It covers the area from Shiloh to Allenhurst on the north side of the Haulover Canal.

Motorists driving the Satellite Trail (AIA) from Oak Hill U.S. Hwy 1 get their first glimpse of citrus groves at their best. The romantic fragrance of the orange blossoms tell their own story, you're in the tropics" for sure.

As you drive South thru Shiloh the arch over the highway of the huge Oak Trees remind you that the community is not a new one. In fact, those very trees were planted in 1910.

The Church and School and Community building are no longer in use as many of the children grew up and moved away. Many of the very

fine homes still there bespeak a prosperous owner. A spanking new, sprawling ranch type home at the County Line houses the D.A. Taylor Jr. family, while his birthplace is across the road...

Taylor's Store, the Post Office, and Service Station, are landmarks too. Grove maintenance over their own plus contract groves, provide the livelihood for a good number.

You may be sure that the early residents of Shiloh were a good hard working group. Names such as; Pattillo, Kuhl, Kuebler, Griffis, Watton, Park, Jackson, Ragin, and Taylor. More and More acres set to grove each year here.

The Indian River Lagoon is known all over for its Gator Trout (over 5 lbs) Beacon 42 - Ed McCormick's spot, attracts sportsmen from all over the southern U.S. plus the Islands. They come by car, boat and plane... land at the strip at the Canal (3800' long)... Joe DiMaggio spends time regularly fishing from there. A new 8 unit motel was opened this month to take care of the crowds.

The Bell Motel, nestled in a five acre grove of varied tropical fruits, attracts those wishing the quiet spacious vista. The homestead re-modeled by the former owners, the Bell's is an interesting tour by itself... it grows on you.

Watching the coon, redbirds, squirrels, peacocks feed and strut their stuff all add to the tranquility of the Bell Motel Owners, Mr. and Mrs. Robberson, enjoy guests and frequently can be seen taking tourists through the grove.

Mrs. Leonard Marble is a busy gal keeping up with the gas pumps and the Fishing Camp Dock, as well as her units at the Indian Head, since hubby Leonard's untimely death. She says being busy sure does help.

The Lagoon itself draws those who love the water and the peace and contentment it offers... commercial fishermen as well as retirees who want to live where they can "wet a shrimp," and watch the boats go by live along its West bank. You can find retired salesmen, builders, painters, movers, telephone men, and a few who haven't quite made their "play yet." All of them lured to this area by the diverse recreation it affords and yet be minutes from the hurdy-gurdy of town.

We're to the Haulover Canal now. The landing strip is at the North, East of the highway, and several light planes tied down at once is not a rarity here ... they circle the Camp or Motel who expect them, and by the time they're on the ground and tied down, you'll see a Station Wagon pick up the passengers.

If you've not flown over this area, you've missed a wonderful site... take a patch of 20 or more acres just south of Beacon 42 on the Lagoon ... a most beautiful garden, sweet Bermuda onions, and other truck crops, tenderly cared for by the Campbell's, Arthur, Oscar and Fred ... homes set back in the trees away from the road, known to the travelers, possibly.

Allenhurst Fishing Camp, owned by George and Jib Shira and Mr. Foley, is a landmark ...just take a seat on the "Liar's Bench" watch the boats go thru the bridge (opened by hand). Huge dredges and allied equipment are ably herded thru, and then a yacht headed north for the summer after a winter at the Palm Beaches, Ft Lauderdale, Miami or Key West ... One couple there, Mr. and Mrs. Reynolds, came to spend a week -18 years ago, and are still there and love it.

Few of the present residents are natives, most of us are here "by choice" - truly a Sportsman's Paradise. One hour by car and you can be in Orlando or Daytona Beach for the Races or Bright Lights.

Near the Allenhurst Fishing Camp in the town of Allenhurst north of the Haulover Canal, was the community's only social hall called the "Crab Smashers Club." A retired KSC worker (Sherrod Magness) recalled, "They would bring out steamed crabs as many as you could eat, and everyone would sit on benches in front of troughs which had a constant stream of running water to wash away the shells."



Spaceport News 2/27/87 KSC Archives

The Crab Smashers Club

Most rivers in the continental United States generally flow south. The St. Johns River, which runs through Brevard County flows north.

Beacon 42 Fish Camp - Clifton

Andrew Jackson's property at Clifton was purchased by David Taylor in 1939 and Taylor's son Allen and June McCullough developed a fish camp on it.



Owner Ed McCormick Displays His Catch of the Day

According to a letter written to the newspaper by June's wife they owned the fish camp for 10 years and their partner Allen was involved with it for 3 years until he got tired of the grind and returned to the citrus industry. Denise wrote,

“June and I built the camp into a wonderful place, where men could bring their wives and children without fear of people being drunk or using foul language. We ended up with 20 cottages, 40 boats and a restaurant which seated 60. We put duck hunters and fishermen out before daylight with a good hot breakfast and a lunch basket. June furnished the boat, motor, tackle and himself as a guide, all for \$25 for a 12-hour day. I counted shrimp, made pies, tied fishing leaders and ran the cleaning of the cottages, besides raising our son. We sold the camp to Ed McCormick of Jacksonville and then NASA bought him out when they established Kennedy Space Center. The land has been pretty much cleared of the buildings, etc. Nothing remains but a row of pines along the road and a seawall. The black family you mentioned were wonderful people. Arthur Campbell, not Jackson as you wrote, guided for us, and his wife Dora was a helpful neighbor. We lived in the two-story house built of heart pine. It had

hand-carved stairwells and mantles, as well as a 'dogtrot' (a covered passageway) in the kitchen. We didn't have a telephone the first year (1948), so I had to drive up to Oak Hill to send telegrams about reservations."

The camp became well known in Orlando and Central Florida after prominent businessmen Pappy Carrigan and Sid Swope found out about it. And, June was featured in an article written by Charles Elliott in *Outdoor Life* magazine.

Beacon 42 Fish Camp was advertised in the National Magazine *Fish and Stream*. It offered many amenities for tourists such as a nearby airstrip, motel and restaurant on the water.

C.W. "Speedy" Watton lived at Clifton and was proprietor of the popular "Speedy's Tavern" until the government forced him to move in 1962. The post office was located in a boat shed near the old Beacon 42 Fish Camp. Heading south on SR3 from Dummitt Grove you reach the cross road at SR402, once called "Ocean Boulevard" and referred to as "the Beach Road" or the road from Titusville to Playalinda Beach.

Wilson or Wilson Corners

This once was the location of the town of Wilson or Wilson Corners, named after U.S. President, Woodrow Wilson. It was called the sportsman's paradise and was known as one of the richest fishing grounds of this part of Florida.



Mr & Mrs George Quarterman stand in front of the U.S. Coast Guard Station

According to the Polk City Directory of 1926-27 a U.S. Coast Guard Station was located on the beach near Wilson, and George Quarterman was Captain, and the Canaveral Club House, with George as caretaker. Robert Porter was pastor of Wilson Community Church, and Wilson Public School teachers were Alma Michleau, who lived at the residence of Mrs. Ella Hudson, and Anna

Gold who lived with F.R. Nauman. Wilson postmaster was Mr. William Wheeler and Chas Randall was mail carrier. Mrs. Myra Wheeler owned Wilson Filling Station. The Fraternal Order of Odd Fellows, Brevard Lodge No. 85 met every Wednesday at 8 p.m. at the Community Church with W.F. Wheeler P.G.; Eric Anderson, N.G.; and Eddie Enright, Sec.

Most residents were fishermen, farmers, and fruit growers, with many doing all three but listed in only one category. Listed as fishermen were: Herman & Henry Benecke, Alvin Crawford, George & Jesse Futch, and Fred R. Nauman. Farmers were: Eric Anderson, Ralph Bailey, John Bergstrom, H.R. Clark, David Crawford, Manning Griffis, Chas Kauffman, George Martin, Chester Schnopp, Wm. Schackelford, Ben Singer, Leo Spear, Henry Stevens, Roscoe Virgin, LaVerne Wilson and H.G. Worthington. Fruit growers were: Henry Benecke, Leonard Griffis, L.D. Hamilton, and Max Hoeck. Charlie Hesh was a general contractor who operated a cigar factory out of his house from 1925 to 1935. Carpenters were Steven Parsons and Albert Peterson, electrician Alf Bryen, and road contractor Daniel Holder. Reul Atkinson was in real estate and Ralph Boswell was president of Boswell & Holmes, Inc.

You could pick up some groceries or get gas at Anderson's Grocery and Gas. Lonnie Johnson farmed the 40-acre tract located on the north side of SR 402 and sold corn whiskey that he distilled behind his farmhouse.

Coleridge "Cole" and Rose Danenburg came to this area from North Carolina in 1947 and purchased the farm from Johnson with plans to grow gladiolus and citrus. Rose was a homemaker and had an interest in farming. Cole was a real estate broker in Titusville and actively promoted the sale of land and homes at the nearby beaches. He was civic minded and served as president of the Titusville Chamber of Commerce and executive director of the North Merritt Island Chamber of Commerce. The couple knew most of the colorful people who lived on North Merritt Island because the area was sparsely populated at that time. Mostly everyone enjoyed hunting and fishing and lived off the land. In about 1959 Cole built Danenburg Trailer Park on about 10 acres of the farm with a convenience store in front of the park, and in no time at all 10 families who worked at the Space Center were living there. Wallace Trailer Park was just down the road.

McDonald's Egg Farm was about a mile east of the Danenburg farm. Dr. and Mrs. George McDonald operated a large chicken farm and sold eggs at their farm and in town. Fresh farm eggs were sold on site from a "drive through" sales area that was a counter with several paper sacks containing a dozen eggs each sitting on it, along with a cigar box for the money. The price for three dozen eggs was \$1.00 and most people were honest and paid.

Across the street from the McDonald's farm was the North Merritt Island Community Center- a building that the Danenburgs both helped build.

Wisconsin Village

Located about a mile south of SR 402 and west of Wilson was a small secluded community of about 10 families from Wisconsin by the name of “Wisconsin Village” that experienced a short life.

Mortonhurst

George W. Morton originated the town and became its first postmaster. It was created and faded away just prior to the turn of the century. It was located south of Wilson and a little west of where the VAB now stands and where the Space Shuttle Runway now lies.

Heath

This little community was located on the shore of Banana Creek and had a post office that opened in 1887 and closed in 1918. The Banana Creek Fish Camp owned by the Futch family was on the south side of the creek at an old hump-back bridge. Fishing and duck hunting was done by the locals with some commercial vegetable farming done in the 1940s. Several homes were located in the vicinity of the VAB before NASA took over the property.

Happy Creek—The Henry Benecke Family

Happy Creek was located east of Heath in a wild and beautiful area near Happy Hammock. Originally named by pirates who distilled rum on its shores, “Happy Creek” was a nearby inlet on North Merritt Island and home to Henry & Carolina Benecke who settled there in the early 1890s and raised six children. Originally from Germany, Henry and Carolina Benecke met in New York. Henry traveled to Merritt Island with a friend in the early 1890s and cleared enough of his 160 acres to receive his Homestead Certificate in 1895. Henry built a small sailboat for living quarters and transportation and hacked through dense foliage, building a primitive home in the area known as “Happy Creek.” Henry and Carolina taught their children how to play the piano, violin, and dulcimer, eventually having a studio grand piano barged from Jacksonville to the homestead. Henry was a hunting and fishing guide who made his own fishing nets, boats and guns, and taught his six children the same skills. His son Herman continued that tradition with his two sons, Herman Ray and Carroll June who operated the Happy Creek Hunting & Fishing Lodge. Lillie was a hunting & fishing guide and wrote stories of her experiences that were published under the name of ‘Uncle Dudley’ to hide the fact that she was a 16 year old girl. Lena caught alligators that she sold to tourists, earning her the name ‘Alligator Lena’. Anna worked as a seamstress in a dress shop in Titusville and Laura crocheted, tatted and was an artist. The youngest daughter Rose loved to swim and play with her homemade dolls.



Alligator Lena

The map illustrates the Happy Creek area in Titusville, Florida, showing a network of waterways including Banana Creek, Indian River, and Titusville Beach. Key locations marked include Playalinda Beach, Surf-Side Beach, and Titusville Beach. A scale bar indicates 0 to 1 mile. A central text box reads: **HAPPY CREEK**, **"HUNTING & FISHING"**, **LODGE**, owned by Ray and June Benecke, Box 213, Titusville, Florida. A box in the lower-left corner states: **"OUR SPECIALTY" = DUCK SHOOTING**. The map also shows various creeks like Workman, Peppercorn, and others, and nearby roads like US 1 and US 92.

Happy Creek Fish Camp
Herman Ray & Carroll June Benecke

MODERN HOUSEKEEPING COTTAGES - GUIDE SERVICE - BOATS - LAUNCHING

Henry was a hunting and fishing guide who made his own fishing nets, boats and guns, and taught his six children the same skills. This tradition was carried on by his son Herman who taught his three sons. Herman Ray was born in 1919, graduated from Titusville High School in 1938, and was a veteran of WWII and Purple Cross recipient. Carroll June was born in 1927, and was a running back and a star player for the Titusville High School football team, graduating in 1947. Ray and June established "Happy Creek Hunting & Fishing Lodge" in the mid-1940s on North Merritt Island with fully equipped rental cabins. They hand constructed their own nets and fishing boats, provided hunting and fishing guide services, and fished the Indian River Lagoon Estuary. In the early 1960s Happy Creek was included in NASA's land acquisition for development of Kennedy Space Center, and in 1961 the families closed the "camp" and moved off the island and settled in south Titusville. Ray and June continued to commercially fish the Indian River together until Ray retired in the early 1980s and June in 1995.

The Elmer Briggs Family

Elmer and Harriett Briggs moved from Michigan to Indian River City in 1912, a small community located south of Titusville. They raised six children, Clio, Nina, Alta, Lila, Dorr and Davey, teaching them how to live off the land and respect it. Elmer was a commercial fisherman, carpenter and machinist. He and his son Dorr built their own fishing boats. They would take their catch of fish to the Titusville pier for packing and shipping and hung their nets out to dry at the pier with many other fishermen. Elmer purchased 160 acres on North Merritt Island in 1919 and built a home and machine shop while continuing to maintain the home in Indian River City. Dorr also purchased 40 acres of land on the island that same year. They would haul boats over land from the Indian River into the Banana River. This Merritt Island property is the location where NASA built the Vehicle Assembly Building at Kennedy Space Center.

Orsino

Travelling further south on SR3 and midway on Merritt Island was the town of Orsino, named after Orsino Smith, the town's first postmaster. The Howes were a prominent family who had aspirations of making their community a modern city with all the latest conveniences - electricity, telephone and telegraphs. Stock was sold in the Orsino Telephone, Telegraph & Power Company in 1925, Walter H. Howe, President.

At one time Orsino had a school, a post office, a service station and grocery, and several homes. Listed in the directory were: Orsino Public School with J.E. Bridgewater as teacher; Indian River Garage, Inc., with Chas Stevens as mechanic, along with Paul Collins and Timothy Gough, mechanics; The Orsino Post Office had two post masters - C.V. Roberts and Chas Roberts; Orsino Community Church with C.B. Poland as pastor. The Orsino Baptist Church still marks the area where the long-gone town used to exist.



Orsino Baptist Church
Pictured above are Members of the Church, date unknown

Listed in the Polk City Directory for 1926-27 were some of the residents names and their occupations: farmers were; George & Ruth Atkinson, Marshal & Zoe Campbell, Henry Dombrok, Filippo & Palme Furnari, Angelo & Minnie Garofolo, B.W. & Anna Guedry, Florin & Grace Hoxie, Chas Moran, Cyrus & Emily Poland, and Orsino T. Smith. Roy F. & Edna Roberts were farmers and sold general merchandise, and William & Helen Fox were fruit growers. Laborers were Orlie & Pearl Avery, Ben Bagwell, Chas & Ethel David, and Lynn Dewey. Robert Cloud was listed as a switchman for the FEC RR, and Victor Malone an engineer; Harry Malone was listed as a salesman, Taylor E. Wright a lawyer, and Eli Jones a carpenter.

Note: The small wooden structure with an American Flag painted on the side that stands abandoned on the west side of SR3 in an old orange grove has a history of being a parsonage at one time. According to long-time resident, Don Freeman as told to Judy Inman, wife of Pastor Inman of the Orsino Baptist Church, Carmelo (Charles) Crisafulli found a pastor (Pentecostal or similar) Rev. LaMonica who was willing to come to Merritt Island. Mr. Crisafulli donated the land for the church which was on the east side of SR3 on the curve, and built the parsonage of heart pine lumber down the road where it stands today. The land where it is located is presently owned by Josephine Chrisafulli Ramsnur, Trustee. The flag was painted by her son-in-law Jack Selman. IRJ

*Brevard County overall is larger than the state of Rhode Island but
 has less land area.*

VETERAN'S MEMORIAL FISHING PIER AKA WALKER BRIDGE

BY MOLLY THOMAS & ROZ FOSTER

In its former life, this fishing pier was known as Walker Bridge. Named for John R. Walker, the former postmaster that championed its construction but died before its completion, it was the first bridge in Titusville to cross the Indian River. The original, hand-cranked, wooden drawbridge, which opened in 1922, allowed citizens to travel between North Merritt Island and the mainland without a boat, for the first time (Contracts Let 1921). This narrow wooden structure served the citizens of Titusville and Merritt Island well, for more than a decade, but something more substantial was needed for this rapidly growing community.



Walker Bridge

Preparations for a more modern causeway began in the late 1930s, but construction came to a standstill in the 1940s, as the United States entered World War II. As this was a valuable thoroughfare and utilized by the military, a temporary connection was installed linking the new concrete causeway to the old wooden bridge (Zewen 1977). Shortly after that, an accident occurred that claimed the lives of 6 U.S. Soldiers returning from an Army training exercise across the river. The transport truck, heavy with soldiers and equipment, failed to make the turn where the causeway intersected with the wooden bridge. Crashing through the railing and plunging into the water more than 10 feet deep, the men struggled to overcome the weight of their equipment (Six Army Men Drown 1942). Aiding in the rescue were several convicts on an inmate labor crew working nearby. After obtaining permission from their supervisor,

they selflessly dove into the river, saving several soldiers, and recovering the bodies of the deceased. As these inmates were African American, their efforts received few public mentions, except for one editorial in the local newspaper that commended their actions and requested a reduction of their sentences (Editorials 1942). This tragedy ignited a sense of urgency to complete the new causeway, inspiring a partnership between the State and the Federal Government in the project (Thompson 2005).



The Fishing Pier is shown in this 1948 Photo

Following the war, construction resumed, and the modern concrete causeway was opened to traffic in 1949 (Thompson 2005). Titusville's citizens successfully petitioned the State Corps of Engineers to grant them ownership of the remaining portion of Walker Bridge for the purpose of turning it into a community fishing pier (Zewen 1977). For decades to follow, it served as a cherished social gathering place for residents of all ages, surviving several hurricanes and the ravages of its salty surroundings. Valued by locals and tourists alike, the continued repairs, renovations, and the eventual reconstruction of the pier was made possible through the generosity of numerous local donors and volunteers. In 1977, it was formally dedicated to members of the armed forces and aptly renamed: "Titusville Veterans Memorial Fishing Pier" (Zewen 1977). Undergoing a full reconstruction in 2011, it no longer resembles the rickety wooden structure it once was, but it continues to serve the community as a beautiful place to come together, cast a line, and enjoy the scenic beauty of the Indian River Lagoon.. [RJ]

LIST OF STATE HISTORICAL MARKERS

Brevard County—August 2016

1. St. Gabriel Episcopal Church – Titusville
2. Dummett Grove – North Merritt Island
3. Clifton Colored School – North Merritt Island
4. Greater St. James Missionary Baptist Church – Mims
5. LaGrange Community Church – N. Titusville
6. LaGrange Cemetery – North Titusville

7. LaGrange Community (Colored) Cemetery – North Titusville
8. Harry T. & Harriette V. Moore Memorial Home Site – Mims
9. Historic Brevard County Courthouse - Titusville
10. Pritchard House – Titusville
11. Titus House – Titusville
12. Hernandez Trail – Cocoa
13. City Point Church – Cocoa
14. Derby Street Chapel – Cocoa
15. Georgianna United Methodist Church – Merritt Island
16. Winter-Time Ais Indian Town of Pentoaya – Indian Harbour Bch.
17. Holy Trinity Church – Melbourne
18. Melbourne Naval Air Station – Melbourne
19. Rossetter House - Melbourne
20. Original Melbourne Village Hall – Melbourne Village
21. Juan Ponce de Leon Landing Park – Melbourne Beach
22. Provost Hall – Merritt Island
23. St. Luke’s Church – Merritt Island
24. Oliver’s Camp – North Titusville
25. Haulover Canal – North Merritt Island
26. Last Naval Battle of Revolutionary War – Port Canaveral
27. Florida Institute of Technology _ Melbourne
28. Addison Canal - Titusville
29. Valencia Historic District - Rockledge
30. Historic Monroe Center - Cocoa
31. Windover Archaeological Site – Titusville
32. Titusville Negro School – Titusville
33. Bensen House – Grant
34. Canaveral Lighthouse – Cape Canaveral Air Station
35. Union Cypress Railway – Melbourne
36. Old Melbourne Beach Town Hall – Melbourne Beach
37. Georgiana Railway – Merritt Island
38. Union Cypress Sawmill – Melbourne
39. Ulumay Wildlife Sanctuary – Merritt island
40. Smith Family Homestead – Melbourne Beach
41. Sams House – Merritt Island
42. St. Mark’s Episcopal Church - Cocoa
43. Bethel AME Church & Community Cemetery – Merritt Island
44. Indialantic Casino—Indialantic
45. William H. Gleason House—Melbourne
46. First Congregational Church—Melbourne
47. Summertime Ais Indian Town of Pentoaya—Melbourne
48. Lawndale/Williams House - Rockledge
49. Carter / Fuller Mound Complex—Cape Canaveral
50. Titusville Veteran's Memorial Fishing Pier—Titusville

ABOUT THE HISTORICAL COMMISSION

The Brevard County Historical Commission was established in 1963 by ordinance of Brevard County to "*collect, arrange, record, and preserve historical materials*" and to perform other functions such as obtaining narratives of the early pioneers, marking historical locations throughout the county, and recording historical information.

We store our collections at our Historical Records Archive located at Central Brevard Library and Reference Center, 308 Forrest Ave., Cocoa, Florida 32922. The collections are normally available to the public during regular business hours. Please call in advance at 321-633-1794, to schedule an appointment to view our collections. We are attempting to put our collections online, however, to date we haven't reached that goal.

The Historical Commission holds regular monthly meetings at the Archive. The public is always encouraged to attend. Please call the Historical Commission's office for a schedule.

We have undertaken a number of projects, including:

- Publication of an official Brevard County History
- Designation of Historical and Archaeological Landmarks
- Publication of a booklet identifying the Landmarks
- Preservation of early newspapers, maps and records
- Collection of individual oral histories on video
- Publishing of a journal entitled The Indian River Journal

The Historical Commission works with many other groups and organizations in the community to preserve the County's history and archaeology. *IRJ*

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along to a friend when you
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to get additional copies to pass along.**

LIST OF HISTORICAL COMMISSIONERS

The list includes all of the Commissioners who have served through the years.

David Anderson	Fred Hopwood	Dan Reiter
Jim Ball	Brooks Humphrys	Margaret Senne
Jane Beach	Johnnie Johnson	Ronald Senne
Paula J. Beckner	Darcia Jones Francy	Susan Sheppard
Jeff Boston	Greg Jones	Yvonne Shingler
Ed Bradford**	Georgiana Kjerulff	Jack Sidoran
Alan Brech**	Shirley Kidd	Ann Smith
Tom Breen	Ed Kindle	George Smith
Ben Brotemarkle	Alan King	Bob Stevens
Gil Carlson	Bud Knoderer	Helen Stubbs
Kim Carmen	Betty LaRoche	Bob Swenson
Nancy Carswell	Mildred Lawrence	Robert Taylor
Cheryl Carson	Jack Lembeck	Mary Lou Thombleson
Ann Christensen	Elaine Liston	Molly Thomas
Deborah Clarke	Brad Logsdon	Cherie Thompson
Jabez Coggan	Betty Longenberge	John Tice
Jim Culberson	Sam Lopez	Tonie Vogt
Ben DiBiase*	Sharon Lucas	Ed Vosatka
Angel Dick	Mary Mace	Hester Wagner
Eleanor Downes	Dianne Marcum	Richard Wallace
Ann Downing	Barbara McClure	Rachel Wentz
Jack Dubois	T.J. McElroy	Les Widick
Harold Edwards	Jan McLarty	David White
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Joe Fisher	Sandee Natowich	Vera Zimmerman
Fred Flansburgh	Mike Newquist	
Roz Foster	Dave Nisbet	*Current Chairman
Anne Frame	Debbie Palmer	**Past Chairman
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John Geil	Henry U. Parrish, III	
Kevin Gidusko	David Paterno**	
Carey Gleason	Tom Penders	
Donald Good	Lou Pernice	
Holly Grant	Kay Phillips	
Hubert Griggs	Lynn Pickett	
Bob Gross**	Carole Pope**	
Joan Haas	Charlie Powell	
George Harrell	Karen Raley	
Doug Hendriksen**	Orlando Ramirez	
Lynn Hollenbeck	John Rawls**	

MUSEUMS

Air Force Space & Missile Museum

Space Launch Complex 5&6, Cape Canaveral Air Force Station, FL
<http://www.afspacemuseum.org>

American Police Hall of Fame & Museum

6350 Horizon Dr., Titusville, FL 32780
<http://www.aphf.org/museum.html>

Brevard County Historical Records Archive

Central Brevard Library & Reference Center, 308 Forrest Ave., Cocoa, FL 32922—<http://www.brevardcounty.us/HistoricalCommission/Home>

Brevard Museum

2201 Michigan Ave., Cocoa, FL 32926
<http://myfloridahistory.org/brevardmuseum>

Eastern Florida State College Planetarium & Observatory

Eastern Florida State College, 1519 Clearlake Rd., Cocoa, FL
<http://www.easternflorida.edu/community-resources/planetarium/>

Florida Surf Museum, Cocoa Beach

4275 N. Atlantic Ave., Cocoa Beach, FL 32031
<http://www.cocoabeachsurfmuseum.org>

Foosaner Art Museum

1463 Highland Ave., Melbourne, FL 32935
<http://www.foosanerartmuseum.org/>

The Grant Historical House

5795 Highway 1, Grant, FL 32950

The Harry T. & Harriette V. Moore Cultural Center

2180 Freedom Ave., Mims, FL 32754
<http://www.brevardcounty.us/ParksRecreation/North/MooreMemorial/CulturalCenter>

Historic Rossetter House Museum & Gardens

1320 Highland Ave., Melbourne, FL 32935
<http://www.rossetterhousemuseum.org/>

Liberty Bell Memorial Museum

1601 Oak Street, Melbourne, FL 32901—<http://www.honoramerica.org/>

Library of Florida History

435 Brevard Ave., Cocoa, FL 32922—<http://myfloridahistory.org/library>

The North Brevard Historical Museum

301 S. Washington Ave., Titusville, FL 32782
<http://www.nbbd.com/godo/history/>

Old Town Hall History Center

Ann Downing, Public Relations, 2373 Oak St., Melbourne Beach, FL 32951

Ruth Funk Center for Textile Arts

150 W. University Blvd., Melbourne, FL 32901
<http://textiles.fit.edu/>

U.S. Astronaut Hall of Fame

6225 Vectorspace Blvd., Titusville, FL 32780
<http://www.kennedyspacecenter.com/astronaut-hall-of-fame.aspx>

U.S. Space Walk of Fame Foundation & Museum

308 Pine St., Titusville, FL 32796—<http://www.spacewalkoffame.com/>

Valiant Air Command Warbird Museum

6600 Tico Road, Titusville, FL 32780 — <http://www.vacwarbirds.net/>

Veterans Memorial Center & Council

400 South Sykes Creek Parkway, Merritt Island, FL 32952
<http://www.veteransmemorialcenter.org/>

HISTORICAL ORGANIZATIONS

Brevard County Historical Commission

Central Brevard Library & Reference Center, 308 Forrest Ave., Cocoa, FL 32922

Brevard Cultural Alliance

2725 Fran Jamieson Way, C-307, Viera, FL 32940
<http://www.artsbrevard.org/>

Brevard Genealogical Society

P.O. Box 1123, Cocoa, FL 32923-1123—<http://www.flbgs.org/>

Canaveral Lighthouse Foundation

P.O. Box 1978, Cape Canaveral, FL 32920
<http://www.canaverallight.org/>

Civil War Round Table of Central Florida

P.O. Box 255, Sharpes, Florida 32959-0255

Cocoa Beach Pioneers

580 South Brevard Ave., Cocoa Beach, FL 32931-2529 (321.783.8389)

Cocoa Beach Resident Historians

c/o City Clerk's Office, City of Cocoa Beach, P.O.Box 322430, Cocoa Beach, FL 32932-2430
 (321.868.3286)

Daughters of the American Revolution Chapters

Abigail Wright Chamberlin – Melbourne, Cape Canaveral – Cocoa Beach
 Commodore John Barry – Melbourne Beach, Indian River – Titusville Philip Perry – Cocoa
 Rufus Fairbanks – Satellite Beach
 For specific contact information for these chapters and the Florida State Society, Historic
 Preservation Committee see <http://fssdar.com>

Florida Historical Society

435 Brevard Ave., Cocoa, FL 32922—<http://www.myfloridahistory.org/>

Florida Historical Society Archaeological Institute (FHSAI)

2201 Michigan Ave., Cocoa, FL 32926 (321.632.1830)
<http://www.myfloridahistory.org/fhsai>

Florida Public Archaeology Network (FPAN)

74 King St, St. Augustine, FL 32085 (904.392.8065)
<http://www.flpublicarchaeology.org/ecrc/>

Genealogical Society of North Brevard

P.O. Box 897, Titusville, FL 32781-0879
<http://www.nbbd.com/npr/gsnb/index.html>

Grant Historical Society

P.O. Box 44, Grant, FL 32949

The Historical Society of North Brevard

301 S. Washington Ave., Titusville, FL 32789
<http://www.nbbd.com/godo/history/>

Indian River Anthropological Society

Chapter of the Florida Anthropological Society
 P. O. Box 73, Cocoa, FL 32923-0073—irasarchaeology@yahoo.com
<http://www.nbbd.com/npr/archaeology-iras/>

HISTORICAL ORGANIZATIONS (CONTINUED)

The Mosquito Beaters

George "Speedy" Harrell, President 435 Brevard Ave., Cocoa, FL 32922

National Railway Historical Society

Florida East Coast Chapter, P.O. Box 2034, Cocoa, FL 32923-2034
<http://www.trainweb.org/fecnrhs/>

North Brevard Heritage Foundation, Inc.

Roz Foster, President, P.O. Box 653, Titusville, FL 32781
<http://www.nbbd.com/npr/preservation/>

Preservation & Education Trust, Inc.

1219 Rockledge Drive, Rockledge, FL 32955

Rockledge Heritage Foundation

11 Orange Avenue, Rockledge, FL 32955 (321.632.2712)

Sons of the American Revolution

Ben DuBose, 950 Falls Trail, Malabar, FL 32950 (321.952.2928)

South Brevard Historical Society

P.O. Box 1064, Melbourne, FL 32902-1064
<http://www.southbrevardhistory.org/>

Town of Melbourne Village Historic Preservation Commission

Jean Henderson, Secretary (321.724.0070)

ONLINE SERVICES

Brevard County Historical Commission

<http://www.brevardcounty.us/HistoricalCommission/Home>

Brevard County Historical Maps

<http://fcit.usf.edu/florida/maps/county/brevard/brevard.htm>

Florida Historical Museums

http://www.floridasmart.com/attractions/museums_hist.htm

The Florida Historical Society

<http://myfloridahistory.org/default>

The Florida Memory Project

An interactive Web site of Florida history, photos and letters
<http://floridamemory.com/>

The State Library of Florida

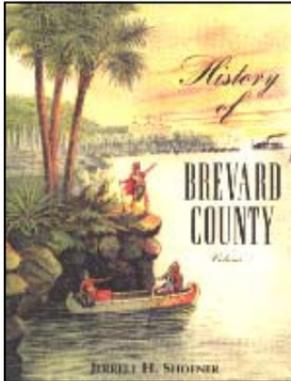
Collecting, preserving and making available the published history of Florida including: Public Records Management, Service to Genealogists, and the state archives.
<http://dos.myflorida.com/library-archives/>

Try as we might to keep the previous lists accurate with up-to-date information, it seems that changes occur that we don't know about until after publication. If you know of a needed change, see an error or have an addition to what we've presented, please let us know. Call us at (321) 633-1794.

THE HISTORY OF BREVARD COUNTY

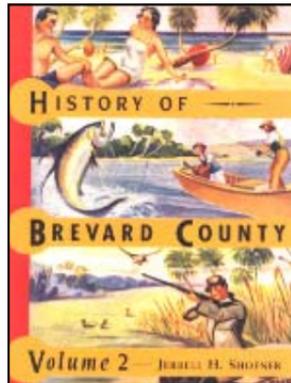
*in Three Illustrated Volumes—By Jerrell Shoffner et al,
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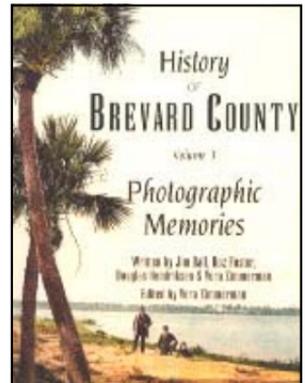


Volume 1

(Revised 2006)



Volume 2



Volume 3

For pricing and shipping details
check the web site or contact the:

Brevard County Historical Commission

Central Brevard Library
& Reference Center
308 Forrest Ave.
Cocoa, FL 32922

Telephone 321.633.1794

e-mail mboonstra@brev.org

<http://www.brevardcounty.us/HistoricalCommission/Home>

**THE
INDIAN RIVER
JOURNAL**

**The Brevard County Historical Commission
Central Brevard Library and Reference Center
308 Forrest Ave.
Cocoa, Florida 32922**

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