



United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: St. Johns Light
Other names/site number: New St. Johns Light, St. Johns Lighthouse (new)
Name of related multiple property listing: Light Stations of the United States

2. Location

Street & number: 500 ft NE of intersection of Baltimore Street and Naval Station Street 7
City or town: Jacksonville State: Florida County: Duval
Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this X nomination ___ request for determination of eligibility meets
the documentation standards for registering properties in the National Register of Historic
Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property X meets ___ does not meet the National Register Criteria. I
recommend that this property be considered significant at the following level of significance:

___ national X statewide ___ local

Applicable National Register Criteria:

X A ___ B X C ___ D

		NOV 14 2017
Signature of certifying official/Title:		Date
<u>United States Coast Guard</u>		
State or Federal agency/bureau or Tribal Government		
In my opinion, the property <u>X</u> meets ___ does not meet the National Register criteria.		
Signature of commenting official:		Date
		12/1/2017
Title: <u>SHPO</u>		State or Federal agency/bureau or Tribal Government

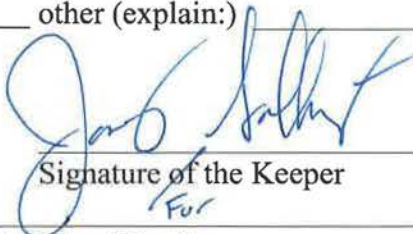
St. Johns Light
Name of Property

Duval County, FL
County and State

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)


Signature of the Keeper
For

3-20-2018
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only one box.)

- Building(s)
- District
- Site
- Structure
- Object

St. Johns Light
Name of Property

Duval County, FL
County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>2</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>2</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Transportation
Water-related

Current Functions

(Enter categories from instructions.)

Transportation
Water-related

7. Description

Architectural Classification

(Enter categories from instructions.)

Modern Movement

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Concrete, concrete block

St. Johns Light
Name of Property

Duval County, FL
County and State

Narrative Description

Summary Paragraph

The St. Johns Light is a seacoast lighthouse located near the mouth of the St. Johns River in the City of Jacksonville, Duval County, Florida. It was established as a Federal aid to navigation in 1954, and is situated within the boundaries of U.S. Naval Station Mayport. This property has two contributing resources, the lighthouse and a small outbuilding. The lighthouse includes a 49-foot tall reinforced concrete light tower and two attached one-story concrete block masonry wings. The tower incorporates modern classical design features and its exterior is unpainted. It is rectangular in plan on the first story level with beveled corners above that, making the upper part octagonal. The two wings are both rectangular in plan and reflect modern movement styling. They are attached to the tower's northwest and southwest sides, giving the lighthouse an L-shaped footprint with the tower at the corner angle. Both are painted white and have a flat roof. The property's outbuilding is small and used for storage. It is constructed of concrete block masonry with a flat roof. The St. Johns Light is identified as number 575 on the Coast Guard's regional aids to navigation list. It is equipped with an open-air automated marine beacon that has a focal plane 83 feet above sea level. This optic signals a flashing white light visible for 19 miles in clear weather. The St. Johns Light property is approximately one acre in area. It occupies a fenced grassy clearing at the western end of a 5.2-acre parcel owned by the U.S. Coast Guard. The lighthouse is accessible on foot and is not open to public visitation. This property has a high level of integrity despite remodeling of the building's wings in the 1980s and the replacement of the original light in 1994.

Description:

The St. Johns Light is located within the boundaries of U.S. Naval Station Mayport in the City of Jacksonville, Duval County, Florida. It is situated 0.8 mile south of the St. Johns River and 0.1 mile inland from the seacoast (Figure 1). Established as a Federal aid to navigation in 1954, it continues in operation as a Coast Guard lighthouse. The St. Johns Light sits on a hilltop approximately 30 feet above sea level that is the highest natural elevation in the vicinity. This property amounts to approximately one acre in area and occupies a grassy clearing at the western end of a 5.2-acre parcel owned by the U.S. Coast Guard (Figure 2). The parcel's other 4.2-acre portion is undeveloped and vegetated with coastal shrubs, low trees, and wild grasses. The St. Johns Light property is situated approximately midway between Baltimore Street, a north-south roadway, on the west and the Atlantic Ocean shoreline on the east. A driveway extending 0.1 mile eastward from Baltimore Street provides access to the lighthouse, which is not open to public visitation. The St. Johns Light is 1.8 miles southeast of the nineteenth century St. Johns River Lighthouse at Mayport, a historic property owned by the U.S. Navy that is included in the National Register of Historic Places (NRHP).

St. Johns Light
Name of Property

Duval County, FL
County and State

Contributing Resources:

The St. Johns Light property includes two contributing resources, the lighthouse building and a small outbuilding used for storage (Figure 3). Both date to the lighthouse's 1954 establishment. A chain-link fence surrounds the clearing where the property's is located.

Lighthouse:

The lighthouse includes a central light tower and two attached one-story wings. Its configuration is L-shaped in plan with the tower at the corner angle (Figure 4). The light tower is approximately 49 feet in height and built of reinforced concrete. Its exterior is unpainted. One attached wing extends northwest from the tower's base and the other extends southwest. The two wings are rectangular and modern movement in styling. Both are built of concrete block masonry on concrete slabs. Each has a flat roof with wide overhanging eaves. Their exterior walls are coated with stucco and painted white. The building's exterior doors are painted blue.

The western elevation includes the building's entrance portico, located at the angle where the wings meet the light tower (Figures 4, 5 and 7, and Photo # 1). This portico is 27 feet long, 9 feet wide, and approximately 8 feet tall. It has a concrete slab floor and flat roof. The portico shelters three doorways that provide access to the northwest wing, light tower, and southwest wing. The portico roof's outer edge is supported by four rectangular columns that are 20 inches long by 10 inches wide and built of concrete blocks. Four pilasters 20 inches long by 4 inches wide are built into the lighthouse's exterior wall. They support the roof's inner edge and are aligned with the four columns. The columns and pilasters are painted white.

The lighthouse's eastern elevation is the rear side of the building (Figure 8 and Photo # 2). The tower rises from the center with the two wings extending left and right. Exterior treatments are the same as the western elevation. A doorway in the southwest wing's northeastern end leads to the interior. A double door at the northwest wing's southeast end provides access to a small room used for storage. There is a low, rectangular, wooden platform painted brown sitting on the ground near these doorways. It is used for recreational purposes and is non-historic.

Light Tower Exterior:

The light tower's exterior is undecorated except for a simplified modern classical architrave, frieze, and cornice surrounding the top. Its roof is flat. The tower's first story level is rectangular in plan with the sides facing northwest, northeast, southeast, and southwest. Each side is 13 feet wide. The tower's four corners are beveled with a downward slant at approximately 13 feet above ground level (Photo # 3).

St. Johns Light
Name of Property

Duval County, FL
County and State

The tower is octagonal in plan from the initial beveling upward to the top. The beveled sides are 4 feet wide and face north, east, south, and west. The northwest, northeast, southeast, and southwest sides continue the first story's vertical planes and are 6 feet, 8 inches wide.

The light tower has two ground-level doorways. Both are fitted with steel doors having glass windows in the top half. One door is on the southwest side and provides access from the lighthouse's entrance portico. The other doorway is on the tower's northwest side. It connects with the northwest wing's interior passageway (Figure 4).

The tower's fenestration consists of eight original windows that are 4 feet tall by 14 inches wide and fitted with metal frame, 1/1 sash holding wire-mesh safety glass. The tower's northwest, northeast, southeast, and southwest sides have one window each at staggered elevations corresponding to interior stairway flights. Each of these four sides also has a window near the top of the tower. Those windows light the interior service room level.

Tower Interior:

The tower's interior is open from the ground floor to the underside of the upper level service room (Photo # 4). The walls are covered with plaster and painted white. A 60-step concrete stairway is attached to the tower's interior walls. Its two-tier handrail is made with 2-inch diameter steel pipe. The stairway includes six straight flights that each end at a concrete landing connecting to the subsequent stair flight leading upward. Four stairway flights are lit with windows alongside. A 3-inch diameter steel pipe for draining rainwater extends vertically from the ground floor to the tower's roof. It is painted white.

The uppermost stair flight ends at the tower's service room level. The service room's concrete floor is approximately 10 feet, 8 inches wide and extends to the edge of open space above the upper two stairway flights. A steel pipe guardrail stands at the floor's exposed edge. Electrical panels attached to the room's southern wall provide power to equipment mounted on the roof. The service room is lit with four windows, one each on the northwest, northeast, southeast, and southwest sides.

The service room's ceiling is the underside of the light tower's roof. It has a cylindrical cavity in the center extending upward (Photo # 5). This is the hollow interior of the circular pedestal that supports the lighthouse's beacon light. A steel ladder attached to the room's western wall rises vertically to a rectangular 30-inch by 24-inch opening in the ceiling. This opening is capped with a steel hatch cover and provides access to the tower's roof.

St. Johns Light
Name of Property

Duval County, FL
County and State

An octagonal concrete parapet wall 3 feet, 8 inches in height surrounds the tower's flat roof. The circular concrete pedestal supporting the beacon light stands in the center. The space between the parapet wall and pedestal forms an open-air gallery approximately two feet wide. A rotating metal turbine vent is mounted on the gallery floor's northern side. The central pedestal is 4 feet, 10 inches in diameter and 3 feet, 8 inches in height. It is capped with a non-historic circular steel cover that was installed when the lighthouse's original optic was removed. A 2-foot square steel platform attached to the cover's top supports a steel post upon which is mounted the lighthouse's existing optic, a modern VRB-25 marine beacon. This light signals four white flashes every 20 seconds and has a focal plane above 83 feet above sea level. It can be seen for 19 miles in clear weather. A curved rectangular metal plate attached to the beacon light blocks it from shining towards the west in an arc from 179 degrees to 354 degrees (westward of a north-south line). This shields it from interfering with aircraft using Naval Station Mayport's airfield. A flashing red warning light is mounted above the VRB-25.

Northwest Wing:

The lighthouse's northwest wing is 48 feet long by 22 feet wide and oriented northwest-southeast. Its principal entrance is under the western side portico. The wing's fenestration consists of five windows fitted with non-historic aluminum-frame, double-hung 1/1 sash.

The wing's southeastern end wraps around the light tower's northeastern side and includes a doorway fitted with a double wooden door 5 feet, 2 inches wide by 7 feet, 2 inches tall (Photo # 2). This door provides access to a room that is 7 feet, 7 inches wide by 2 feet, 8 inches deep. The room is used for storage and does not connect with the wing's interior. An exterior chimney is built into the wing's northeastern side next to the small storage room. A rectangular concrete cistern 7 feet long by 5 feet wide and 18 inches in height sits on the ground next to the wing's northeastern side, near the northern end.

The northwest wing's portico doorway is fitted with a wooden door that opens to a passageway oriented northwest-southeast (Figure 4). This passage is 16 feet, 1 inch long by 3 feet, 11 inches wide. It has a dropped ceiling 7 feet, 11 inches above the floor. A doorway at the passage's southeastern end is fitted with a metal door having a window in the upper half. It provides access to the light tower. Another doorway at the passage's northwestern end is fitted with a wooden door and provides access to a room that is 20 feet, 3 inches wide by 16 feet, 6 inches long (Photo # 6). This room has a dropped ceiling 7 feet, 8 inches above the floor. It is furnished with folding chairs, tables, couches, and a bookcase. The walls are painted white. The room's northwestern wall has a doorway that is 3 feet, 11 inches wide by 7 feet, 2 inches in height. It is fitted with a wooden door and leads to the outside. This doorway is flanked on both left and right with a window 4 feet tall by 2 feet, 11 inches wide. There is also a window 4 feet, 3 inches wide in the southwestern wall, and another of the same size in the northeastern wall.

St. Johns Light
Name of Property

Duval County, FL
County and State

The wing's passageway includes a doorway on its northeastern side near the southern end. It is fitted with a wooden door and leads to a room that is 11 feet, 10 inches wide by 7 feet, 7 inches long with a dropped ceiling 7 feet, 11 inches above the floor. This room is used as a kitchen and for storage. Its southeastern wall includes a non-original kitchen counter with a refrigerator alongside. A doorway in the room's northwestern wall has a "Restricted Area, High Voltage" sign. The room's northeastern side includes a doorway providing access to a utility room that is 7 feet, 2 inches long by 3 feet, 7 inches wide and contains a furnace and water heater.

A doorway at the kitchen/storage room's southeastern corner leads to an adjoining bathroom approximately 8 feet wide by 7 feet, 5 inches long. It contains a sink, toilet, and shower stall. Black and white tile work of 1950s vintage covers the floor and halfway up the walls to where plaster painted white extends to the ceiling. The shower stall interior walls are tiled up to the ceiling. The bathroom's eastern wall has a window 3 feet wide by 3 feet, 1 inch in height.

Southwest Wing:

The southwest wing is 47 feet long by 14 feet wide with its long axis oriented northeast-southwest (Figure 4). Its northeastern end wraps around the light tower's southeastern side. The wing's principal entry is a doorway on the northwestern side sheltered by the entrance portico. It is fitted with a wooden door. This wing has three rooms (southwestern, middle, and northeastern) and is fitted with dropped ceiling. Fenestration consists of four windows that are 4 feet tall by 2 feet, 11 inches wide. These are fitted with non-original aluminum-framed, double-hung 1/1 sash.

The portico doorway leads to the wing's middle room which is 16 feet, 5 inches long by 11 feet, 8 inches wide. The ceiling is 7 feet, 10 inches above the floor and there is a window in the northwestern wall. This room is furnished with displays relating to Coast Guard history and prominent personnel. A doorway in the middle room's southwestern end has a threshold that drops seven inches and leads to the wing's southwestern room which is 19 feet long by 11 feet, 8 inches wide (Photo # 7). This room has a window on its northwestern side and another on the southeastern side. The ceiling is 8 feet, 2 inches above the floor. The southwestern room is furnished with chairs, couch, and a television. The middle room's northeastern end has a doorway leading to the wing's northeastern room which is 8 feet, 8 inches wide by 11 feet, 7 inches long. Its ceiling is 7 feet, 9 inches above the floor and there is a window in the southeastern wall. A storage closet approximately 6 feet, 7 inches long by 3 feet, 7 inches wide occupies this room's southeastern corner. A doorway at the room's northeast end is 3 feet, 7 inches wide by 6 feet, 9 inches in height. It is fitted with a wooden door and leads to the outside.

St. Johns Light
Name of Property

Duval County, FL
County and State

Outbuilding:

The property's second contributing resource is a small outbuilding used for storage, located approximately 25 feet south of the lighthouse. It is rectangular and constructed of concrete block masonry on a concrete slab foundation (Photo # 8). This outbuilding is 10 feet wide, 12 feet long, and 8 feet, 8 inches in height. It has a flat shed roof and no windows. The exterior is coated with stucco painted white. A 3-foot wide doorway on the northern side faces towards the lighthouse. It is fitted with a metal door.

Alterations:

The St. Johns Light was operated by resident Coast Guard lighthouse keepers from 1954 until its beacon light was automated in 1967. Most changes that have been made to the property date to after 1967 and consist of interior remodeling in its two wings, and window replacement. These changes are generally reversible. The overall structure of the lighthouse today remains largely unaltered from when it was built. Other changes include utility improvements and the removal and replacement of unneeded and obsolete equipment.

The lighthouse's northwest and southwest wings originally contained rooms designated for specific purposes (Figure 4). The northwest wing included an emergency generator room at the northwestern end, a radio beacon room in the middle with adjoining bathroom, and a utility room with furnace and water heater at the southeastern end. The southwest wing included a garage at its southwestern end, storage room in the middle, and pump room for the lighthouse's original water well system at the northeastern end.

The Coast Guard leased the lighthouse's two wings to the Navy in 1986 for use as office space, while retaining control of the light tower. The Navy renovated the leased wings by installing partition walls, filling the garage door opening, replacing original fenestration, and adding dropped ceilings with acoustical tile and recessed florescent lights. The northwest wing's radio beacon room was divided with partition walls to enclose an electrical room on its northwest side and a utility room on the northeast side. The lighthouse's original utility room at the northwest wing's southeastern end was converted to a storage room.

The Navy also installed utility pipes connecting the lighthouse building with Naval Station Mayport's water and sewer service. The southwest wing's northeastern pump room was remodeled and converted to storage space with a partitioned closet. The southwest wing's middle storage room was converted to office space.

St. Johns Light
Name of Property

Duval County, FL
County and State

The southwest wing's southwestern room was originally a garage. The Navy converted this into office space by filling its garage door opening with concrete block masonry and installing a dropped ceiling. The room's concrete floor remained at its original elevation, seven inches lower than the wing's middle room. A paved exterior driveway extended to the garage door when the lighthouse was originally built. This pavement remains today, but now ends at a solid wall.

The Navy's lease ended in the early 2000s. The Coast Guard has controlled the property since then, and undertook renovations circa 2010. This work included waterproofing, painting, and repairing deteriorated concrete and masonry. The lighthouse's wings are used currently for meetings and recreation by personnel from Coast Guard Station Mayport.

The lighthouse's tower was built without a traditional lantern to house its beacon light. It was topped instead with a Plexiglas dome that covered the circular concrete pedestal where the optic was mounted (Figure 5). The property's original optic was a Crouse Hinds Company 250,000 candlepower revolving airways type LHB Beacon illuminated using a 1,000 watt lamp. It exhibited a white light that appeared to flash twice every 20 seconds and was visible for 15 miles in clear weather. This optic was mounted on a mechanism with wires, pulleys, and counterbalances for lowering it into the light tower's service room for maintenance, and hoisting it back into place for operation. This mechanism was removed when the lighthouse's original beacon light was changed out for a modern optic.

The St. Johns Light's original 1954 equipment included remotely operated fog signal and radio beacon systems. The fog signal's controls were located in the lighthouse while the sound emitter and air compressors were installed in an offshore structure 0.8 mile to the north at the mouth of the St. Johns River. The fog signal structure consisted of a rectangular concrete equipment room supported by three concrete pilings. A buried cable connected it with the lighthouse. The offshore fog signal structure was struck by a passing ship in 1957 and demolished. It was not rebuilt.

The original 1954 radio beacon system included a radio transmitter and control mechanism installed in the northwest wing's radio beacon room (Figure 4). The room next to it held the lighthouse's emergency generators. The radio beacon's antenna was mounted atop a steel tower located onshore near the mouth of the St. Johns River, 0.6 mile north of the lighthouse. A buried cable connected the two locations. This radio beacon system eventually became obsolete and was discontinued. Its transmitter and control mechanism were removed and the antenna tower demolished.

St. Johns Light
Name of Property

Duval County, FL
County and State

The clearing where the St. Johns Light is located was originally bounded with a wooden slat fence. This was replaced in 1955 with a chain-link fence, which is the type of fencing used today. A sand bag revetment was also installed on the property's hillside to stabilize its slope.

When the St. Johns Light was established in 1954, it was staffed with a crew of four Coast Guard personnel who served as lighthouse keepers. They resided in two duplex dwellings that provided housing for them and their families. These two duplexes were located approximately 300 feet west of the lighthouse, and stood opposite one another on the north and south sides of the driveway leading from Baltimore Street to the lighthouse. The four-man resident crew was reassigned to other posts when the lighthouse was automated in 1967. The Coast Guard subsequently transferred the two duplex dwellings and the land where they were located to the Navy (Anderson 2017a). These dwellings were later demolished. The land where they were located is part of Naval Station Mayport.

The two duplex keeper dwellings were detached from the lighthouse and not visually attached or connected to the St. Johns Light. Their residential function, while important, did not directly affect the lighthouse's operation. Their removal did not affect the integrity of the St. Johns Light.

8. Statement of Significance

Applicable National Register Criteria

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

St. Johns Light
Name of Property

Duval County, FL
County and State

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

Maritime History
Transportation
Architecture
Engineering

Period of Significance

1954 to 1967

Significant Dates

1954

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

U.S. Coast Guard, Builder
John Llewellyn Skinner, Architect
James H. Small Construction Company, Builder
Merritt-Chapman and Scott Corporation, Builder

St. Johns Light
Name of Property

Duval County, FL
County and State

Statement of Significance

Summary Paragraph

The St. Johns Light qualifies for inclusion in the National Register at the statewide level under Criterion A for Maritime History and Criterion C for Architecture and Engineering. Its period of historical significance begins in 1954 when it was established as a Federal aid to navigation, and ends in 1967 when it was automated and ceased being maintained by resident lighthouse keepers. The St. Johns Light continues to be operated by the Coast Guard as a functioning seacoast landfall light. It marks the location of the St. Johns River and is identified as number 575 on the Coast Guard's regional aids to navigation list. This property is located within the boundaries of Naval Station Mayport in the City of Jacksonville, Duval County, Florida. The St. Johns Light was the last lighthouse in Florida constructed to be operated by resident keepers. It is historically significant on the statewide level for its relationship to Florida's maritime transportation, architectural, and engineering history. This property exemplifies the Federal government's long-term nationwide program to improve navigational safety through constructing and operating aids to navigation. It demonstrates how this important program was manifested in Duval County. The St. Johns Light is also a well preserved example of architectural design and engineering methods used in constructing American lighthouses during the middle twentieth century. It is the only lighthouse designed by John Llewellyn Skinner, a master architect active in Florida from the 1920s to the 1970s and designer of a number of important buildings. The property's engineering significance relates to it being the only Florida lighthouse originally built for the operation of remote control fog signal and radio beacon systems. The St. Johns Light retains integrity of design, setting, materials, workmanship, feeling, and association. It is widely recognized as a historic landmark in Duval County.

This National Register nomination is submitted as an individual listing under the overarching *Light Stations of the United States* NRHP Multiple Property Documentation Form (MPDF) (Clifford 2002). The specific historic context that applies is *Lighthouses under the U.S. Coast Guard (1939-present)*. The property type section relating to this registration is *U.S. Lighthouse Construction Type – Reinforced Concrete - Concrete Tower*. The *Florida's Historic Lighthouses* NRHP MPDF also applies to this property (Johnston and Jones 2002). That MPDF provides important background on lighthouses in Florida, as well as historic details relating to those established to mark the St. Johns River. Information and historic contexts available in these two overarching MPDFs are not repeated here. Instead, this submission emphasizes the historical significance of the St. Johns Light as an individual property.

St. Johns Light
Name of Property

Duval County, FL
County and State

Narrative Statement of Significance

This property qualifies under National Register Criterion A for its association with the Federal government's program for establishing and maintaining an integrated system of maritime aids to navigation throughout the United States. It exemplifies how this important nationwide program was manifested in Duval County, Florida. Today, the St. Johns Light maintains its historical association with maritime safety by continuing to function as an operating lighthouse. It is a prominent local landmark and conveys feelings that recall the dedication to duty characteristic of lighthouse keepers through the course of American history.

This property is also significant under NRHP Criterion C as representative of middle twentieth century lighthouse architecture and engineering. It exemplifies characteristics of design, construction methods, and materials used in building reinforced concrete and concrete block masonry lighthouse buildings. These design and construction approaches have proven to be well-suited for Coast Guard buildings and structures throughout the United States. The St. Johns Light is significant in Florida's architectural history from its association with John Llewellyn Skinner, a master architect prominent in the state's twentieth century development. He was active from the 1920s to the 1970s, and designed a number of important buildings in the Miami area and elsewhere in the state. The St. Johns Light is the only lighthouse that Skinner designed during his long and accomplished career. This property is also significant in the history of lighthouse engineering for being designed and equipped to operate fog signal and radio beacon systems at distant locations using remote control facilities within the building. While other Florida lighthouses were retrofitted with such remote control systems when needed, the St. Johns Light is the only one in the state originally built for that purpose.

Modifications that have been made to this property consist largely of interior remodeling and equipment changes, and are reversible. The lighthouse's existing structural integrity remains essentially unchanged from when the St. Johns Light was established in 1954. This attests to the lasting value of its design and the high quality of its materials and construction.

Historic Context

Establishment of Jacksonville:

Population growth and economic development in Florida's northeastern region increased substantially after it became U.S. territory in 1821. A small settlement along the St. Johns River named Cow Ford grew into a town and by 1822 was known as "Jacksonville" in honor of General (later President) Andrew Jackson. By 1830, the U.S. government designated Jacksonville a United States port of entry for customs administration. The Florida Legislative Council officially established Jacksonville as a town in 1832 by approving its legal charter.

St. Johns Light
Name of Property

Duval County, FL
County and State

Maritime commerce along the St. Johns River increased substantially through the first half of the nineteenth century. While sailing craft constituted the predominant vessel type navigating the river during much of the 1800s, the operation of steam-powered vessels increased significantly through time. A major development was the 1834 establishment of regular steamboat service between Savannah, Georgia, and Jacksonville.

First St. Johns River Lighthouse:

The St. Johns River's increasing importance to maritime commerce boosted the efforts of local public leaders to make Jacksonville an important seaport. Their requests for Federal assistance to improve maritime safety resulted in an 1828 Congressional appropriation to construct a lighthouse where the river emptied into the Atlantic. This occurred during the period that the U.S. Lighthouse Establishment (USLHE) was administered by the U.S. Treasury Department's Fifth Auditor, Stephen Pleasanton. He directed that the appropriated funds be used to construct a masonry light tower on the south side of the river's mouth. The first St. Johns River Lighthouse was designed and built by Winslow Lewis, a prolific U.S. lighthouse builder during the early 1800s (Holland 1972; Johnston and Jones 2002). Constructed in 1830, it was 65 feet tall and located near the river's present-day south jetty. That vicinity, however, was characterized by dynamic natural forces including river channel shifting and shoreline erosion.

Second St. Johns River Lighthouse:

The area's changing shoreline undermined the 1830 lighthouse's foundation and caused it to collapse in 1833 (Johnston and Jones 2002). The USLHE contracted with Winslow Lewis to build a new light tower nearby and farther inland. Before that was done, the government decided that the second St. Johns River Lighthouse would be constructed a mile further upriver and tall enough to be seen from a vessel at sea. It was built at the designed location and began operating in 1834.

Third St. Johns River Lighthouse:

Shoreline erosion along the river became a threat to the 1834 lighthouse by the early 1850s. This led Congress in 1852 to authorize an appropriation to protect it (Anderson 2017b). In reviewing the situation, the USLHE decided to redirect the funds and construct a replacement lighthouse at a safer and more stable inland location. A supplemental Congressional appropriation in 1854 provided additional funds for building the third St. Johns River Lighthouse. It was constructed in 1857 to 1858 and included a light tower, keeper's dwelling, and two storage buildings. The tower was 74-feet tall and built of brick. It was equipped with a third order Fresnel lens and began operating on January 1, 1859 (Anderson 2017b).

St. Johns Light
Name of Property

Duval County, FL
County and State

The lighthouse's keeper kept the St. Johns River Lighthouse operating following the Civil War's outbreak in 1861, until Confederate sympathizers disabled its Fresnel lens in 1864. The lighthouse's optic remained extinguished until a replacement third order lens was installed in 1867. The tower was improved in 1887 by adding a cast iron service room and a taller lantern on top (Rowlett 2017). This increased the lighthouse's height to 81 feet.

The third St. Johns River Lighthouse was discontinued in 1930. It remains today at its original location near the community of Mayport. Also known as the "Mayport Lighthouse," it is owned by the U.S. Navy and located on the grounds of Naval Station Mayport (Rowlett 2017b). The third St. Johns River Lighthouse is included in the National Register under the name "St. Johns Lighthouse" (NRHP registration number 76002237).

Mayport:

During the early nineteenth century, a small community of fishermen and their families became established along the St. Johns River's south shore near its mouth. This settlement was located in an area of upland terrain that had been part of a Spanish colonial land grant to the Dewees family. In 1841, David Palmer and Darius Ferris purchased the land parcel where the settlement was located and platted a town site there. The town they envisioned was located at a place remarkably well-suited for commerce in lumber, an important export product from northeast Florida during that period. Its site was accessible to watercraft bringing felled trees from upriver, as well as to ocean-going vessels for carrying cut lumber to other ports. These factors resulted in the settlement developing into a thriving lumber processing center that was given the name "Mayport Mills." Until the late nineteenth century, it was the closest deep water port to Jacksonville.

Vessels navigating to and from the St. Johns River prior to the late nineteenth century had to contend with shifting shoals and meandering changes in the shipping channel's alignment. These problems were alleviated during the late 1800s when the U.S. Army Corps of Engineers constructed jetties north and south of the river's mouth and undertook major dredging efforts. Those improvements and their continuing maintenance stabilized the river's entrance and provided a safe shipping channel to Jacksonville.

The economy of Mayport Mills became less dependent on timber during the late nineteenth century as the community's commercial fishing business expanded and resorts were established catering to tourists making excursions from Jacksonville. The lumber industry's decline led to the town's name being shortened to Mayport. Until the close of the nineteenth century, travel to and from Mayport was mainly by river watercraft and ocean-going vessels. This changed in 1899 when the Jacksonville and Atlantic Railroad was completed to the town, and a railroad transshipment dock was constructed on its river front.

St. Johns Light
Name of Property

Duval County, FL
County and State

The railroad's arrival facilitated the transport of exported products for lading aboard ocean-going vessels, as well as the inland distribution of imported goods. The railroad dock continued in operation until 1919 when it was abandoned. After that, the town's economy returned to its previous reliance on fishing and shrimping. Although Mayport's fortunes have alternately grown and declined at intervals over time, its economy has consistently benefited from commercial fishing and recreational activities.

St. Johns Lightship:

During the 1920s, mariners reported a number of problems concerning the third St. Johns River Lighthouse. Among the most serious was difficulty in seeing it during periods of dense fog. This contributed to the occurrence of several maritime accidents at the river's mouth. These issues led the Federal government to decide on replacing the lighthouse with an offshore lightship. The reason for this was that a light vessel positioned seaward of the St. Johns River would provide a guide for approaching ships before they got dangerously close to shore.

The LIGHT VESSEL 84 (LV 84) was selected to become the *St. Johns Lightship*. It had been built in 1907, and from 1907 to 1929 was stationed off the port of Brunswick, Georgia (Flint 1989). The LV 84 was a 683-ton, 135-foot long, steam-powered steel vessel equipped with a 13,000 candlepower electric light that was visible for 14 miles in clear weather. It also operated a fog signal, radio beacon, and distance finding station. The lightship used a mooring system with chains and heavy anchors to stabilize its position.

The LV 84 arrived at the *St. Johns Lightship* station, five miles offshore of the river entrance, in 1929. This made the St. Johns River Lighthouse unnecessary, and it was discontinued in May 1930 (Anderson 2017b). The *St. Johns Lightship* operated continuously from 1929 to 1954, except for periods of in-port maintenance when a relief light vessel served as a replacement. Inclement weather sometimes forced the lightship off station by causing its mooring system to break or drag. Such situations required several hours to return to the assigned location. Like other light vessels, the LV 84 had high operating costs. It required an onboard crew of 15 and needed to go into dry dock periodically.

By the middle twentieth century, technological advances in navigational aids had made light vessels obsolescent in the United States. The *St. Johns Lightship* was one of just three operating in the Coast Guard's Seventh District in 1952 when plans were announced to establish a new onshore lighthouse to replace the lightship station. The *St. Johns Lightship* was discontinued in 1954 when the St. Johns Light began operating. The LV 84 served afterwards as a relief vessel for other lightship stations from 1954 to 1965. It was decommissioned on October 26, 1965.

St. Johns Light
Name of Property

Duval County, FL
County and State

U.S. Naval Station Mayport:

As the outbreak of World War II loomed during the late 1930s, the United States sought to expand its military capabilities. This included passage of the 1938 Hepburn Act mandating that a major naval base be established in the southeastern U.S. The proposed facility was planned to have facilities for two aircraft carrier groups with room for expansion, as well as a large naval aircraft presence including patrol and utility squadrons. The new base would also include facilities for complete airplane and engine overhaul. These plans led to establishment of Naval Air Station Jacksonville, located along the St. Johns River south of the City of Jacksonville.

As the U.S. military buildup continued, a separate Naval Air Station was established at the St. Johns River mouth near the Mayport community in 1941. It operated throughout the war and was turned over to the Coast Guard as a training camp after the conflict ended. This facility was transferred back to the Navy in 1948 and commissioned as Naval Station Mayport. From then through the late 1950s, it was expanded and developed with facilities to accommodate a major increase in personnel, ships, aircraft, and family housing. Naval Station Mayport became headquarters for the Navy's Aircraft Carrier Division 2 in 1955 and has been an aircraft carrier homeport since 1956. At the present time it covers 3,409 acres and is the third largest naval installation in the continental United States.

Historic Significance under Criterion C

The St. Johns Light is historically significant under National Register Criterion C for its association with a master architect and as representative of important advances in the engineering of twentieth century aids to navigation.

Architectural Significance

The St. Johns Light's architectural significance relates to its association with John Llewellyn Skinner, a master architect and principal of Steward & Skinner Architects of Miami. He was active in Florida architecture from the 1920s to 1970s and designed several important buildings in the state and elsewhere.

In 1952, the U.S. Coast Guard Civil Engineering Unit-Miami (CEU-M) contracted with Steward & Skinner to design the proposed new lighthouse at the St. Johns River. John Llewellyn Skinner (J.L.S.) produced a design that included elements of modern classicism in the light tower and functional modernist styling for the two one-story wings (Figures 5, 6, 7, and 8). The plans produced by Steward & Skinner were approved by CEU-M in April 1953. The St. Johns Light was Skinner's sole lighthouse project.

St. Johns Light
Name of Property

Duval County, FL
County and State

John Llewellyn Skinner (b. 1893, d. 1989) was a prominent architect in Florida from the 1920s to the 1970s, and a Fellow of the American Institute of Architects (Marquis Who's Who. 1993). He graduated from Harvard University with a Master in Architecture degree in 1920, and then worked for Albert Kahn Associates in Detroit, MI. From 1922 to 1925, he was a Professor and head of the Department of Architecture at the Georgia Institute of Technology (Smith 2017; Craig 2017). John L. Skinner and his brother, Coulton Skinner (b. 1891, d. 1963), began practicing architecture in Miami in 1925. From 1925 to 1927, they designed residences in the City of Coral Gables' French Normandy Village, Florida Pioneer Village/Colonial Village, and Italian Village neighborhoods (Coralgables.com 2017). J. L. Skinner initiated the University of Miami's first program in Architecture in 1927 (University of Miami School of Architecture 2017). The Skinner brothers were early adopters of Art Deco styling, and a house they designed for Eleanor Farrington in Miami was featured in *American Architect* in 1935 (Smith 2017). In 1940, they joined with another prominent Miami architect, Harold D. Steward (b. 1896, d. 1987), to establish Steward & Skinner Architects (Mackle Company 2017). From then to the 1970s, John L. Skinner designed a substantial number of South Florida's most notable buildings.

Principal works designed by John Llewellyn Skinner in Miami include Jackson Memorial Doctor's Mercy Hospital, Palmer Eye Institute, University of Miami Medical School, the former Miami Public Library (now demolished), Dade County Auditorium, Miami International Airport's original terminal, Miami Seaquarium, and the Miami Cancer Institute (Prabook.com 2017). He also designed buildings at the Florida State University in Tallahassee, and the Bogota Airport International Terminal in Columbia.

The Coast Guard selected a hilltop 0.8 mile south of the St. Johns River and 0.1 mile inland from the seacoast as the new lighthouse's location. Land for the proposed light station was purchased from private owners in May to November 1953. The new light station was built from late 1953 to 1954 by the James H. Small Construction Company of Jacksonville, FL, under the supervision of James Kretchmer, an architect based in Los Angeles, CA (Stadler 1954). The cost was \$78,897. The St. Johns Light was officially established on October 1, 1954 (Anderson 2017a). It was the last manned lighthouse constructed in Florida. The new light station's buildings included a lighthouse, storage building, and two duplex dwellings with garages. The lighthouse building included its own electrical generator and water system with well, pump, and cistern.

Engineering Significance

The St. Johns Light's engineering significance relates to its inclusion of remote control fog signal and radio beacon systems. Both signaling devices were mounted in structures at the mouth of the St. Johns River and operated from the lighthouse, located nearly a mile to the south.

St. Johns Light
Name of Property

Duval County, FL
County and State

The St. Johns Light is the only lighthouse in Florida originally designed and constructed to operate fog signal and radio beacon navigational aids by remote control. Other Florida lighthouses were retrofitted with remote control facilities, but they were not originally designed to do so.

The fog signal structure was a tower located in 37 feet of water, seaward of the St. Johns River south jetty. Built in 1954 by the Merritt-Chapman and Scott Corporation of New York City, it included a rectangular precast concrete equipment room supported by three hollow concrete pilings 36 inches in diameter and 96 feet long. The equipment room was 40 feet above water level and resembled a box on an oversized camera tripod. It housed a diaphone horn fog signal and air compressors. A buried cable ran between the fog signal system's controls in the lighthouse and the offshore structure. The St. Johns Light's fog signal structure was struck by a passing ship in 1957. The damage was so extensive that the structure was demolished. It was not rebuilt.

The Merritt-Chapman and Scott Corporation (MC&S) was a prominent and long-lasting U.S. company engaged in maritime salvage, marine construction, and civil engineering (Wikipedia 2017). Nicknamed "The Black Horse of the Sea," it was established circa 1860 and remained in operation until circa 1970. The company initially concentrated on salvaging wrecked vessels. During the late 1800s to early 1900s, MC&S became a leader in the field of commercial diving for salvage operations and marine construction projects. The company's marine civil engineering capabilities developed into its principal focus by the 1930s. During that decade MC&S was responsible for a number of important construction projects such as the Waldo-Hancock Bridge (1931) in Maine, Marquette Ore Dock (1931) and Escanaba Ore Dock (1942) in Michigan, and the Mount Vernon Memorial Highway Hunting Creek Bridge (1932) in Virginia. The company's continuing salvage expertise was demonstrated by its 1943 righting of the burned and capsized ocean liner *NORMANDIE* in New York City. Construction projects accomplished during the 1950s and 1960s included the Delaware Memorial Bridge (1951) and Walt Whitman Bridge (1957) across the Delaware River, foundations of the Mackinac Bridge (1954) in Michigan, Throgs Neck Bridge (1961) in New York, and the Chesapeake Bay Bridge-Tunnel (1964) in Virginia. Financial and management problems in the later 1960s led to Merritt-Chapman and Scott going out of business circa 1970.

The St. Johns Light's 1954 radio beacon was operated using a Type B radio transmitter installed in the lighthouse's northwestern wing. An underground cable 4,800 feet long connected the transmitter to an antenna atop a 175-foot steel tower on land to the north near the river mouth. The radio beacon broadcast a Morse code "R" (dot-dash-dot) signal on a frequency of 306 kilocycles (KC). This enabled mariners using a radio direction finder to determine the relationship between their position and the St. Johns River mouth.

St. Johns Light
Name of Property

Duval County, FL
County and State

The interval between radio beacon signal transmissions varied depending on the weather. Its repetition rate per minute was increased during inclement conditions with limited visibility. The antenna tower's height was later shortened to 110 feet to reduce its potential hazard to aircraft using Naval Station Mayport's nearby airfield.

The technology of navigational aids advanced substantially from the 1960s onwards. This enabled the Coast Guard to install automated equipment in lighthouses to replace older devices that required maintenance by resident keepers. The modern automated aids to navigation were both reliable and less costly to maintain. The St. Johns Light was upgraded to automatic operation in June 1967, eliminating the need for resident lighthouse keepers. The Coast Guard changed out the lighthouse's optic in 1994 and installed the existing VRB-25 marine beacon. It has a focal plane 83 feet above sea level and is visible for 19 miles in clear weather (U.S. Coast Guard 2017).

The St. Johns Light today continues to serve as a U.S. Coast Guard aid to navigation and is widely recognized as a prominent landmark in Duval County. It occupies its original hilltop location and remains largely unchanged from the property's 1954 to 1967 period of historical significance. The St. Johns Light retains integrity in design, materials, and workmanship. Their quality and appropriateness for the lighthouse's designated purpose are reflected in the building's good state of preservation. This property serves as a lasting reminder of the importance of maritime transportation in Florida history. It maintains its association with the Federal government's long-term program for promoting navigational safety in Florida waters, and evokes feelings that recall the dedication to duty characteristic of lighthouse keepers through the course of American history. The St. Johns Light also illustrates the spirit of innovation that has characterized American lighthouse architects and engineers through time. Their focus on lasting results has characterized generations of U.S. lighthouse builders.

St. Johns Light
Name of Property

Duval County, FL
County and State

9. Bibliography

Anderson, Kraig. 2017a. *St. Johns, FL*. Lighthouse Friends.com. Internet: www.lighthousefriends.com/light.asp?ID=344

_____. 2017b. *St. Johns River, FL*. Lighthouse Friends.com. Internet: www.lighthousefriends.com/light.asp?ID=859

Clifford, J. Candace. 2002. *Light Stations of the United States*. National Register of Historic Places Multiple Property Documentation Form. On file at the National Register of Historic Places, U.S. National Park Service, Washington, DC.

Coralgables.com. 2017. *Villages*. Internet: <http://coralgables.com/index.aspx?page=510>

Craig, Robert M. 2017. *Georgia Institute of Technology College of Design*, in *New Georgia Encyclopedia*. Internet: www.georgiaencyclopedia.org/articles/arts-culture/georgia-institute-technology-college-design

Flint, Willard. 1989. *Lightships of the United States Government, reference notes*. Washington: Coast Guard Historian's Office.

Holland, Francis Ross, Jr. 1972. *America's lighthouses, an illustrated history* (1988 Dover edition). New York: Dover Publications, Inc.

Johnston, Sidney, and Robert O. Jones. 2002. *Florida's Historic Lighthouses*. National Register of Historic Places Multiple Property Documentation Form. On file at the Division of Historical Resources, Florida Department of State, Tallahassee, FL.

Mackle Company. 2017. *Harold Steward*. Internet: www.themacklecompany.com/femjrstorypublic/personalstories/haroldstewrd.htm

Marquis Who's Who. 1993. *John Llewellyn Skinner*, in *Who was who in America, with world notables, Volume X, 1989-1993*. New Providence, NJ: Reed Reference Publishing Company.

McCarthy, Kevin M. 1990. *Florida lighthouses*. With paintings by William L. Trotter. Gainesville: University of Florida Press.

Prabook.com. 2017. *John Llewellyn Skinner*. Internet: <http://prabook.com/web/person-view.html?profileId=673374>

St. Johns Light
Name of Property

Duval County, FL
County and State

Rowlett, Russ. 2017a. *St. Johns*, in *The Lighthouse Directory: Lighthouses of the United States: Eastern Florida and the Keys*. Internet: www.unc.edu/~rowlett/lighthouse/fl.htm

_____. 2017b. *St. Johns River (Mayport)*, in *The Lighthouse Directory: Lighthouses of the United States: Eastern Florida and the Keys*. Internet: www.unc.edu/~rowlett/lighthouse/fl.htm

Smith, Michael G. 2017. *Detroit Saturday Night Building*. Internet: www.flickr.com/photos/michaelgsmith/8217232257

Stadler, Richard. 1954. *Sighted friends join blind lighthouse*. Florida Times-Union, Jacksonville, December 5, 1954.

United States Coast Guard. 1953. *Mayport St. Johns architectural drawings, floor plans and sections*. On file at USCG Civil Engineering Unit-Miami, Miami, FL.

_____. 2017. *Light List Volume III Atlantic and Gulf Coasts, Little River, South Carolina, to Econfinia River, Florida (includes Puerto Rico and the U.S. Virgin Islands)* COMDTPUB P165502.1. Washington: U.S. Coast Guard.

University of Miami School of Architecture. 2017. *History*. Internet: www.arc.miami.edu/about-umsoa/history/index.html

Wikipedia. 2017. *Merritt-Chapman & Scott*. Internet: https://en.wikipedia.org/wiki/Merritt-Chapman_%26_Scott

Previous documentation on file (NPS):

- ___ preliminary determination of individual listing (36 CFR 67) has been requested
- ___ previously listed in the National Register
- ___ previously determined eligible by the National Register
- ___ designated a National Historic Landmark
- ___ recorded by Historic American Buildings Survey # _____
- ___ recorded by Historic American Engineering Record # _____
- ___ recorded by Historic American Landscape Survey # _____

St. Johns Light
Name of Property

Duval County, FL
County and State

Primary location of additional data:

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 1 acre

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone: 17

Easting: 461760

Northing: 3361640

Verbal Boundary Description (Describe the boundaries of the property.)

The property's boundary is the perimeter of the chain-link fence surrounding the one-acre clearing where the St. Johns Light's two contributing resources are located (see Figure 2)

Boundary Justification (Explain why the boundaries were selected.)

This boundary encompasses the two contributing historic resources at the St. Johns Light property owned by the U.S. Coast Guard.

11. Form Prepared By

name/title: Daniel Koski-Karell, Ph.D., USCG; Daniel Hart & Timothy McGrath, HDR/e²M

organization: Office of Environmental Management (COMDT CG-47), USCG Headquarters

street & number: US Coast Guard Stop 7714, 2703 Martin Luther King Jr Avenue SE

city or town: Washington state: DC zip code: 20593-7714

e-mail: Daniel.A.Koski-Karell@uscg.mil

telephone: 202-475-5683

date: 14 November 2017

St. Johns Light
Name of Property

Duval County, FL
County and State

Additional Documentation

- **Figure 1.** Location map: USGS map (7.5' series) indicating property's location.
- **Figure 2.** Historic property boundary.
- **Figure 3.** Historic resources and exterior photograph directions.
- **Figure 4.** Floor plan and interior photograph directions.
- **Figure 5.** Architectural drawing of the St. Johns Light.
- **Figure 6.** Architectural drawing legend block.
- **Figure 7.** Southwest elevation architectural drawing.
- **Figure 8.** Northeast elevation architectural drawing.

- **Photographs:**

Name of Property: St. Johns Light
City or Vicinity: Naval Station Mayport
County and State: Duval County, FL
Name of Photographer: Daniel Koski-Karell
Date of Photographs: October 2015
Location of Original Digital Files: U.S. Coast Guard Historian's Office, 2703 Martin Luther King Jr. Ave. SE, Washington, DC 20593
Number of Photographs: 8

- Photo # 1. Lighthouse southwest elevation, camera facing northeast.
FL_Duval County_St Johns Light_0001
- Photo # 2. Lighthouse eastern elevation, camera facing west.
FL_Duval County_St Johns Light_0002
- Photo # 3. Light tower eastern elevation, camera facing west.
FL_Duval County_St Johns Light_0003
- Photo # 4. Light tower interior looking downward from service room, camera facing down towards southeast. FL_Duval County_St Johns Light_0004
- Photo # 5. Light tower service room looking upward to interior of beacon light pedestal, camera facing upward towards south. FL_Duval County_St Johns Light_0005
- Photo # 6. Northwest wing's northwest room, camera facing north.
FL_Duval County_St Johns Light_0006
- Photo # 7. Southwest wing's southwest room, camera facing south.
FL_Duval County_St Johns Light_0007
- Photo # 8. Storage Building, camera facing south. FL_Duval County_St Johns Light_0008

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

St. Johns Light
Name of Property
Duval County, Florida
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Figure 1. Location map. This is a portion of the "Mayport, FL." 7.5 minute quadrangle topographic map, scale 1:24,000 (United States Geological Survey 1994).



St. Johns Light (LH)



St. Johns Light
Name of Property
Duval County, Florida
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

Figure 2. Historic property boundary. The boundary of the historic St. Johns Light property is marked with white lines. The UTM coordinates (Zone 17) of the five corners are as follows:

	<u>East</u>	<u>North</u>		<u>East</u>	<u>North</u>
[A]	461742	3361668	[D]	461779	3361616
[B]	461763	3361668	[E]	461742	3361616
[C]	461787	3361639			



0 100
Feet

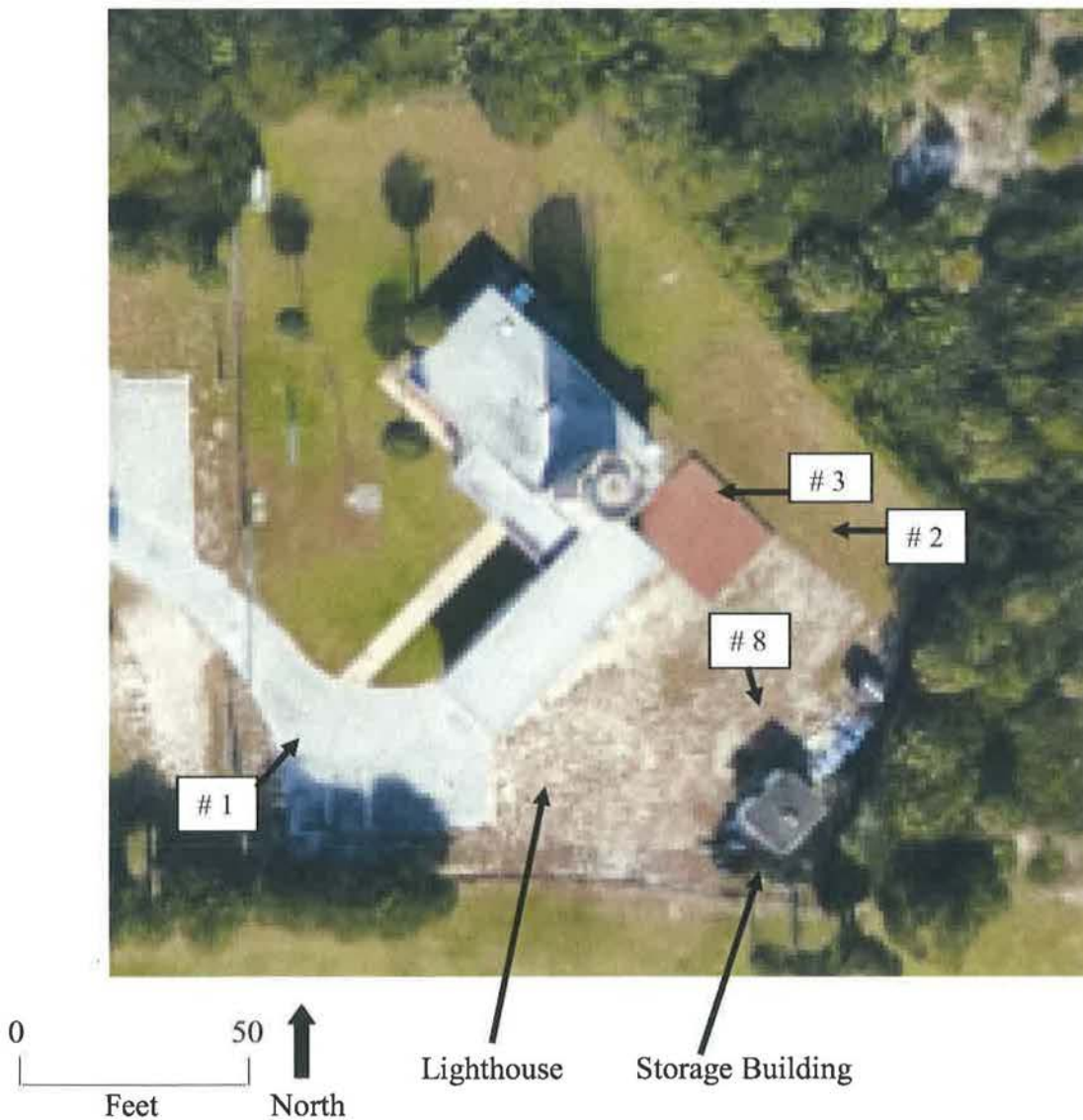
↑
North

St. Johns Light
Name of Property
Duval County, Florida
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

National Register of Historic Places Continuation Sheet

Section number 7 Page 3

Figure 3. Historic resources and exterior photograph directions. The property's two historic resources (Lighthouse and Storage Building) are marked. The camera-facing direction for photos # 1, 2, 3, and 8 are indicated according to the photograph number.

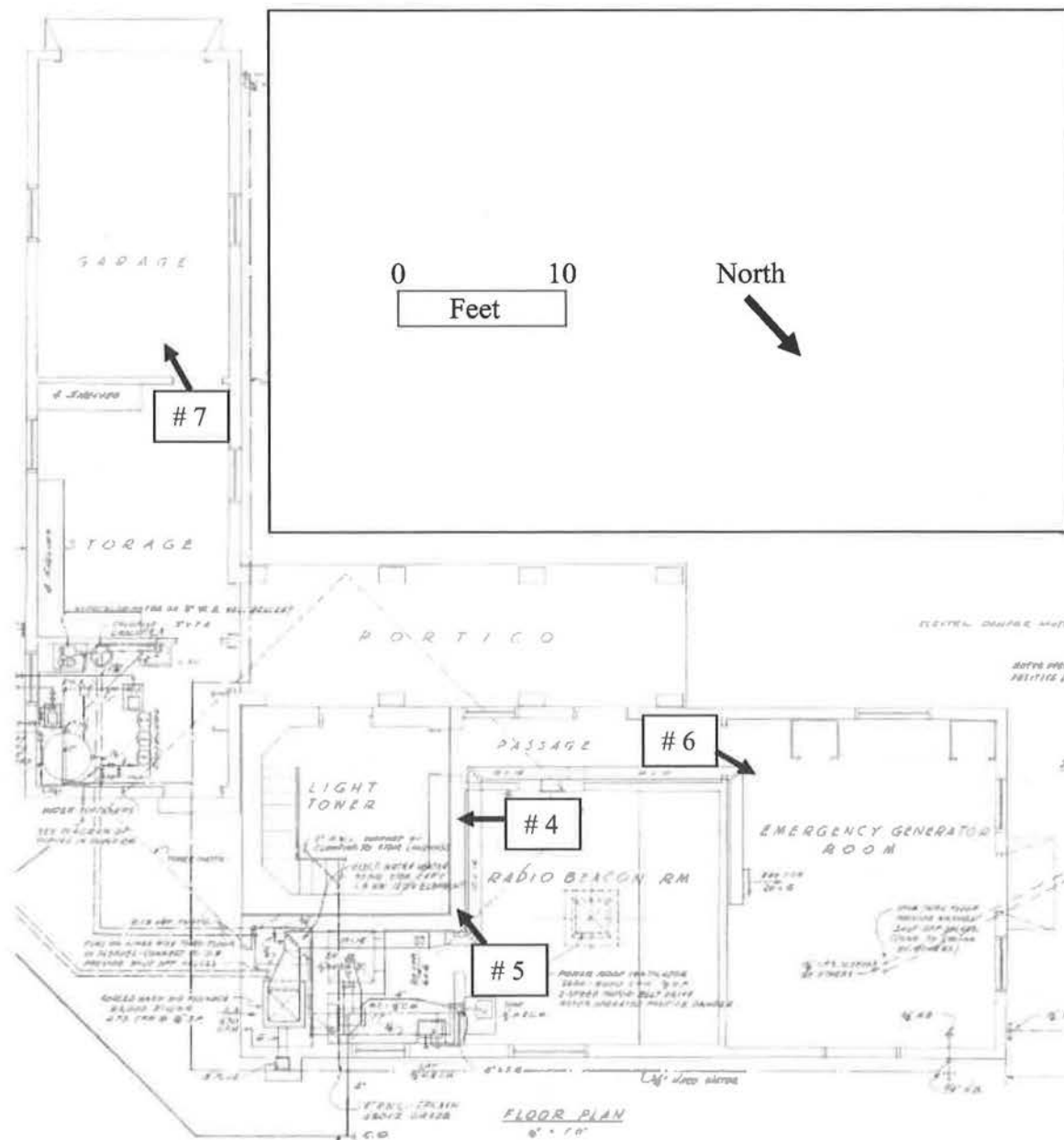


National Register of Historic Places Continuation Sheet

St. Johns Light
Name of Property
Duval County, Florida
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number 7 Page 4

Figure 4. Floor plan and interior photograph directions. This is the 1953 architectural design of the lighthouse's original floor plan. The camera-facing direction for photos # 4, 5, 6, and 7 are indicated according to the photograph number.

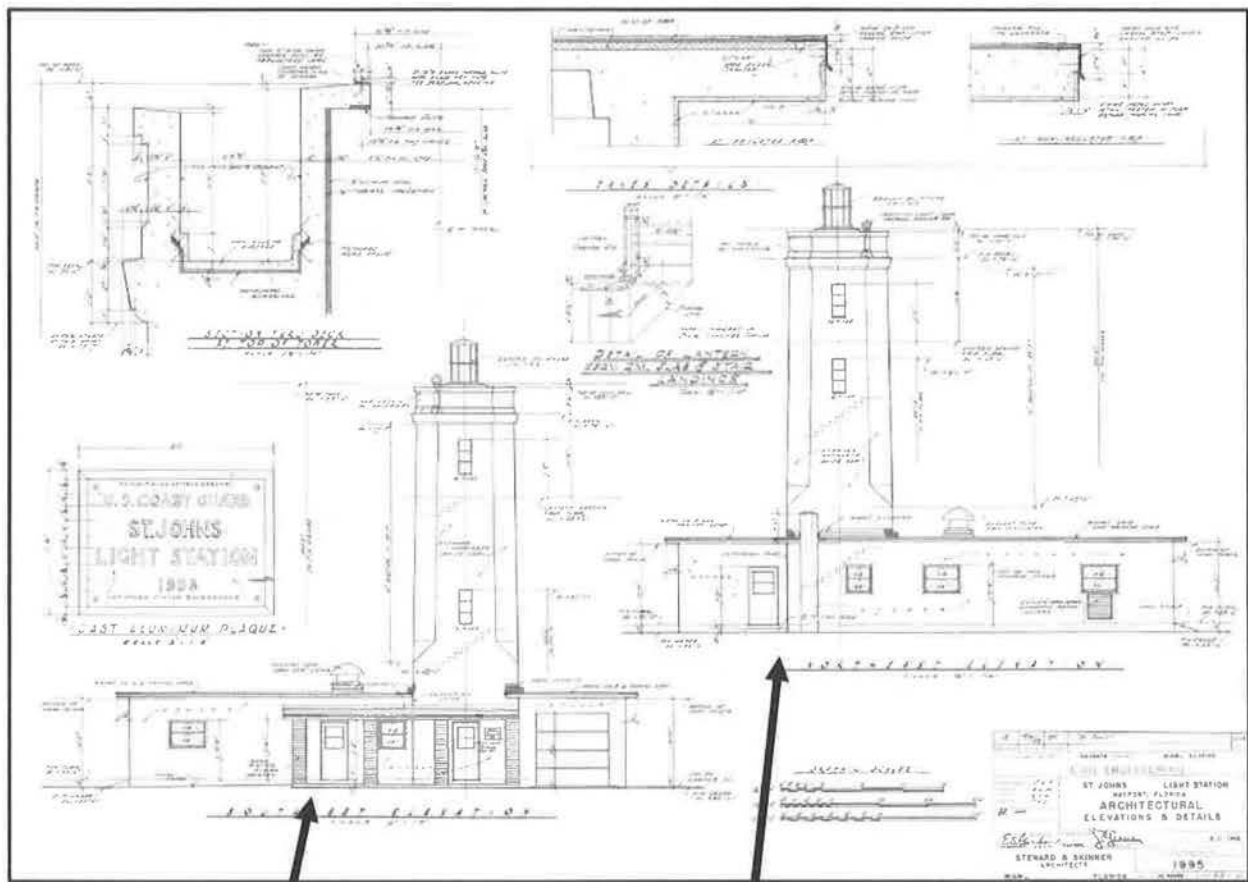


National Register of Historic Places Continuation Sheet

St. Johns Light
Name of Property
Duval County, Florida
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number 7 Page 5

Figure 5. Architectural drawing of the St. Johns Light. This 1953 drawing shows the pre-construction design for the St. Johns Light prepared by Steward & Skinner Architects.



Southwest Elevation
(see Figure 7)

Northeast Elevation
(see Figure 8)

Legend Block
(see Figure 6)

**National Register of Historic Places
 Continuation Sheet**

St. Johns Light
Name of Property
Duval County, Florida
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number 7 Page 6

Figure 6. Architectural drawing legend block. This is the legend block for the 1953 Steward and Skinner Architects design of the lighthouse's southwest and northeast elevations. The designer is identified as "J.L.S." (John Llewellyn Skinner).

DESIGNED J.L.S.

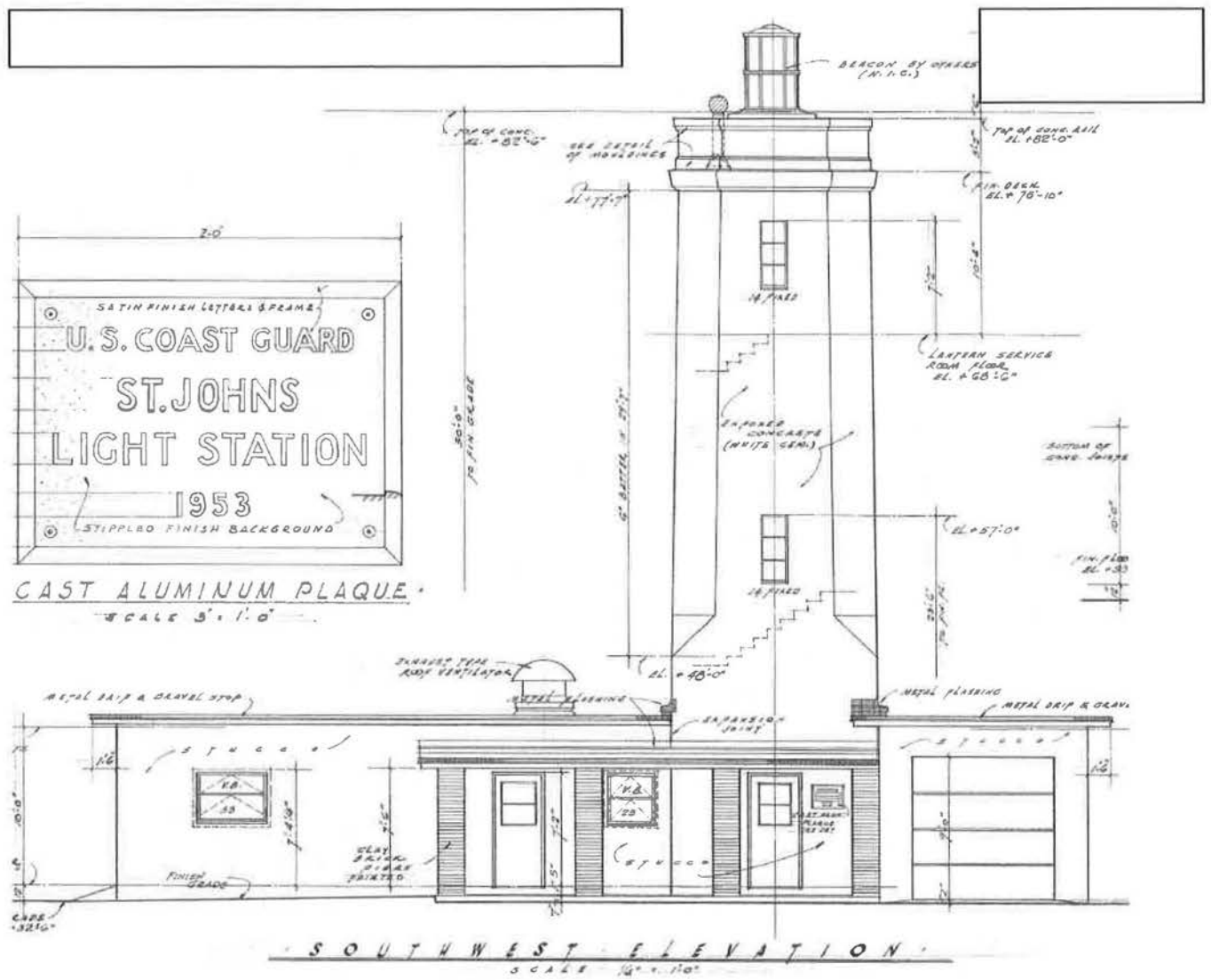
A	12/9/54	HU	"As BUILT"	H.L.S.
REVISION	DATE	APPD.		BY
U. S. COAST GUARD SEVENTH DISTRICT MIAMI, FLORIDA.				
CIVIL ENGINEERING				
DESIGNED - J.L.S. DRAWN - E.A.M. TRACED - E.A.M. CHECKED - J.H.C. HU. 1954		ST. JOHNS LIGHT STATION MAYPORT, FLORIDA. ARCHITECTURAL ELEVATIONS & DETAILS		
NAME OF SECTION <i>E. S. Gordon</i> COMMANDER, U.S.C.G.		APPROVED <i>J. German</i> CAPTAIN, U.S.C.G. CHIEF OF DIVISION		DATE 4-11-1953
STEWART & SKINNER ARCHITECTS		C. G. DRAWING NO. 1995		
MIAMI, FLORIDA.		SCALE AS SHOWN SHEET 43 OF 11		

St. Johns Light
Name of Property
Duval County, Florida
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

National Register of Historic Places
 Continuation Sheet

Section number 7 Page 7

Figure 7. Southwest elevation architectural drawing. This is the 1953 architectural design of the lighthouse's southwest elevation.

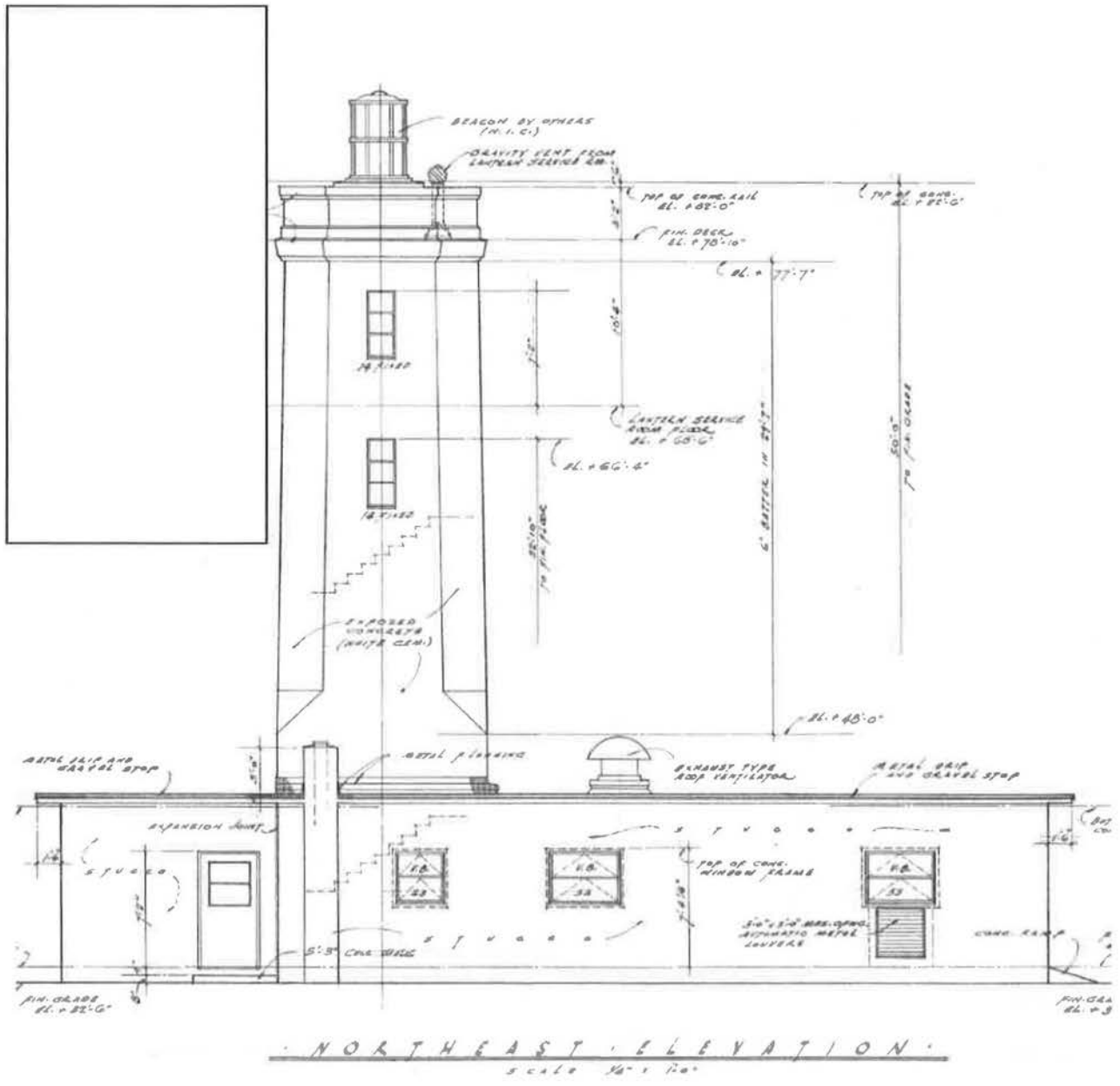


**National Register of Historic Places
 Continuation Sheet**

St. Johns Light
Name of Property
Duval County, Florida
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number 7 Page 8

Figure 8. Northeast elevation architectural drawing. This is the 1953 architectural design of the lighthouse's northeast elevation.



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

St. Johns Light
Name of Property
Duval County, Florida
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number 7 Page 9

Photo # 1. Lighthouse southwest elevation, camera facing northeast.



**National Register of Historic Places
Continuation Sheet**

St. Johns Light
Name of Property
Duval County, Florida
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number 7 Page 10

Photo # 2. Lighthouse eastern elevation, camera facing west.



**National Register of Historic Places
Continuation Sheet**

St. Johns Light
Name of Property
Duval County, Florida
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number 7 Page 11

Photo # 3. Light tower eastern elevation, camera facing west.



**National Register of Historic Places
Continuation Sheet**

St. Johns Light
Name of Property
Duval County, Florida
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number 7 Page 12

Photo # 4. Light tower interior looking downward from service room, camera facing down towards southeast.



National Register of Historic Places Continuation Sheet

St. Johns Light
Name of Property
Duval County, Florida
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number 7 Page 13

Photo # 5. Light tower service room looking upward to interior of beacon light pedestal, camera facing upward towards south.



National Register of Historic Places Continuation Sheet

St. Johns Light
Name of Property
Duval County, Florida
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number 7 Page 14

Photo # 6. Northwest wing's northwest room, camera facing north.



National Register of Historic Places Continuation Sheet

St. Johns Light
Name of Property
Duval County, Florida
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

Section number 7 Page 15

Photo # 7. Southwest wing's southwest room, camera facing south.



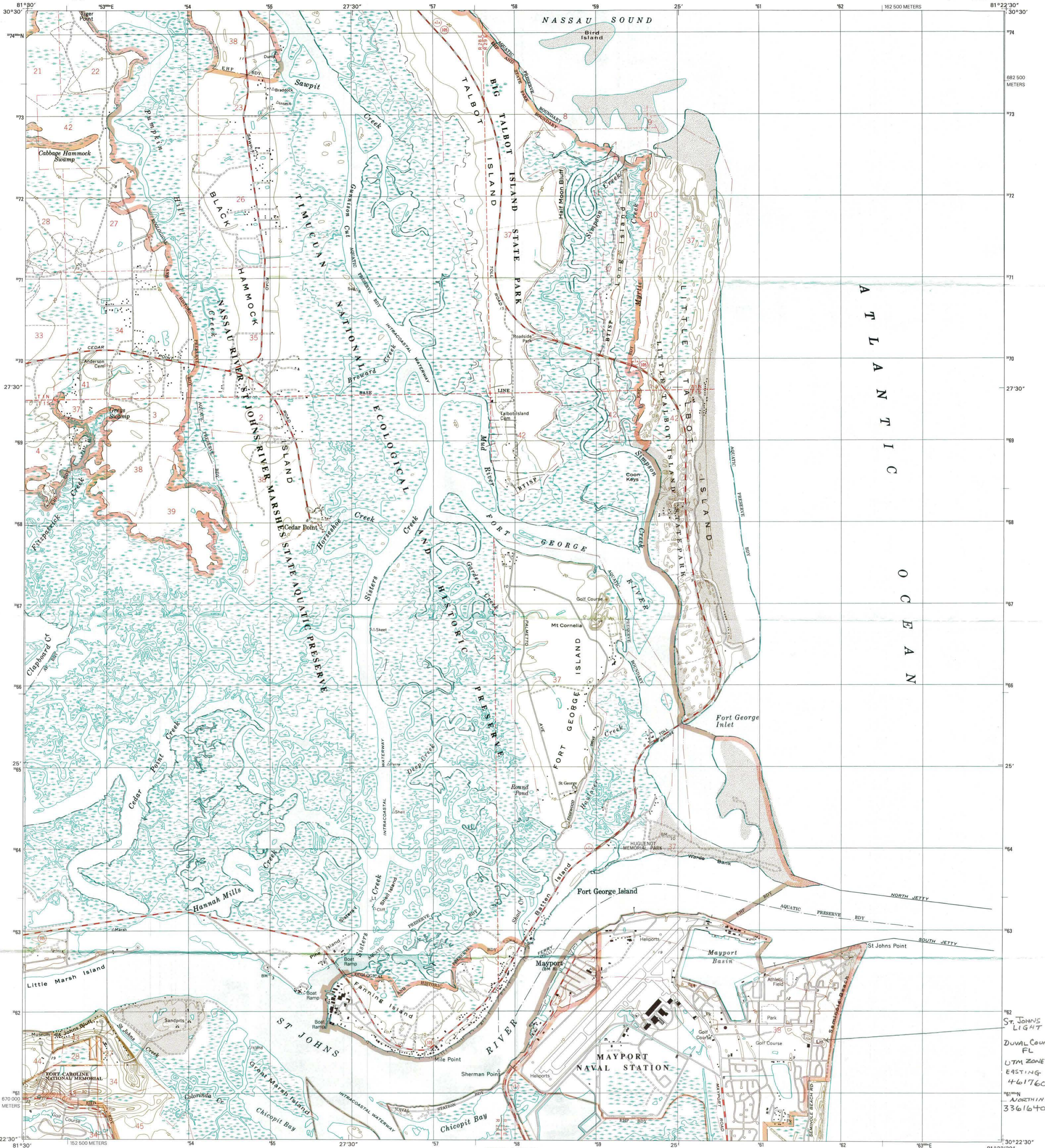
National Register of Historic Places Continuation Sheet

St. Johns Light
Name of Property
Duval County, Florida
County and State
Light Stations of the United States
Name of multiple listing (if applicable)

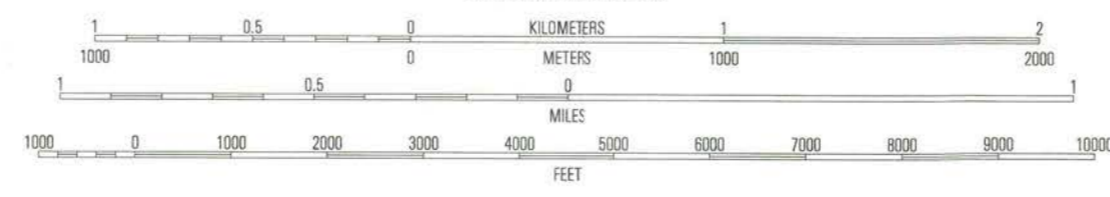
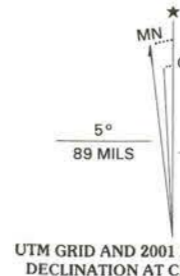
Section number 7 Page 16

Photo # 8. Storage Building, camera facing south.





Produced by the United States Geological Survey
Topography compiled 1963. Planimetry derived from imagery taken 1994 and other sources. Public Land Survey System and survey control current as of 1964.
North American Datum of 1983 (NAD 83). Projection and 1 000-meter grid: Universal Transverse Mercator, zone 17 2 500-meter ticks: Florida Coordinate System of 1983 (east zone)
North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NAD CON software.
There may be private inholdings within the boundaries of the National or State reservations shown on this map.
Entire area lies within the city of Jacksonville.
Landmark buildings verified 1964.



SCALE 1:24 000
CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048



QUADRANGLE LOCATION

ROAD CLASSIFICATION

Primary highway	Light-duty road, hard or improved surface
Secondary highway	Unimproved road
Interstate Route	U.S. Route
	State Route

1	2	3
4	5	6
7	8	

1 Hedges
2 Anselie City
3
4 Eastport
5
6 Arlington
7 Jacksonville Beach
8

MAYPORT, FL
1994
NIMA 4744 IV NW-SERIES V847

ST. JOHNS LIGHT
DUVAL COUNTY FL
UTM ZONE 17
EASTING
461760
NORTHING
3361640

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



















National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: St. Johns Light

Multiple Name: _____

State & County: FLORIDA, Duval

Date Received: 2/6/2018 Date of Pending List: 2/28/2018 Date of 16th Day: 3/15/2018 Date of 45th Day: 3/23/2018 Date of Weekly List: _____

Reference number: MP100002224

Nominator: State

Reason For Review: _____

X Accept Return Reject 3/20/2018 Date

Abstract/Summary Comments: Meets registration requirements of MPS

Recommendation/ Criteria: Accept / A & C

Reviewer Jim Gabbert Discipline Historian

Telephone (202)354-2275 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

NATIONAL REGISTER OF HISTORIC PLACES NOMINATION
ST. JOHNS LIGHT
DUVAL COUNTY, FLORIDA

The St. Johns Light is a seacoast lighthouse that marks the St. Johns River. It is located within the boundaries of Naval Station Mayport in Duval County, Florida. The St. Johns Light was established as a Federal aid to navigation in 1954 and is an operating lighthouse owned by the U.S. Coast Guard (USCG). Based on its historic character, the USCG intends to nominate this property for listing in the National Register of Historic Places (NRHP).

The National Historic Preservation Act of 1966, as amended (NHPA) (16 United States Code §300101 *et seq.*) authorizes the Secretary of the Interior to expand and maintain a national register of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. Federal agencies are charged with identifying, evaluating, and nominating such properties under their control to the NRHP.

The USCG has prepared a NRHP registration form for the St. Johns Light. It has been sent to the Florida State Historic Preservation Officer for review and comment concerning the USCG position that this property is eligible for listing in the NRHP. Pursuant to implementing regulation 36 Code of Federal Regulations 60.9, we are notifying local elected officials who may have an interest in the property and inviting them to comment on the nomination during the 45-day comment period. The property is described below.

Site Name and Location:

- St. Johns Light
- Situated on a hilltop, 0.8 mile south of the mouth of the St. Johns River and 0.1 mile inland from the seacoast. This location is east of Baltimore Street and within the boundaries of Naval Station Mayport in Duval County, Florida
- This lighthouse is Number 575 on the USCG regional list of aids to navigation

Owner:

- U.S. Coast Guard COMDT (CG-47)
ATTN: Dr. Daniel Koski-Karell
US Coast Guard – STOP 7714
2703 Martin Luther King Jr. Avenue SE
Washington, DC 20593-7714

Summary Description:

The St. Johns Light property amounts to approximately one acre of terrain in a grassy clearing surrounded by a chain-link fence. Within this clearing, there are two buildings that contribute to the property's historicity. One contributing resource is the lighthouse building. It includes a reinforced concrete light tower approximately 49 feet in height that has two one-story wings attached at its base. The tower reflects modern classical styling and has a flat roof where the beacon light is mounted atop an open-air pedestal. The building's attached wings are constructed of concrete block masonry and have a flat roof. One wing extends northwest from the tower's base and the other extends southwest. This gives the building an L-shaped footprint. The second contributing resource is an outbuilding that stands approximately 25 feet south of the lighthouse. It is a small concrete block masonry building with a flat roof that is used for storage. The lighthouse and outbuilding were constructed in 1953 to 1954.

Summary Statement of Historical Significance:

The St. Johns light is eligible for inclusion in the National Register of Historic Places under Criterion A for its association with the long-term Federal government program to establish a nationwide system of aids to navigation in order to promote maritime safety and commerce. It exemplifies how this Federal program has been manifested in Duval County and the State of Florida. This property is a seacoast landfall light marking the St. Johns River, and is important as a prominent landmark visible during daylight and a lighted aid to navigation at night. The St. Johns Light's period of historical significance begins in 1954 and ends in 1967. This encompasses the years when this facility was operated by Coast Guard lighthouse keeper personnel. The presence of resident lighthouse keepers ended in 1967 when the lighthouse was automated. It has been operated since then using automatic equipment.

This property is also eligible for the National Register under Criterion C for its architectural and engineering significance. It exemplifies how middle twentieth century architectural styling and engineering were applied to provide a lighthouse near one of Florida's most important commercial ports. This property was designed by John Llewellyn Skinner, a master architect active in Florida from the 1920s to 1970s. Skinner designed several important buildings in the Miami area and elsewhere in the state. The St. Johns Light is his only lighthouse project. This property is also Florida's sole lighthouse originally designed for operating fog signal and radio beacon systems by remote control. Those aids to navigation were located at the mouth of the St. Johns River approximately 0.8 mile north of the lighthouse, and were operated by Coast Guard personnel at the St. Johns Light using remote control equipment. This property is the only lighthouse in Florida originally designed for this purpose. The St. Johns Light retains significant integrity in terms of its design, setting, materials, workmanship, feeling, and association. It is a well-known landmark in the Duval County area.

Map and Photographs:

- Location map
- View of the St. Johns Light, camera facing northeast
- View of the St. Johns Light, camera facing west

Location Map



Part of the "Mayport, FL." 7.5-minute quadrangle topographic map, Scale , 1:24,000 (U.S. Geological Survey, 1994).

View of the St. Johns Light, camera facing northeast



View of the St. Johns Light, camera facing west



U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

2703 Martin Luther King Jr. Ave SE
U.S. Coast Guard STOP 7714
Washington DC 20593-7714
Staff Symbol: CG-47
Phone: (202) 372-1821
Fax: (202) 372-8408
Email: Brendan.Deyo@uscg.mil

16475
NOV 06 2017

Honorable Anna Lopez Brosche, President
Jacksonville City Council
Office of the City Council
117 W. Duval Street
Jacksonville, FL 32202

SUBJECT: NATIONAL REGISTER NOMINATION FOR THE ST. JOHNS LIGHT,
DUVAL COUNTY, FL

Dear Ms. Brosche:

The U. S. Coast Guard (USCG) has determined that the St. Johns Light in Duval County, Florida, is a historic property eligible for listing in the National Register of Historic Places (NRHP). We are proposing to nominate this property for official inclusion in the NRHP. A summary of the NRHP nomination is enclosed for your information (enclosure (1)). This action is being performed pursuant to the authorities contained in Section 110 of the National Historic Preservation Act, and the National Park Service regulations at 36 Code of Federal Regulations Part 60.9.

As part of the nomination process, the USCG is seeking your comments. Please provide any comments within 45 days from the date your office receives this letter. If we receive no response from your office within 45 days, we will assume you have no comments. We have also submitted the NRHP nomination form for the St. Johns Light to the Florida State Historic Preservation Officer for review and comment. Thank you in advance for your assistance in this matter. If you have any questions or desire additional information, please feel free to contact Daniel Koski-Karell, Ph.D., at (202) 475-5683.

Sincerely,

A handwritten signature in blue ink that reads "Brendan Deyo".

B. DEYO

Federal Preservation Officer
Office of Environmental Management
U. S. Coast Guard

Enclosure: (1) Summary of NRHP nomination for the St. Johns Light

Copy (w/o enclosure): J. Paul Loether, National Park Service
COMDT (CG-0942)
CG SILC
CG CEU Miami
CG D7 (dpw)

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

2703 Martin Luther King Jr. Ave SE
U.S. Coast Guard STOP 7714
Washington DC 20593-7714
Staff Symbol: CG-47
Phone: (202) 372-1821
Fax: (202) 372-8408
Email: Brendan.Deyo@uscg.mil

16475

NOV 06 2017

Honorable Bill Gulliford
District 13
Office of the City Council
117 W. Duval Street
Jacksonville, FL 32202

**SUBJECT: NATIONAL REGISTER NOMINATION FOR THE ST. JOHNS LIGHT,
DUVAL COUNTY, FL**

Dear Mr. Gulliford:

The U. S. Coast Guard (USCG) has determined that the St. Johns Light in Duval County, Florida, is a historic property eligible for listing in the National Register of Historic Places (NRHP). We are proposing to nominate this property for official inclusion in the NRHP. A summary of the NRHP nomination is enclosed for your information (enclosure (1)). This action is being performed pursuant to the authorities contained in Section 110 of the National Historic Preservation Act, and the National Park Service regulations at 36 Code of Federal Regulations Part 60.9.

As part of the nomination process, the USCG is seeking your comments. Please provide any comments within 45 days from the date your office receives this letter. If we receive no response from your office within 45 days, we will assume you have no comments. We have also submitted the NRHP nomination form for the St. Johns Light to the Florida State Historic Preservation Officer for review and comment. Thank you in advance for your assistance in this matter. If you have any questions or desire additional information, please feel free to contact Daniel Koski-Karell, Ph.D., at (202) 475-5683.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brendan Deyo".

B. DEYO

Federal Preservation Officer
Office of Environmental Management
U. S. Coast Guard

Enclosure: (1) Summary of NRHP nomination for the St. Johns Light

Copy (w/o enclosure): J. Paul Loether, National Park Service
COMDT (CG-0942)
CG SILC
CG CEU Miami
CG D7 (dpw)



FLORIDA DEPARTMENT *of* STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

December 1, 2017

Mr. Brendan Deyo, Federal Preservation Officer
Office of Environmental Management
2703 Martin Luther King Jr. Avenue Southeast
U.S. Coast Guard Stop 7714
Washington, D.C. 20593-7714

RE: National Register Nomination for the St. Johns Light in Duval County, Florida

Dear Mr. Deyo,

We have reviewed the National Register nomination for the St. Johns Light, Jacksonville, Duval County, and we concur that the property is eligible for nomination under Criterion A: Maritime History and Transportation, and Criterion C: Architecture and Engineering, at the state level of significance, for the period of 1954-1967. The property retains a good level of integrity of design, materials, workmanship, location, setting, association and feeling. The nomination is adequately researched and well written.

Enclosed is the first page of the National Register registration form with my signature.

Sincerely,

Timothy A. Parsons, Ph.D. RPA
Director, Division of Historical Resources
and State Historic Preservation Officer

TAP/raa

Enclosure: Signed NRHP form

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

2703 Martin Luther King Jr. Ave SE
U.S. Coast Guard STOP 7714
Washington DC 20593-7714
Staff Symbol: CG-47
Phone: (202) 372-1821
Email: Brendan.Deyo@uscg.mil

16475

FEB 01 2018



From: B. Deyo, Chief
COMDT (CG-47)

BOD

Reply to Dr. Daniel Koski-Karell
Attn of: (202) 475-5683

To: Mr. J. Paul Loether, Chief
National Register of Historic Places and National Historic Landmarks Program
National Park Service
1849 C Street NW (Stop 2280)
Washington, DC 20240

SUBJECT: NATIONAL REGISTER NOMINATION FOR THE ST. JOHNS LIGHT
IN DUVAL COUNTY, FLORIDA

Ref: (a) National Historic Preservation Act Section 110, 54 U.S.C. 306102
(b) 36 CFR 60, National Register of Historic Places
(c) Programmatic Agreement Regarding Outgranting of Historic Lighthouse Properties
(1996)

1. The Coast Guard requests the Keeper of the National Register of Historic Places (NRHP) to include the St. Johns Light, Duval County, Florida, in the NRHP. The NRHP nomination documentation package is enclosed (Enclosure (1)). Based on information contained in the NRHP form, the Coast Guard has determined that this property is eligible for the NRHP.
2. I requested Florida State Historic Preservation Officer (FL SHPO) review and comment regarding the nomination of this property for inclusion in the NRHP. The FL SHPO provided comments and they were considered in preparing the final documentation package. The FL SHPO has signed page 1 of the nomination form.
3. Information concerning this property's NRHP nomination and a request for comment was provided to local elected officials. No comments were received. A copy of this correspondence is included in the documentation package.
4. If you require any additional information, please contact Dr. Daniel Koski-Karell at (202) 475-5683.

#

Enclosure: (1) NRHP form for the St. Johns Light

Copy: CG D7(dpw) (w/ encl)
CG SILC (w/ encl)
CG CEU Miami (w/ encl)