

**EVOLUTION**  
**OF**  
**NORTH BEACH**



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# Evolution of North Beach

## INTRODUCTION

*This reveals the development of North Hutchinson Island, frequently called North Beach by the locals. Some early historical items are included to understand from whence the current North Beach evolved. Actually Shirley Burlingham really had the first thought for creating this history. She researched and collected material. She also started some writings, some of which are woven into this history. She passed "The Carton" of her collections to her successor President of the North Beach Association (NBA), Craig Mundt, who loaned the "carton" to me to draw from. Content of the carton was sorted, cataloged, and filed. More information has been obtained from historical writings, newspaper articles, abstracts, county records, internet research, personal experiences, and discussions with many county officials, leaders and residents of North Beach. A list of Individuals providing information is included in the credits within the bibliography. My most supportive wife, Carolyn, helped me immensely with photography work, editing, and the original posting of this on a WEB site. There is also relevant history labeled "Treasure Coast Development" and "Civil War History on North Beach" under the "Beginnings" tab on Ocean Resorts history WEB site created by Carolyn at [www.historyor.com](http://www.historyor.com)*

*In viewing this history you must realize that true development of North Hutchinson Island, as we know it, only started **after** World War II, so it is a young evolving community. There certainly are voids in this history that may be filled in as information is gained. Comments, corrections, and additions are most welcome. [oldad70@gmail.com](mailto:oldad70@gmail.com). John Leaman*

## **The Early Days**

The first visitor of record from Europe to set foot on what is now known as Florida was apparently Juan Ponce de Leon, a Spanish officer, in 1513. From that time forward the territory known as Florida had been periodically subject to a few settlements, mostly Spanish and a few English, but no settlements on the barrier islands until after Spain ceded the Florida territory to the United States February 19, 1821. The original natives in the territory later known as the Treasure Coast were the Ais Indians who were at times hostile to the settlers encroaching into their territory. From 1763 to 1783 the territory had been under the dominion of Great Britain and known as East and West Florida with the Apalachicola River being the dividing line. By March 10, 1821, Major General Andrew Jackson was named Governor of the territories of East and West Florida. In the early 1800's the Seminole Indians started moving south, displacing the Ais and also impeding the "take over" by the white men. The 2<sup>nd</sup> Seminole War in 1835 pushed the Indians south and westward from the Treasure Coast. On March 3, 1845 Florida was "admitted to the Union on equal footing with the original States in all respects whatsoever." It was the 27<sup>th</sup> state. The constitution adopted in 1845 is still in effect today.

As more and more people moved into Florida, population centers and governing bodies evolved. Originally Florida had 2 governing divisions within the state, namely Escambia and St. Johns and what became known as Hutchinson Island was in the latter. In the mid 1840's there were 17 counties and the island was part of Mosquito County. Then in 1850 there were 28 counties and Hutchinson Island was in St. Lucie County. By 1880 there was more change, St. Lucie County disappeared and Hutchinson Island was in Brevard County. In 1975 St. Lucie County was carved out of Brevard County, that being the St. Lucie County we know today and which the Hutchinson Islands are a part of.

The first land owner of record of what we now know as North and South Hutchinson Islands was James A. Hutchinson, whose name adorns today's islands. He came to Florida March of 1803 and petitioned the Spanish Governor of Florida for 2,000 acres, running from the Indian River inlet to Jupiter inlet. Initially, Spain had granted 2,000 acres on the mainland to him, but after several years of Indian difficulties (stealing his cattle, destroying crops, and molesting slaves) he requested that his grant be transferred to the barrier island (the undivided Hutchinson Island) for more natural protection. This request was granted in 1807. However, in 1809 he returned to St. Augustine by boat to complain about pirate raids and lost his life in a storm during his return trip. A grandson, John Hutchinson, returned to the island in 1843 and established a residence 6 miles south, of Ft. Pierce on the river side of the island. He was apparently attempting to establish an Indian River Colony, but it failed and he was never heard from after 1849.

North Hutchinson Island did not exist until the creation of the Fort Pierce Inlet, which opened May 10, 1921. The initial inlet was 1,400 feet long, 200 feet wide, and about 7 feet in depth. Later

actions both widened the channel and tripled the depth to create a deep water port. Creation of the inlet physically divided Hutchinson Island to form what is now known as South Hutchinson Island or South Beach and North Hutchinson Island. As islands go, North Hutchinson Island is not a separate island because it is contiguous with Orchid Island in Indian River County with the two forming the barrier island that runs from the Fort Pierce Inlet to the Sebastian Inlet that was created in 1948. Before creation of the man-made inlets, there was a natural inlet in the middle of North Beach. That inlet was shallow and at times impassable.

What became known as the Treasure Coast was not known as such until after World War II when treasure hunters started retrieving the hidden contents from a fleet of 11 Spanish Galleons and 1 French ship that got caught in a hurricane in 1715 with 12 sinking off the coast along what is now Indian River County and St. Lucie County. The flotilla of 11 Spanish ships, captained by Captain General Don Juan de Ubilla, had set sail from Cuba July 24, 1715, laden with products from Mexico and were headed to pick up the Gulf Stream on their way to Europe. One of the ships, the *Urca de Lima*, was not totally destroyed and its stores were used by survivors until help arrived from Havana. While the remains of the *Urca de Lima* eventually sank, it is now an Underwater Archaeological Preserve of Florida. These sunken ships were not discovered until 1963. Some theorize that the treasure ships were seeking safety in the Indian River by going through the old Indian River Inlet on North Hutchinson Island slightly north of where the UDT Seal Museum is today. That inlet had been problematic for years due to drifting sand or shoaling and was apparently too shallow at the time of the storm for their passage. The inlet was originally 8-10 feet deep, but by 1856 had shoaled up to 3 feet and totally disappeared by 1911. There are also tales of how a Civil War era longboat with gold and money to pay troops capsized at the inlet with about thirty thousand dollars' worth of the gold found in the old inlet territory.

The map picture that follows was from a survey of May 5, 1859, and it clearly shows the old natural inlet with numerous islands and shallows with no indication of it being navigable at that time. That map indicates that the inlet was in the vicinity of Ocean Harbour South and Oceanique Waterfront, although it likely extended southward as far as Ocean Pearl before the shoaling reduced the passage. Following the 1859 map is an overlay of a current map onto the old map to the same scale with sections matched to pinpoint the inlet location on the current landscape. It is likely that today's Kings Island, Wildcat Cove, and Jack Island Preserves are remnant islands of the old natural inlet. Disappearance of the natural inlet contributed to the eventual creation of the Fort Pierce inlet. There is a weather and time worn anchor of the kind used on the treasure ships located on the ocean side property of Ocean Resorts CO-OP. It is pictured at the Ocean Resorts section, but it is so time/weather worn that no identifying marks have been detected.

34. S. R. 10. E.

East Florida.



Sec	Acres	Val
1	160	1920
2	160	1920
3	160	1920
4	160	1920
5	160	1920
6	160	1920
7	160	1920
8	160	1920
9	160	1920
10	160	1920
11	160	1920
12	160	1920
13	160	1920
14	160	1920
15	160	1920
16	160	1920
17	160	1920
18	160	1920
Total		3008

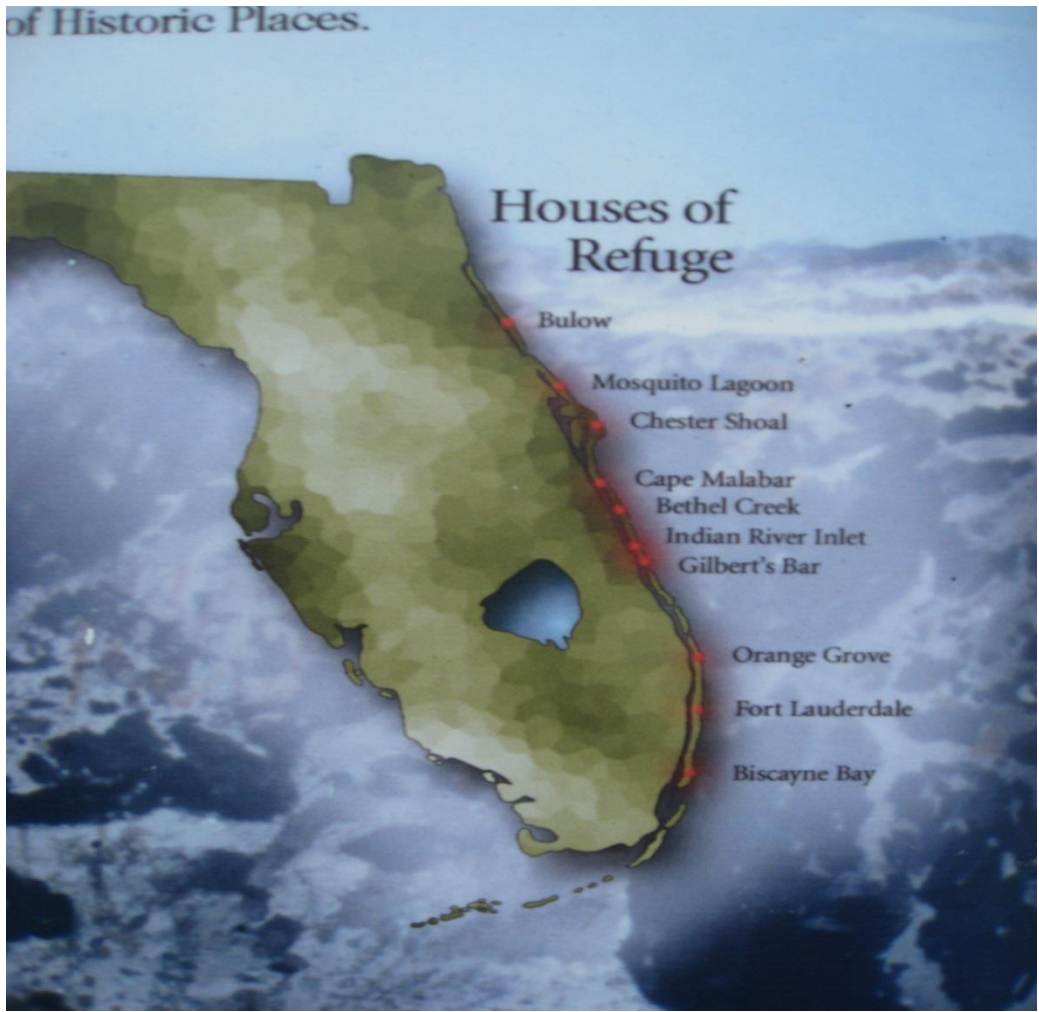
Wherry  
m.  
Chm.  
C.R.C.  
4.1

Variation 5° 40'

When surveyed	Date of contract	No of miles	Rate per mile	Amount of 1/2%	When surveyed	When paid for	Amount	Remarks
See Newton	12th Feb 1844	20.45	77	117.03	1st 5, 1844	1st 1844	11	
alid	By Whom surveyed	Date of contract	Amount of survey	When surveyed				
	Wm & Harris	1849	5 11 52	1849				
			8 11 52	1849				
			16 81	1849				



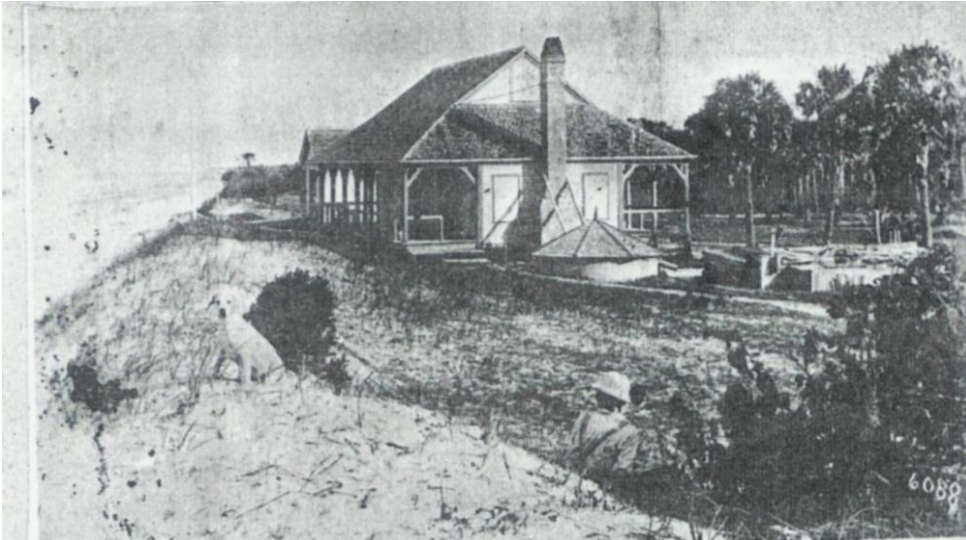
Probably the best known of the many treasure hunters was Mel Fisher. After World War II Mr. Fisher operated out of the Fort Pierce area and had an artifact museum in the Fort Pierce Treasure Building located on North Beach. There is some dispute that he used that building, but the majority of written history indicates that he did. That is the circular structure that ultimately became the south west part of the UDT-SEAL Museum. A picture of this circular building is located with the SEAL Museum discussion later in this history. Many of Mr. Fisher's findings are still on display at museums in both Sebastian and Key West. Originally such treasures were "free for the taking" from the ocean, but the state of Florida eventually got into the act requiring salvage permits and imposing taxes.



Because of the frequency of tropical storms and their stranding of ships along the sparsely populated coast line, the Federal government commissioned the building of ten (10) houses of refuge along the southern coast (some records indicate 9 houses). These were built between 1876 and 1886. They were built to withstand hurricanes and were of identical design, with permanent caretaker housing on the first floor where there was a bedroom, kitchen, dining facility, rudimentary medical closet, and stores. The second floor was housing (bunking) for those seeking refuge. They were



generally equipped to accommodate 24 people for 2 weeks. The houses of refuge were spaced about 20 to 30 miles apart along the coast and cost \$2,900 each.



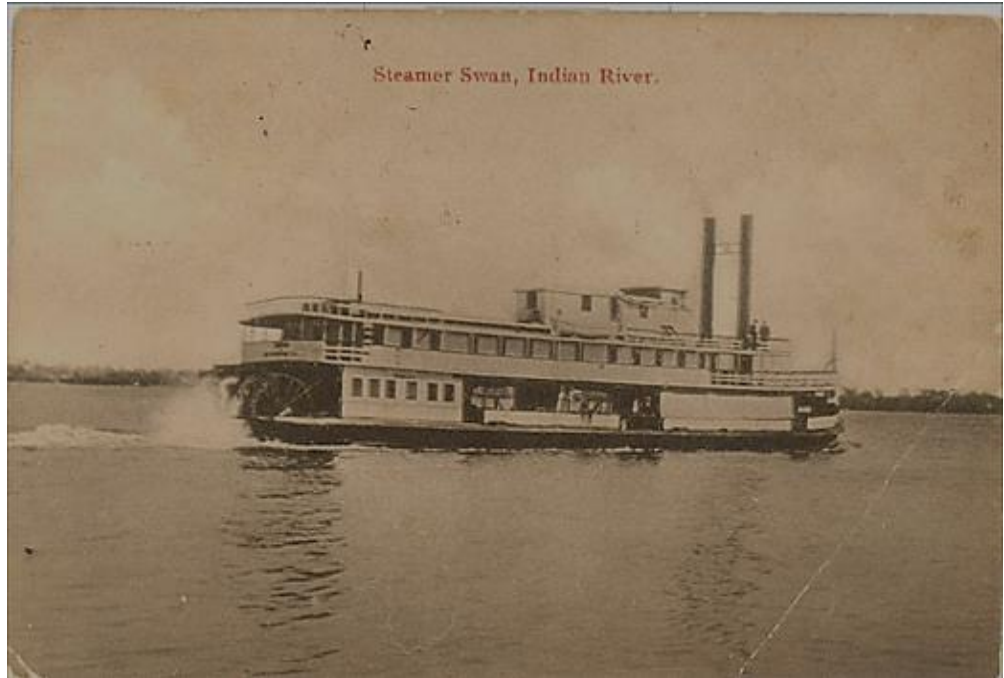
INDIAN RIVER HOUSE OF REFUGE

The stipend for the keeper was \$400 per year plus allowance for provisions. One such house of refuge was located where Pepper Park is currently located. It was built in 1886 and called the Indian River House of Refuge. Its first keeper was James Bell and the house was thought to have been standing at the beginning of World War II as the only building on North Hutchinson Island. A written log from that house, loaned to the St. Lucie Historical Museum by Bob Miller, son of Ed Miller who was stationed at the house, shows 34 ship wrecks during the period of Oct. 28, 1887 to March 23, 1913. Many of these involved small boats such as fishing boats and schooners. Some say the house disappeared in the military training exercises that occupied the island during the war. Others say it was torn down immediately after the war because of its deteriorated condition. Only one of the ten houses of refuge remains today. It is called Gilbert's Bar, is located on A1A near Stuart, and is open to the public as a museum.

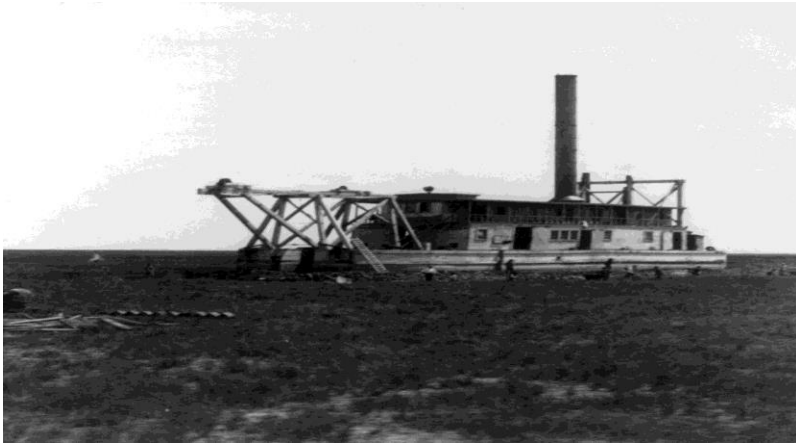


Gilberts Bar House of Refuge

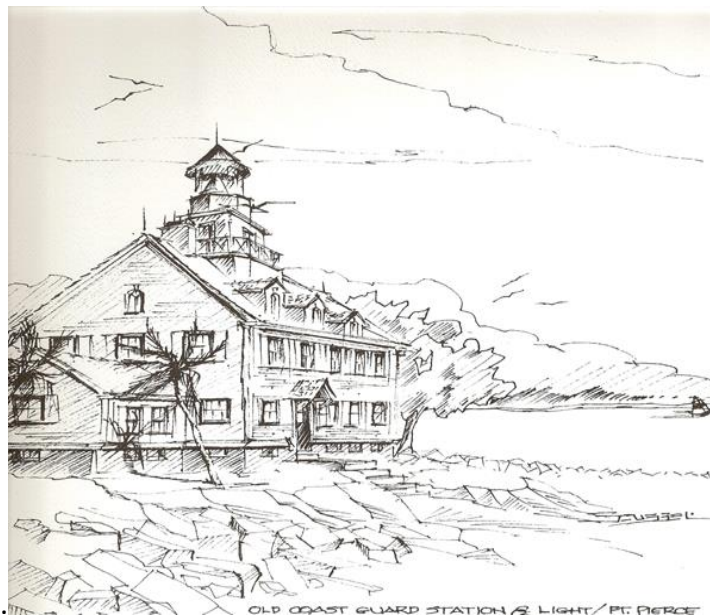
The western side of North Hutchinson Island is bounded by the Indian River. It has existed for as long as there are any records. As far as is known it has always been a salt water channel with tides and entrance/exit with the Atlantic Ocean. Some fresh water streams/rivers/creeks/canals empty into the Indian River. It is 121 miles long and stretches from Ponce de Leon inlet (Volusia County) in the north to St. Lucie inlet on the south. The Indian River is the northern portion of the Indian River Lagoon which also includes the Banana River and Mosquito Lagoon. The lagoon stretches for 156 miles. It has many shallow areas, its average depth being only about 3 feet with its width varying from ½ mile to 5 miles. It is reported to be the most diverse estuary known with more than 2,200 species of animal life and nearly that many plant species. Steam boats like the one pictured plied the lagoon.



The intrusion of man has been altering the river/lagoon to such an extent that environmental management is a never ending challenge. Run offs carry both pesticides and fertilizer remnants into the lagoon and abnormal fresh water discharges from Lake Okeechobee (natural drainage was through the Everglades) all adversely affect the lagoon's ecology. It has reached such an extent that what had been clear water is so clouded that one can only see bottom in depths of 6 inches unless an extended cold front cause particle precipitation temporarily and then extended cold temperatures cause a different problem for river inhabitants. The Atlantic Coast portion of the Intracoastal Waterway system traverses north-south through the Indian River Lagoon. That portion of the system was created in 1914 at a cost of about three and a half million dollars. It provided a channel with a depth of 22 feet. Many spoil islands were created along its length from the dredging's that created the channel. These islands are among the many natural islands that also adorn the river. Some have remained in their natural state and are wildlife refuges, while others are maintained recreational areas. The Indian River portion of the Intracoastal system is a relatively small portion of the entire system which covers over 3,000 miles along the Atlantic and Gulf coasts.



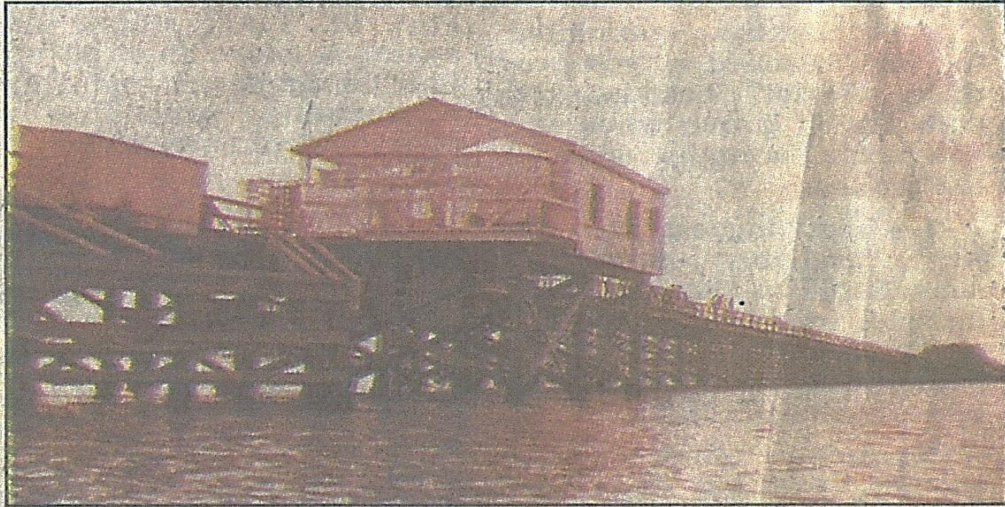
Hutchinson Island remained basically uninhabited until after the Fort Pierce inlet was opened in 1921. The inlet site was selected because of its proximity to Fort Pierce and the distance from ocean to lagoon being only a hundred yards. Also the original inlet was only about 4 feet deep and 100 feet wide. It was created strictly by state and local officials without involvement of the Army Corp of Engineers. In 1936 an enlargement project increased the depth to 30-40 feet and the width to 900 feet. The picture above shows the dredge used in the enlargement operation. Up until the inlet creation there was no bridging to the island and it remained a recreational spot for fishing and partying accessible only by boat. The first bridging to South Hutchinson Island was created shortly after WW I. Dredging from the building of the Fort Pierce inlet was added to the northwest portion of the island to create a causeway toward Fort Pierce and this was then connected to the mainland by a toll bridge dedicated January 19, 1926. One of the early structures on the island was a Coast Guard station pictured below.



This is a 1940'S vintage aerial photo of the inlet with the ocean being at the top of the photo and several boats moving in the ocean side of the inlet.



A modern 4 lane highway bridge was not built until 1974. It was named the Peter P. Cobb Bridge. Peter Cobb had been an early Fort Pierce entrepreneur, was an alderman on the city's first formal government, and was the first city clerk. North Hutchinson Island was not accessible by bridge from the Ft. Pierce area before WW II. The first bridging to North Hutchinson Island was a "swing span bridge." It had a house atop the structure that operated the bridge. That bridge was operated 24 hours a day starting in 1947 until its drawbridge replacement was operational.



Provided photo

North Bridge, pictured years ago with a bridge tender residence, once operated as a swing span over the Indian River Lagoon. Funeral services were held Wednesday for Reubena Mills, who along with her husband, Ralph, worked as bridge tenders on the bridge from 1947 to 1976. The couple and their three children lived in the bridge tender house.

The same family, Reubena and Ralph Mills, lived in the bridge house and operated the bridge the entire time. That bridge initially led to gravel/sand roadways with the east/west portion being Royal Palm Way, later called Shorewinds Drive, and that roadway led to the north/south section called Atlantic Avenue. Paving of A1A didn't occur until 1956. What became known as the North Bridge was built as a draw bridge to replace the swinging bridge and was commissioned the "D. H. "Banty" Saunders Bridge in 1965. That bridge has had millions of dollars spent on it for refurbishments, but remained a drawbridge in 2013 with another multi-million dollar refurbishment planned 2014/15 with the fixed span replacement removed from any future plans. When it was refurbished in 2003 for over \$7 million and totally closed for a month, the state had plans that indicated it would be replaced by a fixed span by 2018. There is another small bridge on A1A less than a half mile east of the draw bridge. That's called the "Little Jim Bridge". Originally there was a wooden bridge spanning this waterway and it was collapsed by a heavy dump truck in 1962. A portion of that wooden bridge remains as a fishing pier at the Little Jim Bait and Tackle Shop. Seems nobody knows who the Jim was whose name adorns these places.

Stories of the tremendous fishing in the early days of Hutchinson Island abound among the old timers. The fish were large and plentiful, both in the river and the ocean. There were no limits or seasons to contend with and many people made a living in the fishing industry. As the abundance of fish diminished the controls emerged to try to restrain the depletion of the various native fish. Seasons, slot size limits, keeper limits, with some applying by specific location, some continually changing all emerged, so that it difficult to stay abreast as to what legal fishing limits really are. Many

people made a living in the commercial fishing arena. Steve Lowe was one of those fabled for both his fishing prowess and commercial activities. Some called him king of the kingfish fisherman. He was born in Florida and grew up on the waterfront, his father having a fish house on the mainland side of the south bridge. Steve created the commercial fishing establishment at the northwest end of the south bridge. That's the area undergoing major upgrade in 2013. Harvesting of eatable water creatures was not limited to fish, for oysters, crabs, shrimp, clams and lobsters were plentiful and were in demand.

Many living creatures inhabit or have inhabited the island over the years, some endangered and some now extinct. Raccoons, possums, squirrels, rabbits, rats, otters, and land crabs are the most frequently seen in modern times. There is an occasional bobcat and scattered reports of a Florida panther. A 4-6 foot alligator is seen swimming in the river occasionally, but the river is salt water and the gators don't thrive in it. Several kinds of sea turtles, some weighing a ton, use the island beaches for nesting. Lighting in coastal turtle nesting areas is now controlled during their nesting season so as to not confuse the turtles to move toward the lighting rather than back to the sea. There are reports that a species of a small bear inhabited the island, but was hunted to extinction by 1900. Many kinds of warm weather and water birds abound. There are many sanctuaries and preserves in Florida and several on North Beach.

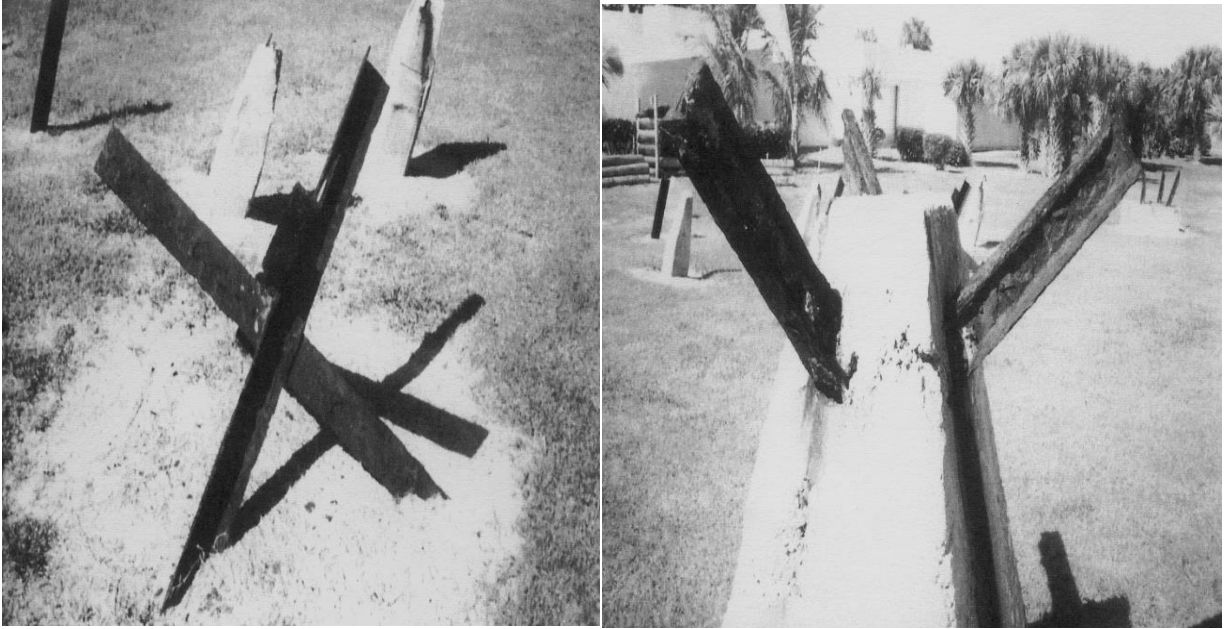
**World War II** At the time of the bombing of Pearl Harbor December 7, 1941 the Treasure Coast was sparsely settled. St. Lucie County, in the heart of that Treasure Coast, had existed since 1905. It encompassed about 600 Square miles of land and 21 miles of ocean coastline. The barrier islands of North and South Hutchinson Islands had only been used to any degree for fishing, "oystering", entertainment and very limited farming. South Hutchinson Island did have limited development after it was accessible by bridge. The islands encompassed about 2,000 acres and include more than 60 miles of ocean and river water front. Also some of the bodies of water seemingly integral to the Indian River carry separate names. One of these is the Blue Hole Creek which is immediately west of the main North Hutchinson Island and east of Queens Cove Peninsula.

The 1940 census shows all of Saint Lucie County with 11,871 people and the largest population center being Fort Pierce with just over 8,000. Indian River County had 8,957 with 3,050 being in Vero Beach. Martin County had 6,295 with Stuart having just over 2,400. While highway US 1 was a paved road, A1A on either North or South Beach did not exist and there were no fully paved east coast/west coast arteries in the middle of the state. What eventually became FL route 70 was mostly a trail, often used by Florida cowboys for moving cattle toward Punta Gordo for shipment to Cuba. The Florida East Coast (FEC) railroad provided north/south rail service for the entire east coast of Florida since the early 1900's. The first train entered Fort Pierce in 1894 and the tracks were extended the whole way to Key West before World War I. Henry Flagler was the principal behind creation of the railroad. Some of its tracks were obtained by acquiring smaller railroads that served parts of the coast. At times it was

exclusively a freight line and at other times it also had very popular passenger service. It was heavily used during World War II. By 2013 it was purely a freight line with efforts toward passenger service again in the discussion stage.

World War II caused the Federal government to create new installations along the Atlantic coast. Starting in 1942 German "U-boats" were frequently seen off the coast and were disrupting shipping. 17 ships were attacked along the Treasure Coast with 4 of them near the Hutchinson Islands. "The Close-in War Off North Hutchinson Island" by Charles Dana Gibson is included later in this history to indicate the closeness of the German threat. The new installations were either for defensive protection along the coast or training for the war effort or both. Several of the new military installations were on the treasure coast. The government initiated efforts to buy, or acquire through condemnation, the lands of both North and South Hutchinson Islands. When those efforts ran into resistance and legal difficulties they leased the lands for the war effort. The islands had been unoccupied except for a Coast Guard Station, a Casino, and a residence on South Beach and the abandoned house of refuge on North Beach. A large complex to train soldiers and sailors for what they would face in invasions by sea was created on these islands. The installation was commissioned January 26, 1943 as the U S Naval Amphibious Training Base. An excellent pictorial coverage of this facility's operation is provided in "World War II in Fort Pierce" by Robert A. Taylor. The base served a vital military function until it was decommissioned in 1946. Tens of thousands of the military went through rigorous training, some estimates as high as 170,000 in total (about 140,000 sailors and soldiers and supporting cast of 30,000). They were generally housed on South Hutchinson in tents or in the local communities around Fort Pierce with the tough invasion training occurring mostly through the troublesome currents of the inlet and on North Hutchinson. Obstacles and entrapments like those anticipated to be encountered on the Normandy beaches in France were created along the beaches of North Hutchinson Island for training purposes. These obstacles were also used for research to find the best way to demolish them during an invasion. A special Joint Army-Navy Experimental and Testing Board (JANET) was created and operated on the island near Round Island Park from an encampment as shown in a subsequent picture. There were tanks and jeeps left on the island after the military operations ceased. These were rounded up and buried between the river and today's A1A. In the early 1970s, the burial area was cleared by cutting and burning, including mangroves, to pave the way for metal detectors to locate the buried equipment so that it could be removed. There are no known remnants of that buried equipment. As an aside, it is interesting to note that the 80 acre McKee Jungle Garden in nearby Vero Beach was used to train Naval personnel on what they would encounter in jungle conditions. 18 acres of that old jungle garden is now the McKee Gardens on the east side of US 1 just south of Vero Beach.





#### NAVAL DEMOLITION RESEARCH UNIT

Waters along the coast north of Pepper Park were not cleared of entrapments until turn of the century, long after the beaches were being used for recreational purposes and some people were being injured on hidden obstacles. A display of the actual beach obstacles pulled from the beaches is located at the USDT Seal Museum. It includes hedge hogs, horned scullies, tetrahedrons, and balls.

Pictures of some of the beach clearing work of the late 1990's are included on a subsequent page. You can tell the size of the machine involved from the workers on its deck and the fact that the tires on it were 9 feet in diameter. Visitors to Avalon State Park were still warned in 2012 that they may encounter entrapments and another survey of the beaches was planned for 2013. There are also stories of a number of squatters' on the island, some having huts which were torched and some were rounded up and fined in the 1970's. There are no known remnants of that situation.



Many of the soldiers who trained along the Treasure Coast during the war, later returned to visit or to take up residence in this paradise. This helped spur the development of the area so that by 2010 the population on the Treasure Coast had generally increased exponentially. Indian River County had reached 138,000 and St. Lucie County almost 278,000. By 2012 North-beach had about 3,000 residents with the population growth likely to add about 1,200 more if the zoning is unchanged.

## **North Beach Association (NBA)**

The North Beach Association of St. Lucie County, Inc. was established in 1979. It was organized with residents from the Fort Pierce Shores area, the Galleon, Coral Cove and Jackson Way. Records show that the purpose of the organization was as follows:

**PREAMBLE:** To make the North Beach of St. Lucie County a better place to live and to maintain and improve the value of all property. To preserve the natural beauty of the North Beach and to protect its ecological aspects. To protect our beaches and waterways and the many tourists who visit our area.

### **OBJECTIVES.**

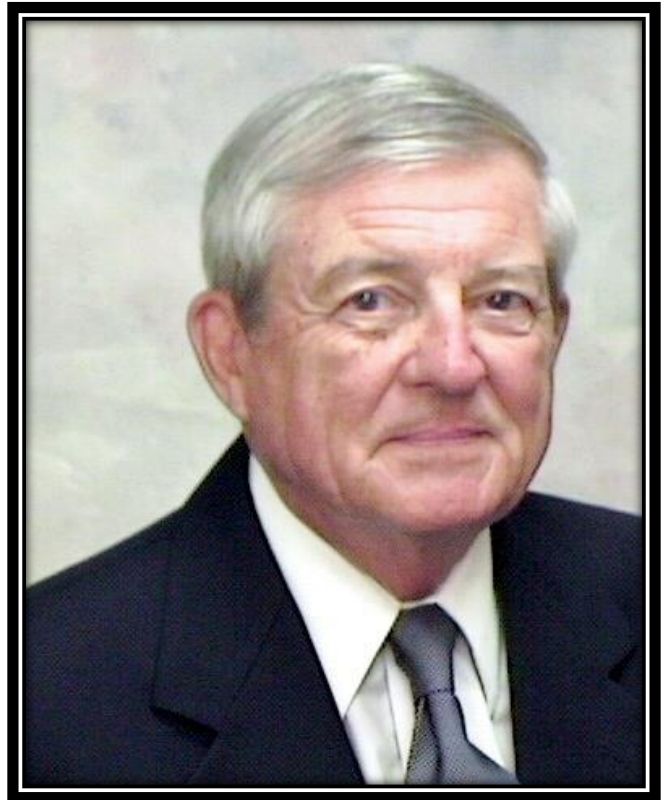
1. To make certain that Law and Order is maintained on roadways, beaches, recreational lands and all surrounding waters. This can be accomplished by enforcement of existing laws and proposing new laws if required.
2. Maintenance of existing roads and paving of new roads as growth and circumstances require.
3. Extension of water, lights and proper sewage in developing areas and for better fire protection on the North Beach.
4. Require clean-up of unsightly properties both individual lots, subdivisions and developments.
5. Require subdivision covenants and zoning restrictions be strictly adhered to and to enforced whichever may be more restrictive. This will maintain and increase the Real Estate value of all properties on the North Beach of St. Lucie County.
6. To effect planned growth and development on the North Beach as now required by the State of Florida.

*The organization filed its Articles of Incorporation on October 19, 1979. The original signers of the Articles were: Joseph A. Cimino, Richard Butche, Stan Blum, Cal Hayes, Jeff Mitchell, Pinnie Oliver, Eleanor Skidmore, A. Sorrentino and Al Smith. The Board of Directors consisted of 9 people with Mr. Cimino as president*

Records are not available as to some of the early Association leadership and activities until Shirley Burlingham compiled some early history in March 1997 at the beginning of her 8 years of Association Presidency. Shirley retired in April 2005 from the NBA Presidency after 22 years of very active service to the North-beach area, as she and her husband, George, were moving to South Carolina to be closer to family. Craig Mundt succeeded Shirley as President of the NBA, and like his predecessor, was also active in County matters. By 2012 Craig had served on the St. Lucie County Planning and Zoning Board for 3 years (Chairman) and on the Citizens Budget Committee. He was also very active in support of the expansion of the UDT Seal Museum, was a Trustee on its Board, and received the Florida Association of Museum's Trustee of the Year Award in 2011. The current Articles of Incorporation for the NBA were filed with the county November 6 2006 after being updated.



Shirley Burlingham



Craig Mundt

*Following are key accomplishments of the NBA in its early years as condensed from the list that Shirley Burlingham created in 1997.*

*1981 - Convinced the county to repave all roads in Coral Cove Subdivision.*

*1983 - Caused the county to place street lights at entrances to Coral Cove, Jackson Way and A1A. Also, prevailed on the Public Services Commission to lower water rates with North Hutchinson Island Services.*

*1984 – Started pressuring Florida Department of Transportation (FDOT) to improve roadside drainage swales to reduce flooding.*

*1985 – FDOT did some swale cleaning but more pressure needed.*

*1986 – FDOT finally cleaned and upgraded the swales to provide flow from the area. Won an ordinance for cutting back or removal of Australian pines near property lines. Asked FDOT to monitor dangerous condition at entrance to Queens Cove with 55 MPH speed limit and a no passing zone. FDOT finally addressed it in 1987 and promised a no passing zone in 1988! Filed a 1,600 name petition with Commission asking FDOT to limit bridge openings to certain hours. FDOT never did anything about it.*

*1987 – Protested variances granted for the Harbour Cove development and caused site plans to change. Helped get entrance established to State Park from Atlantic Beach Boulevard.*

*1988 to 1997 – helped get house boats and derelict boats removed from Harbour Cove. Supported completion of sewage plant. Prevented electrical provider from being transferred from Florida Power and Light to Ft. Pierce Utilities (was thought to be part of Ft. Pierce’s attempts to annex North-beach). Worked with county commissioners in restricting building height (125 ft. for condos and 35 ft. for residential units). Helped to keep paramedics stationed on the island. Supported the widening and resurfacing of A1A.*

In January 2013 Craig Mundt provided the following information in that month’s North Beach ISLANDER (paper published bimonthly by the NBA) to summarize the NBA activities over the prior 7 years.

He wrote, I’m asked from time to time what is the benefit of North Beach Association to island households or associations. I’d like to summarize this for you. The objective of North Beach Association (NBA) is to undertake activities and support governmental actions which will:

1. Make the North Beach Area a better place to live.
2. Maintain and improve the value of all property.
3. Preserve the natural beauty of North Beach and protect its ecological aspect.
4. Protect our beaches and waterways for island resident use and enjoyment.

The NBA has close working relationships with the agencies which secure law and order, maintain our roads, parks, water, waste, lights, and provide fire and rescue. We try to ensure clean-up of unsightly properties and adherence to the county Land Development Code and zoning restrictions by property owners and developers.

NBA Activities since 2005 (condensed):

- We assemble, print and mail newsletters every other month to all member households. An email version in color is available. This is very popular as it keeps both local and seasonal residents aware of county and island happenings and reports real estate listings and sales.
- Every meeting has speakers, who typically cover topics such as beachfront development, erosion, hurricane preparedness, Mosquito Control, Sheriff Ken Mascara, Clerk of the Court, County Commissioners, upcoming A1A road improvements, Dr. Edie Wider of ORCA and Fire Chief Ron Parrish and a host of others. A sheriff’s Crime Prevention representative is at most meetings reporting island incidents and offering protective tips.
- We have candidate forums in election years for persons running for county offices .
- The Ginn Company proposed to build a three story beach club and restaurant with rental rooms and a 300 foot long double deck parking facility across the street from Ocean Resorts and Ocean Harbour North. This would have significantly blocked the ocean views for those communities. North Beach

Association hired the surveyors and engineers which proved the developer lacked sufficient property for the density proposed. NBA then successfully had its attorneys present a case to the Board of Adjustment which denied Ginn the request for a variance. This led to an abandonment by Ginn and ultimately resulted in Ocean Harbour North being able to purchase a portion of the property.

- NBA sponsored meetings between island residents and Florida Department of Transportation which gave input for the Highway A1A rebuild and landscaping which began on September 17, 2012. NBA efforts resulted in five new pedestrian activated crossing stoplights.
- NBA monitors A1A roadwork and maintenance with FDOT and its contractors. Issues we reminded them about were cutting the swales, roadside and sidewalk vegetation clearing, sidewalk repair and trash clearing along the roadway.
- NBA worked closely with the National Navy UDT SEAL Museum toward funding their 2011 expansion which now includes a meeting center for use by island residents and became the permanent voting precinct.
- NBA worked with the county and state for four years to bring about the several mile sidewalk extension north to the county line.
- The P.V. Martin restaurant was badly damaged in the hurricanes of 2004.NBA forced the condemnation and removal of the unsightly building.
- NBA defeated a proposed 20 stall RV overnight park on the P.V. Martin site.
- Distributed post storm reentry badges.
- NBA had artist created mosaic tile rest benches installed along A1A. Concrete pads are being installed by FDOT.
- NBA defeated county abandonment of three rights-of-way on beachfront acreage. This would have reduced beach access.
- NBA wrote Florida Department of Environmental Regulation and Florida Department of transportation regarding the tunnel and detour at Round Island Plantation on N. A1A. We got improved signs.
- Someone from NBA attends all County Commission, Planning/Zoning Board, Board of Adjustment (BOA), and county budget meetings. Reports are then made to island residents.
- NBA wrote letters in support of condominium boards and their members on various issues.
- NBA participated in planting 1,000 native species in Pepper Park.
- NBA spoke at the county Board of Adjustment meetings and defeated a variance proposal to place 14 townhomes on a 1.7 acre piece of beach front property.

- NBA has worked with the Director of Planning and Development Services on several island issues. He has also addressed our meetings.
- NBA has organized island beach clean-up days.
- NBA has for several years participated at “Party in the Park” in Ft. Pierce Inlet State park to raise awareness of the organization, present environmental and ecological issues on the island and seek new members.
- NBA fought rebuilding badly damaged properties that violated county ordinance.
- Grande Beach reduced the number of homes proposed and increased retail space.
- NBA had debris piles at Queens Island Preserve north of Paragon cited by Code Enforcement and removed.
- NBA regularly sends out notices for posting at HOA’s and POA’s by our directors regarding safety and informational issues.
- NBA worked with the state legislative delegation to defeat proposed laws that would harm condominium owners, board of directors and HOA’s.
- NBA got the county to hire Signal Group, a contractor, to repair street lights along A1A where no one wanted to claim responsibility.
- NBA monitored the St. Lucie County Utility Authority proposal to expand the waste water treatment plant on the island and has objected to increased waste effluent being held and treated on the island. It has suggested alternatives such as piping all effluent off the island and has hired a professional engineer for consultation. The county has agreed to reduce the size and visual impact of the facility. NBA fought the proposed utility rate increases, which are up to 30% higher by engaging attorneys and consultant experts.
- NBA and the island are well represented in county affairs as its president sits as Vice-Chairman of the St. Lucie County Planning and Zoning Commission and is a member of the Citizens Budget Committee.
- Arranged for Emergency Medical Course to be given.
- Met with Bryn Mawr, Ocean Resorts, and Ocean Harbour North representatives to ascertain their preference for development on PV Martin site and conveyed to Ginn Company.
- Met with county fire chief re EMS refusals to transport island residents to Indian River Memorial Hospital and had policy corrected.
- The North Beach Association Twenty Fifth Anniversary celebration was held in the Sunrise Theater, wine tasting and hors d’oeuvres. (Free). 600+ guests
- Held three picnics at the UDT-SEAL Museum. Museum grounds and exhibits open. (Free)

- Open house and evening at Harbor Branch Oceanographic with behind the scene tours, Columnist Anthony Westbury as speaker. Food and beverage served. (Free) 300 guests.
- Evening at the Backus Gallery and Museum. Food and beverage. (Free) 300 guests
- Worked with the Sheriff's Department to provide additional patrols on the island during major holiday weekends i.e. Labor and Memorial Day.
- Consulting with State Representative Debbie Mayfield and received letter of support from County Commission Chairman Todd Mowery to the state for the rebuilding of Jack Island Bridge.
- Working with the Parks and Recreation Department of St. Lucie County for the rebuilding of the docks and fishing piers in Pepper Park.
- Working with St. Lucie County to have parking lot lights installed in Pepper Park.
- North Beach Association is supporting the authorship of "The History of North Hutchinson Island" from its discovery to the present and includes all development activity.
- Will have the new County Commissioner for our District 5 address members at our annual meeting January 14.

Made recommendations to the county staff and Board of County Commissioners on county expenses and taxes.

- A member is on the County Board of Adjustment.
- A member is Vice Chairman of the County Budget Committee.
- NBA sponsors the Citizens Observation Patrol, C.O.P., which has more than a dozen uniformed members cruising the island. Training and a patrol car provided by the Sheriff's Department.
- Many years ago the Board of County Commissioners placed all of the island commercial land on a single 9 acre property. When a developer tried to rezone to residential only, NBA litigated and then negotiated that commercial building be included in the plans. Grande Beach, when it is built on the Sands Plaza site will have commercial space of 17,000Square feet (up from 8,000) and 70 (down from 104) housing units of NBA activity.
- NBA spoke before the county commission against installation of wind turbines on the beach. Project appears to be dead.
- An NBA officer is among "The 100" which honors peace officers and first responders annually and gives financial aid when necessary. This ties us closely to public safety officials.
- An NBA officer is on the Board of Directors and President of "Arts and Cultural Alliance of St. Lucie, Inc." which raises and provides funds for local arts organizations to provide and improve art, culture and education in the county. This makes the county and island overall a more desirable place to live.



- Pelican Bay proposed 56 town homes on property in back of Ocean Harbour Villas. NBA hired attorneys and consultants who informed the county and developer NBA would litigate if the developer attempted to double dip density from the property (density from the site had already been transferred to build Ocean Harbour South). Request withdrawn.
- Defeated Collins rezoning for multi- family units at corner of N. A1A and No Name Road. This maintains area single family unit character.
- Has a representative working with FPL to improve utility reliability. Had badly aged and tilted wooden poles replaced at multiple locations.
- Worked with county and state for two years to secure “Scenic Highway” designation for Highway A1A.
- Worked with the Mosquito Control District on repairs and improvement to their impoundments.
- Worked with the county to create Kings Gate Park which is the property buffer between Atlantic View property and Bryn Mawr.
- Had the Galilee motel cited and boarded. It was eventually raised.
- Works to have unsightly lots improved. Pays to clean and mow some.
- Wrote state about slow insurance settlements after the hurricanes.

By 2000 the Association was better known as The North Beach Association or NBA and by 2012 it had grown to support 43 associations with more than 1,000 members. In 2012 it initiated a web site ([www.northbeachassociation.org](http://www.northbeachassociation.org)) to provide ready information for “North Beachers”. The NBA is really an association of associations representing Condominiums operating under FL statute 718, Cooperatives operating under FL statute 719, and Residential Communities operating under FL statute 720.

<u>Association</u>	<u># Units</u>	<u>Type Association</u>
Altamira	48	Condo
Aquanique	112	Condo
Atlantic View Beach Club	102	Condo
Atrium II	44	Condo
Atrium on the Ocean	44	Condo
Barclay Beach Club	78	Condo
Breakers Landing	72	Condo
Bryn Mawr Ocean Towers	156	Condo

Coastal Cove - Jackson Way		
Coral Cove - Bermuda Beach Drive		
Coral Cove - Bimini Drive		
Coral Cove - Flotilla Terrace		
Coral Cove - Marina Drive	33	HOA
Ft. Pierce Shores	154	
Galleon		
Grand Isle		
Harbour Cove	43	HOA
Hibiscus	116	Condo
Ocean Harbour North	156	Condo
Ocean Harbour South	192	Condo
Ocean Harbour Towers	80	Condo
Ocean Harbour Villas		
Ocean Pearl	48	Condo
Ocean Resorts	400	Cooperative
Oceanique		Condo
Paragon	23	Condo
Queens Cove	233	HOA
Sands - Lakeshore		
Sands - Lakeview Section One		
Sands - Lakeview Section Two	24	Condo
Sands - Riverpointe		
Sands - Riverside	24	Condo
Sands - Riverwalk		
Sands on the Ocean	82	Condo

Sea Palms (originally Costa del Sol)	116	Condo
Seabreeze at Atlantic View	90	Condo
Seaward at Atlantic View	106	Condo
Tiara Towers North	72	Condo
Tiara Towers South	72	Condo
Treasure Cove Dunes	36	Condo
Visions	26	Condo
Waters Edge	4	HOA
TOTAL	<hr/>	

### **Ownership Records**

Tracing the true ownership of lands on both North and South Hutchinson Islands is very challenging. Many things complicate the matter. Early surveying methods and recording practices were crude and non-uniform. Spanish, British and even French, Dutch, and Portuguese claimants cloud the picture, in addition to the fact that United States acquired Florida from Spain and subsequently granted lands to the State of Florida. Even after the state of Florida was established, counties were created, abolished, and divided, or their boundaries changed and records migrated with them or even disappeared. It appears certain that James A. Hutchinson was the first individual land holder of record of Hutchinson Island, and naturally the source for the subsequent naming. However, reliable land holding records did not exist for almost a century and a half thereafter although there were some platting records registered. On August 10, 1891 the platting of Avalon Park for the Indian River Inlet Mining Manufacturing & Improvement Co., with Daniel McConville being the company president, was filed in Brevard County. That was for the area from the current Bryn Mawr Condominiums north to the Indian River County line. Crude platting for residential development was included in the filing. The development did not materialize but the Avalon name adorns the state park that occupies much of the platted territory. Also, McConville heirs showed up in Ocean Resorts CO-OP tracing of titles to establish proper ownership of lands west of both the Bryn Mawr condominiums and Ocean Resorts CO-OP.

It seems that the first mapping of the North Beach portion of the Treasure Coast appeared in a US survey created in 1859. It lacked today's precision and was not very accurate in distinguishing among land, water and swamp in coastal areas but it did contain the section designations in use today and showed the natural Indian River Inlet which by then was mostly shoaled into shallows and islands.

Even today, waterlines are changed by dredging and filling in addition to the effects of weather in general and hurricanes in particular. This affects the meandering waterline of ocean front, river front and island edges, all of which can affect property acreage, boundaries and/or building setbacks. Starting in the early 1900's deeds for North Beach properties generally carried a precise legal description within Section, Township, and Range identifications (created back at the time of a US survey mapping sometime before 1859) and used feet and fractions thereof to give measurements from key points, or lines between points such as a highway, meandering waterline, some established marker, etc. A Parcel Number is assigned to the legal description for property appraisal and taxing purposes. However, there may not be a continuous one for one relationship as property ownerships evolve from the original assignments. Acreage, Zoning Code and Use Codes are attached to the Parcel identification. On North Hutchinson Island many of the deeds carry precise north and south boundaries but define east and /or west boundaries as the meandering water line of the Atlantic Ocean, the Indian River, or one of its tributaries. This means there can be considerable variability in the location of that boundary. Surveying on the island is most difficult because of the imprecision of reference point and the ever changing water/land relationships. From time to time surveys move the meandering line. When you add the imposition of setbacks from highways, waterfronts, property lines or designation of flood zones, zoning, etc., there can be a considerable difference between useable land and that contained in a legal description.

Modern digitized records that are readily retrievable and traceable generally only carry information that is complete starting around 1990. Before that one must deal with old hand written index cards, "pigeon holes" for maps and eventually old and sometimes brittle microfiche in historical archives. Sometimes pigeon holes are empty or records are missing. Then you run into breaks in the chain of title (e.g. death of owner without heirs of record), other than the owner of record being taxed, Parcel Numbers not related to correct legal property description, etc. All of these conditions and more were encountered in the efforts that resulted in Ocean Resorts gaining valid title to the 65 acres west of Blue Hole Creek. This history is not intended to get into the maze of such matters, but rather to relate some historical matters associated with North Beach development.

**Community Developments** – Early developments on North Hutchinson were conceived as one or two story single family units. This was true for both the Fort Pierce Shores and Coral Cove Beach areas. It wasn't until the building of Sea Palms that height of a structure became a consideration. Initially developers would take a plan to the County Commission for approval on a case by case basis for there was no overall planned zoning for the island until 1961. However as developments emerged, so did the concerns of residents. Because of restricted view, building height became a concern with heights of 35, 60, and 125 becoming the most common figures. Population density (dealt with by units per acre) became a consideration with the emergence of high rises. There were conflicting motivations on the part of County Commissioners. They needed to satisfy constituents but also had motivations to get as much tax as possible per square foot of land, thus tending to approve developments (and variances when they came into play) unless the residents protested. This situation was the prime mover for creation of codes and zones for planned development and also helped cause creation of the North Beach Association. In 1973 the County contracted for "Major Developments – Hutchinson Island Plan". The resultant plan showed mapping for both North and South Hutchinson Islands, including what already existed on the islands and the initial appearance on planning maps for land use codes. The only developments indicated for North Hutchinson Island at that time were Sandcrest, an area south of the Holiday Inn which was also on the map, Costa Del Sol, which turned into the Sea Palms Condo, Trail's End, Four Winds, and Bryn Mawr, which was really the Bryn Mawr Campground at that time.

As development progresses not all plans materialize. For example the following developments that never reached fruition were included in 1994 utilities planning documents:

Brefrank – 3 buildings with 169 units

Pinnacle – 36 units

Images – 3 buildings with 159 units

Sea Gate Towers – 4 buildings with 57 units

Beach Towers – 42 units

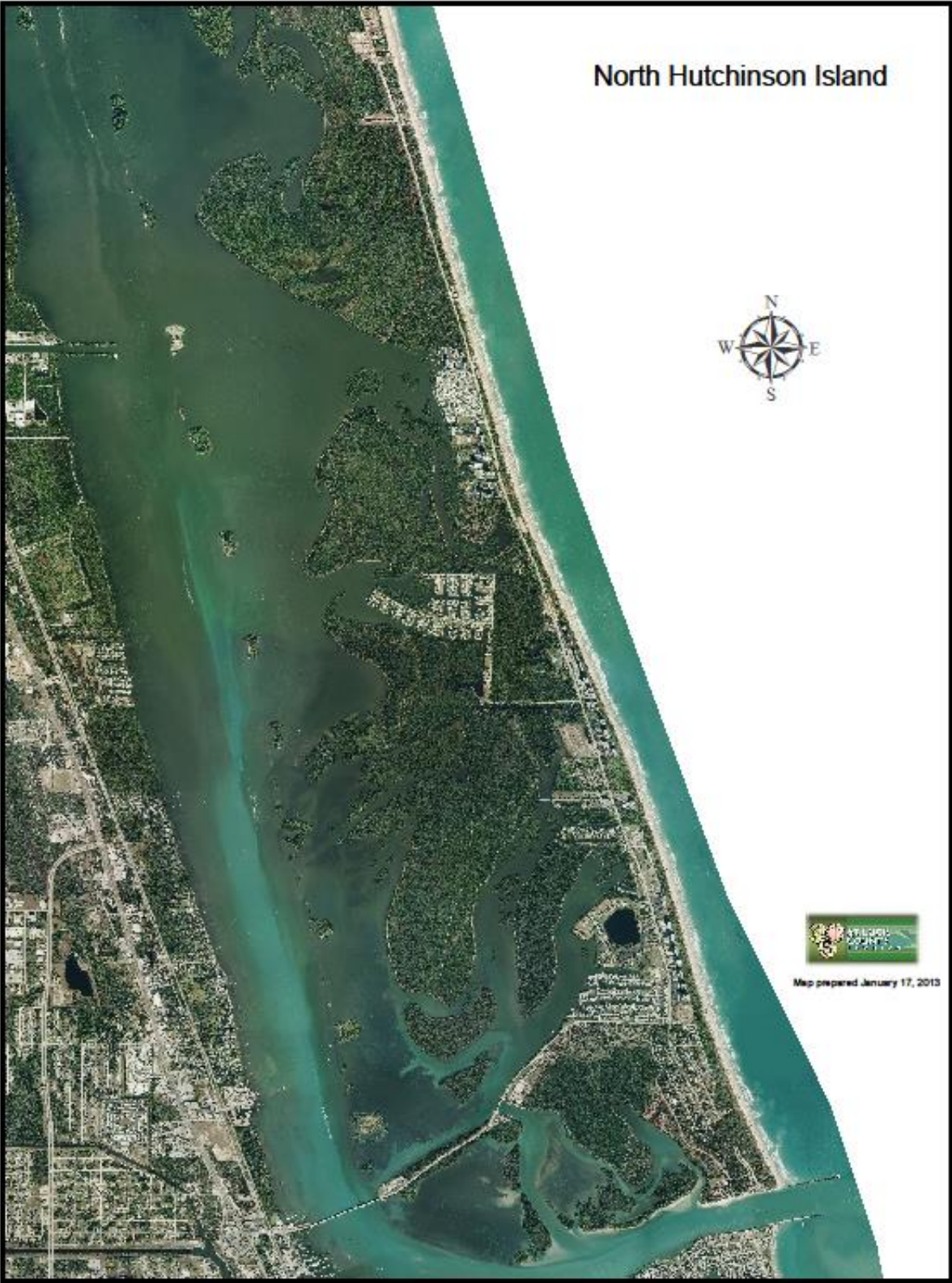
Approved developments at times are not built out to the approved size or in the planned time frames. All of these variables, in addition to the economy and other outside factors, make population projections a challenging game. Nonetheless, such planning is necessary for development of the required services, such as water, sewage, security protection, fire and rescue, highways, etc. on a timely basis. At the time of the 2007/2010 recession some of the development plans in process were suspended or terminated. Ocean View Estates was started in 1998 but never progressed beyond an entrance and driveway. Avalon Beach was platted for 48 units (8 ocean side) but sits in bank sale position in 2013 with only its front wall standing and several units built. Heron Cay was platted for 38 one story units with roadways and utilities already installed when the economic situation forced it into a bank sale.

The aerial view of North Hutchinson Island that follows provides an accurate picture of North Beach status in 2013.

North Hutchinson Island



Map prepared January 17, 2013



Less than half the island is devoted to residential purposes or the commercial activity in support of the residents, with the majority of the land devoted to parks and reserve areas as illustrated on the Public Owned Lands map that follows. The residential areas are split with about 30% for single family homes (namely Coral Cove, Queens Cove Community, and the residential area south of Shorewinds Dr., sometimes call Fort Pierce Shoals, several small parcels for limited commercial activities and the balance for condominiums (maximum 125 feet in height). About 95 acres of the latter category is the cooperative community of Ocean Resorts, which carries the same zoning as the condominium areas, but has self- imposed restrictions of 400 one story units and RV spaces. It is the only cooperative type community on the island. The zoning map shows the official county zoning as of 2013.



# North Hutchinson Island Public Owned Lands

## Legend

### Property Owner

- Florida State Of
- Ft Pierce City Of
- St Lucie County
- Tr Int Imp Trust Fund
- United States Of America
- Fort Pierce City Limits

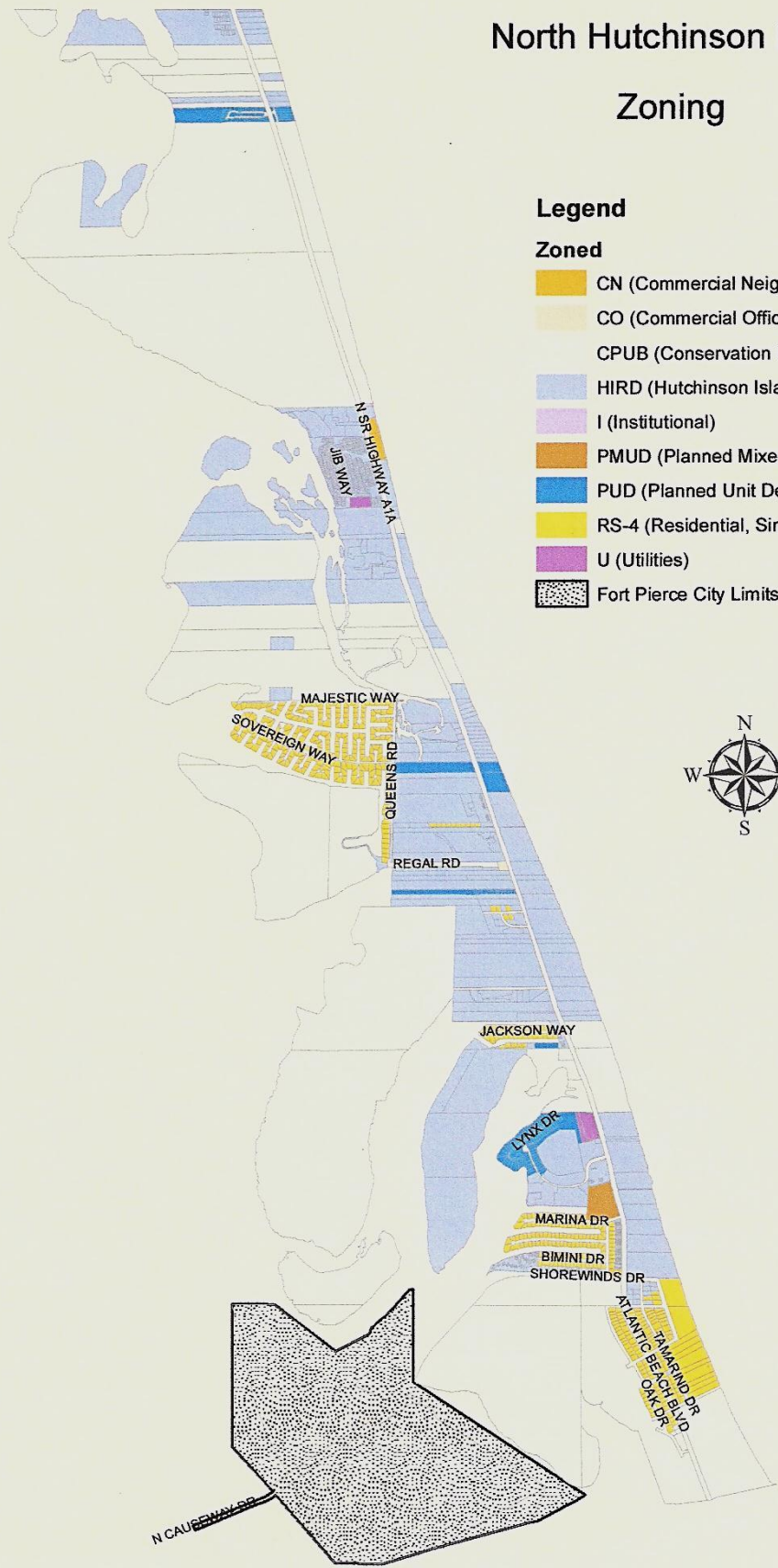


# North Hutchinson Island Zoning

## Legend

### Zoned

-  CN (Commercial Neighborhood)
-  CO (Commercial Office)
-  CPUB (Conservation Public)
-  HIRD (Hutchinson Island Residential District)
-  I (Institutional)
-  PMUD (Planned Mixed Use Development)
-  PUD (Planned Unit Development)
-  RS-4 (Residential, Single Family-4 du/ac)
-  U (Utilities)
-  Fort Pierce City Limits



By 2013 there were 30 high rise structures on the island. The high rise condominiums are situated such that all have views of either the ocean or the lagoon, and a few even have the view of both. Building of the condominiums started in 1975 with Sea Palms (immediately south of the SEAL Museum) and has continued with 29 more until the real estate bust of 2008. The condos are situated with 19 east and 11 west of A1A and some park or preserve lands and non-high rise developments interspersed among them. There is not a one for one relationship between the number of high rises and condominium associations because multiple high rises can be part of one association and a condominium association is not always a high rise. In 2013 there were approximately 3,000 housing units on the island and when totally built out in accord with the 2013 zoning about 1,200 more units will be added, assuming no zoning changes.

Some of the associations were formed before the existence of the Florida statutes governing their operation. Also the early statutes went through much upgrading in their initial years. This caused consternation and compliance issues initially for some associations. By 2006 the statutes were more stable and better understood. Basic statutes applicable are:

718 - Condominium Associations

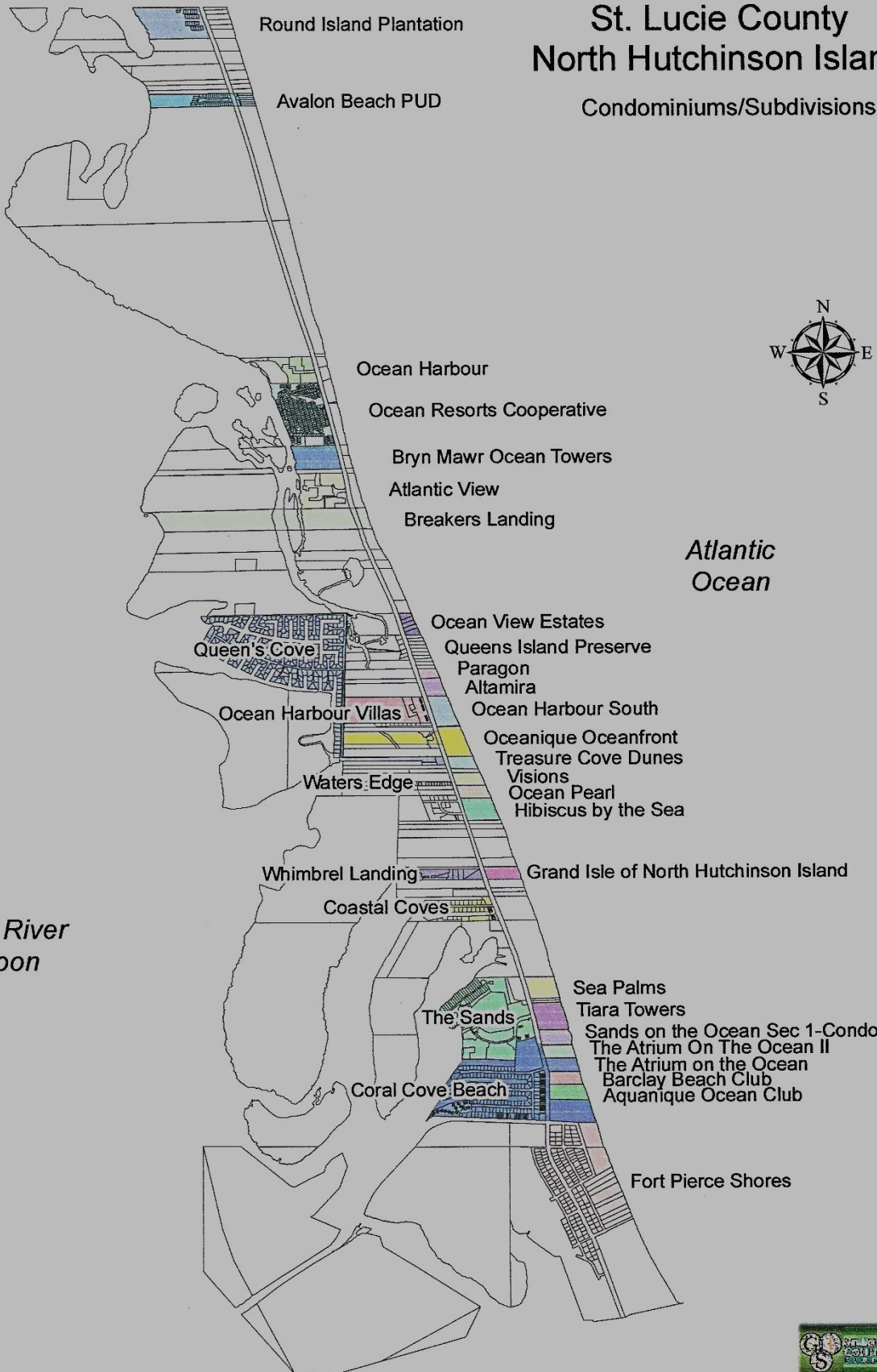
719 – Cooperatives

720 – Community Associations

Evolution of individual communities and associations on the island is contained in this section. Parts are organized on a chronological basis and parts as the input was created. Some association headings are merely reserved for future input. In some cases names have changed from that of the original development. All associations with NBA membership as of 2013 are listed. The following map shows the locations of communities as reflected in county records in 2013. Emergence of these residential areas also brought one more ecological problem, because the night time lighting that could be visible east of the ocean dunes was confusing the turtles nesting along the Atlantic beaches. Strict lighting constraints were adopted and enforced by the state to prevent disruption of nesting during the turtle nesting season (March through October on the Atlantic coast). There are 5 types of sea turtles that nest on Florida beaches, namely Leatherback, Green, Loggerhead, Hawksbill, and Kemp's Ridley. All are classified as either endangered or threatened. The Leatherbacks, the largest species, can be 8 feet long and weigh about a ton.

# St. Lucie County North Hutchinson Island

Condominiums/Subdivisions

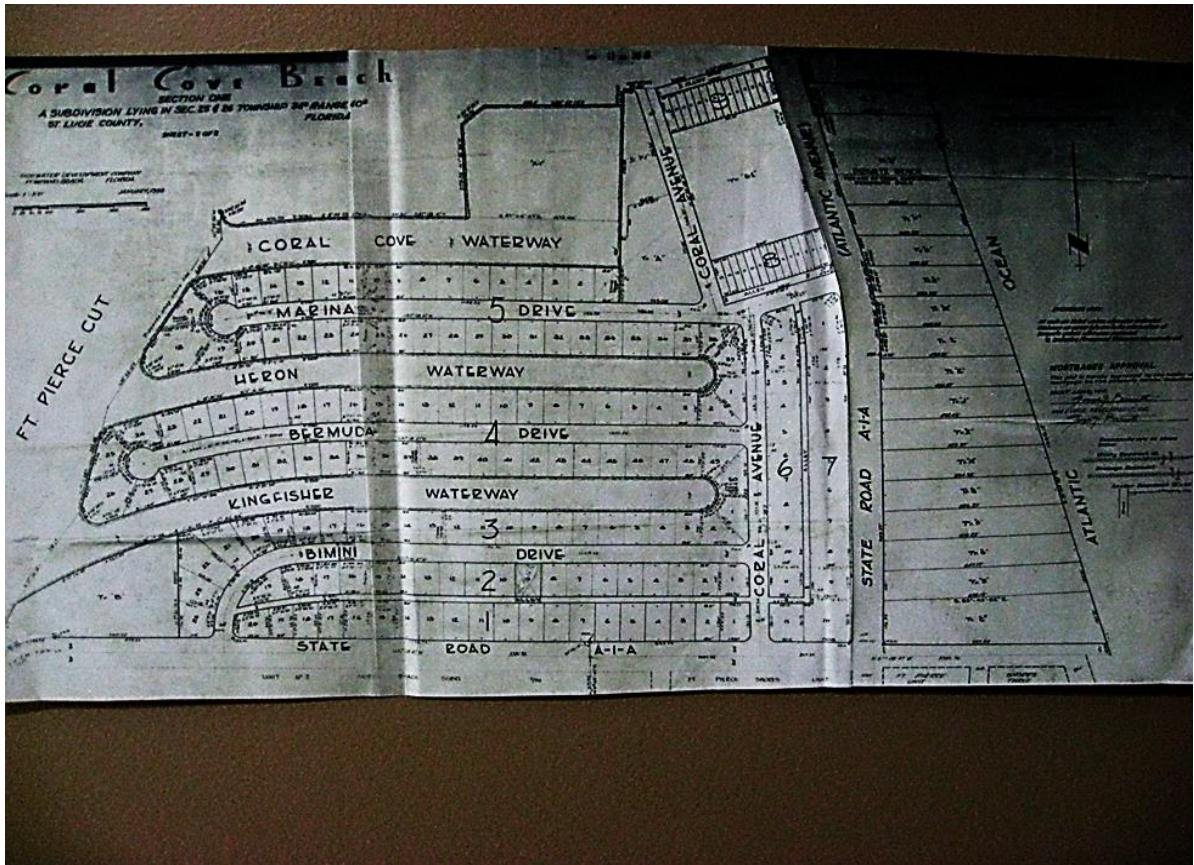


Indian River  
Lagoon

Atlantic  
Ocean



**CORAL COVE BEACH** Apparently the first major platting that reached the development stage on North Hutchinson Island was that for Coral Cove Beach. It was a proposed development that included single family homes, triplex, multiple unit areas, and commercial



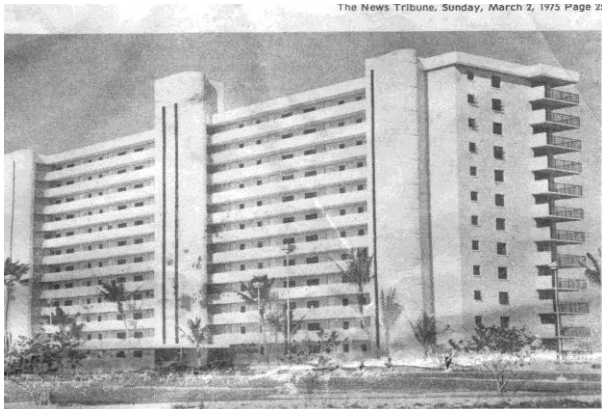
areas; and it spanned Indian River to ocean and ran from A1A on the south to Pepper Park on the north. The area west of A1A was divided into 16 blocks with anywhere from 9 to 54 individual lots included within a block. There were provisions for a commercial marina and a yacht club on the Indian River. All of the single level private residence lots of blocks 2 through 5 were water front lots on fingers off the Indian River. The 2 story structures along both the north/south and east/west sections of A1A were part of the platting and became the Galleon. All roads, including A1A were gravel for many years. Coral Avenue, Bimini Drive, Bermuda Drive, and Marina Drive were named in the platting and still serve the developed area. The area east of A1A was divided into 30 strips that ran from A1A to ocean with most strips being 100 feet in width. This is the area that became the hotel/motel and high rise condominiums in subsequent developments, with the first high rise being Sea Palms (originally Costa del Sol) just south of Pepper Park. A separate strip about 300 feet wide was reserved as a Private Park on the ocean for Coral Cove residents. Two nearly identical Abstracts of Title exist for properties in Coral Cove. They are over 1 ¼ inches thick and trace much history from 1492 to 1964. Reservations and Restrictive Covenants for the

development were filed March 4, 1959 in St. Lucie County by Navillus Development Corporation. It applied to Blocks 1 through 9 (the only ones that would subsequently be developed) and covered items like set-backs, building square footage, heights, garages, out buildings, etc. for the residential lots and types of businesses for the commercial areas. There was a later filing, March 21, 1962, between Navillus Development Corp. and Lucie Development, Inc. that modified the coverage for unsold lots. The Commercial Marina and the Yacht Club were never constructed and Blocks 10 through 16 were not developed. The 2 story row units facing A1A (both Atlantic Avenue and Royal Palm) were a part of the original platting, as was the corner gas station. The area platted for the 2 story became the Galleon. There was platting for a commercial section where the strip mall along the west side of A1A, destroyed in the 2004 hurricanes, had existed. The original platted 300 foot strip from Atlantic Avenue to ocean for an ocean side park for Coral Cove Residents may have been part of the reason Coral Cove Beach residents gained beach access near the Atrium in August 1999. Dredging and docking and bulkhead construction were not so severely constrained in the early days so the one story homes sections had private docks having access to the Indian River. Such dredging would not be possible with the newer constraints imposed to deal with ecological considerations. There was other early dredging for harbor/dock constructions that probably would not be permitted with current restrictions. This would include that accomplished in Queens Cove and the Ocean Harbor North and Ocean Resorts docks/marina.



Coral Cove Community - 2010

**SEA PALM CONDOMINIUM** This was the first high rise condominium on North Beach. It was opened in, 1975. The developer was George Costa, who called it Costa del Sol with a Country Club like package.



Sea Palms in 2012



**BRYNMAWR CAMPGROUND**

May 10, 1971 Bryn Mawr acquired title from ULTRAMAR for the area now occupied by Ocean Resorts CO-OP, a 2 acre County Sanitary facility, and the Bryn Mawr Condominium units. Actually Bryn Mawr, a girls school just outside Philadelphia, Pennsylvania, established 3 campgrounds in Florida. The first development was a campground in the area that eventually became

Ocean Resorts. Originally It was strictly a campground with tent and trailer camping. The initial 2 acre water and sewage treatment facility was establish in the area now surrounded by Ocean Resorts and Bryn Mawr condominium units and acquired by the County from Dixon Ticonderoga (Bryn Mawr's successor February 28, 1984) in June 12, 1992 for \$95,900 as they were consolidating the utility services on the island and taking responsibility for all water and sewage services. There were difficulties with the initial services provided because the sanitary water was high in salinity and not recommended for human consumption and the sanitation processing often became odoriferous.

February 29, 1980, Bryn Mawr separated the campground and established the Ocean Resorts cooperative. Several years later they established the Bryn Mawr Ocean Towers Association that led to the condominium tower development in place today.

**OCEAN RESORTS CO-OP** Ocean Resorts is a 400 unit gated residential cooperative located on North Hutchinson Island with waterfront on both the Atlantic Ocean and the Indian River Lagoon. In many regards it has grown into a gated small city with mostly permanent mobile homes and numerous on site constructed cement based housing. Whether it is tennis, boating, fishing, bocce ball, swimming, organized social events, kayaking or just hanging out with friends, it is done there! In this cooperative each unit owner does not have a deed, but rather has a Certificate of Ownership for 1/400<sup>th</sup> of the Corporation plus a Proprietary Lease for a specific lot.

For taxing purposes the Proprietary Leases are included in the Tax Assessor's records as deed, even though there is no deed of record in Clerk of Courts records. The CO-OP still has a few lots that are used for Recreational Vehicles but tent camping disappeared several decades ago. Most units are now permanent housing with a mixture of manufactured housing (mobile homes & modular) and sturdy hurricane resistant on site construction. The cooperative maintains its own roadway system, its own electrical grid (buying bulk from FP&L), its own water distribution system (buying bulk from the County), its own sanitary system (linking in bulk to the county), its own marina and boat ramp, very large heated swimming pool, tennis courts, club house, and loads of social events. It was initially thought to have about 34 acres of territory for the units and common facilities with about 1,200 feet of ocean front beaches and 1,400 feet of river front. However, on June 1, 2009 clear title was gained for about 65 acres of Queens Cove Peninsula and islands due west of Bryn Mawr and Ocean Resorts. Ocean Resorts had been taxed for this territory for many years. While most of this acreage carries zoning like the original acreage, it is common area for Ocean Resorts residents to use for recreational purposes and has not been used for residential development. CO-OP WEB site is ([www.oceanresortscopinc.org](http://www.oceanresortscopinc.org)) or for its history ([www.historyor.com](http://www.historyor.com)).





**BRYN MAWR OCEAN TOWERS CONDOMINIUM** ([www.brynmawroceantowers.com](http://www.brynmawroceantowers.com))

Bryn Mawr was originally conceived as a gated condominium community consisting of four high rise towers each nine floors in height set on 13 acres running from the Atlantic Ocean to the Indian River. There were to be 207 units governed by one association. Articles of Incorporation were filed and recorded on April 6, 1983 and the Declaration of Condominium is dated May 19, 1983. Dixon Ticonderoga, the successor to Bryn Mawr Building Development Inc., developed the property completing only three of the condominium structures. The fourth building has never been constructed. The building rights rest with the Bryn Mawr Ocean Towers Association and currently there are no plans for construction. Any structure placed on that site must match the footprint and height of existing buildings.

The northern most oceanfront structure was constructed first and completed in 1984, followed by the river building in 1985. All other structures—clubhouse, guard house, pool house and generator building- were constructed during that time period. The last building to be completed was erected on the south oceanfront site and was completed in 1990. There are 52 units in each building with the

inside units designed for 1390 square feet and 1744 square feet for outside units. All units have balconies with views of the ocean and/or the river.

Amenities included an outdoor heated swimming pool; pool side clubhouse; saunas; tennis and shuffleboard courts; billiards and table tennis; putting green and dune walk. A bocce court, fishing pier, kayak dock, picnic area and gazebo were constructed at a later date. A unique feature-- a tunnel under A-1-A—provides access to the beach

The condominium was turned over to the control of the owners in 1995. The Board of Directors consists of five members, elected for two year staggered terms. Over the years 12 different owners have served as President of the Association. In addition to the Board of Directors there are standing committees which oversee and plan for the various needs and activities of the condominium. Owners have been generous in sharing their time and expertise for the benefit of all.

**Visions** – This condominium was built in 1993 and opened for occupancy January 1994. There are 26 units, 2 per floor, with each unit having both ocean and river view. Each unit has 2750 square feet housing, 3 bedrooms, 2 ½ or 3 baths, large living/dining room, large kitchen with adjoining glassed breakfast area, and a recreation room with library/reading area, and television corner. Each unit also has a 2 car garage. There are 2 elevators in the center of the structure which open directly into the units.

**Oceanique** – This was originally planned as the Carlisle (later changed to the Stafford) to be constructed on 20 acres, purchased for \$1.2 million in 1999, and located between Ocean Harbour South and Treasure Cove Dunes. There were to be 15 units of 2,200 square feet with each having 3 bedrooms, 3 baths and a garage, with prices starting at \$319,000.

**Avalon Beach** - Early 2006 Shear Homes purchased 15 acres from Ocean Estates Ventures for \$20.5 million to build Avalon Beach, a 39 unit multi-million dollar complex, located about a half mile south of the Indian River County line with Avalon State Park located both to its north and south. Ocean Estates Ventures had purchased the land for \$11.2 million and spent millions getting approval for residential development. A bank loan of \$45 million was acquired for the development. Homes ranging from 4,000 to 7,000 square feet were to be priced in the \$1.9 to \$3.3 million range on the west side of A1A and \$6 to \$8 million on the Ocean front. Those not on the ocean would have an oceanfront cabana complete with bath and kitchenette. Reservations were being taken for a refundable \$10,000 fee and response was immediate with 25 already in hand in January 2006. While construction was started immediately the economic downturn that originating in 2007 caused considerable alteration in the development activities.

**Queens Cove** ([www.queenscove.com](http://www.queenscove.com)) Plans for the development of Queens Cove on North Beach began in the mid 1950's by Messrs. Stanley Sirotin and Max Bloch who together formed the

Queens Cove Company with the intent of marketing lots to the many retired and soon-to-be retired military officers in the Washington, D.C. area, following the end of both WWII and the Korean War.

The Plat for Queens Cove Unit I and the Queens Cove entrance road (Regal Road) were recorded and approved by St. Lucie County in March 1958. Canals were built by dredging and filling, a process that would not have been permitted in later years and which became the source of numerous permitting problems over the years. The Queens Cove Company met with financial difficulties and in 1959 they turned to the Teamsters Union for financing, specifically to the infamous Jimmy Hoffa who was then the manager of the Union's pension fund. Teamsters' mortgage money notwithstanding, financial problems continued; there was infighting among the officers; and development plans were in litigation and on hold for many years. The Queens Cove Company eventually morphed into Lucie Properties who paid off the Teamsters \$500,000 mortgage in 1971. In 1973, Alex and Robert Cardenas formed Queens Cove Properties, Inc. and gained title from Lucie Properties to the land encompassing the Queens Cove Unit I Plats, the land which would become Units II and III, Kings Island and what is now Treasure Cove Dunes Condominium on the West side of A1A.

In 1979, Queens Cove Properties sold a portion of the Queens Cove entrance road (the front 200 feet on A1A) as well as development rights to Queens Cove Units II and III to the Estein family (Value Property, Inc.), who developed Treasure Cove Dunes but with a permanent deeded access to the ocean for Queens Cove. The Cardenas brothers eventually regained control of Units II and III, and a consortium of German investors purchased Kings Island, which, except for a small piece of upland, they eventually sold to the State as a preserve in 1998.

Today, there are 262 platted parcels in Queens Cove, 53 of which are wetlands. Twenty-seven (27) of the wet parcels have been voluntarily deeded to Queens Cove Property Owners' Association (QCPOA) to avoid having to pay annual assessments; QCPOA foreclosed on a 28th; and the remaining 25 wet lots are in private hands. Of those wet lots owned by QCPOA, a number of them have conservation easements and will never be developed. If one looks at a satellite photo of the barrier island, the dredged canals from the 1950s in the wetland area of Queens Cove are still clearly visible.

**Ocean Harbor North and Ocean Towers** – Ocean Harbor North is a 5 high-rise condominium complex located between Ocean Resorts and the state owned Avalon area. It was started in 1978 with the south east most tower being the first unit opened in 1980, with Herb and Billie Winemiller (original Ocean Resorts owners) being the first occupants. It was developed by Saul Lango on land previously owned by Bryn Mawr. The Winemillers were still occupants in 2013, being in their 90s, married for 71 years, and still very vital. They actually got their start in the area in the Bryn Mawr campgrounds. They remember the dredging for creation of the Ocean Harbor North and Ocean Resorts marina, one of the finest private marinas on the island. Such dredging would probably not be permitted in modern times. The dredging's were dumped in swampy water front portions of Ocean Resorts to create more useable land. They also remember a road that ran from just north of the condominiums along the river the

whole way to Round Island in Indian River County. The remnants of that road are still there and are not passable by car, but can be hiked.

Another original/original in the area was Herb Oscar Anderson, who in his younger years was known as “The Good Morning Mayor of New York”, in hosting a very popular spot on radio station WABC in New York city. He still has an excellent voice and hosts a musical hour on the local Ocean station (97.1 FM) as a hobby. These original residents spun tails of land exchanges by barter and for speculation, night time shrimping off Little Jim Bridge (the old wooden bridge) yielding shrimp by the gallons in short time, plentiful large oysters everywhere, marijuana bails washing up on shore frequently, squatters’ wooden shacks being burned down after the war, and Bryn Mawr being very active in the camp ground developments with developments at St. Augustine and Key Largo similar to that which became Ocean Resorts. They recalled a number of other “original/originals” including Fred Linehart who later became a Vero Arts Center benefactor.

This single condominium association is a complex of 5 towers, with an excellent marina on the river, pool, tennis courts, club house, ocean beach, game/exercise building, and garages. An aerial view of Ocean Harbor North shows 4 of the towers, with the 4th one under construction, before the 5th one was added. A subsequent page shows more views of the actual construction of the 4th tower (northwest most tower) before the club house and 5th tower were started. That construction was typical of the construction of the high rises on the island.





**Altamira**

**Aquanique**

**Atlantic View Beach Club**

**Atrium II**

**Atrium on the Ocean**

**Barclay Beach Club**

**Breakers Landing**

**Coastal Cove – Jackson Way**

**Galleon**

**Grand Isle**

**Harbor Cove**

**Hibiscus**

**Marina Drive**

**Ocean Harbour South**

**Ocean Pearl**

**Paragon**

**Sands – Lakeshore**

**Sands – Lakeview One**

**Sands Lakeview – Two**

**Sands – Riverpoint**

**Sands – Riverside**

**Sands – Riverwalk**

**Sands on the Ocean**

**Seabreeze at Atlantic View**

**Seaward at Atlantic View**

**Tiara Towers North** ([www.tiaratowers.org](http://www.tiaratowers.org))

**Tiara Towers South** ([www.tiaratowers.org](http://www.tiaratowers.org))

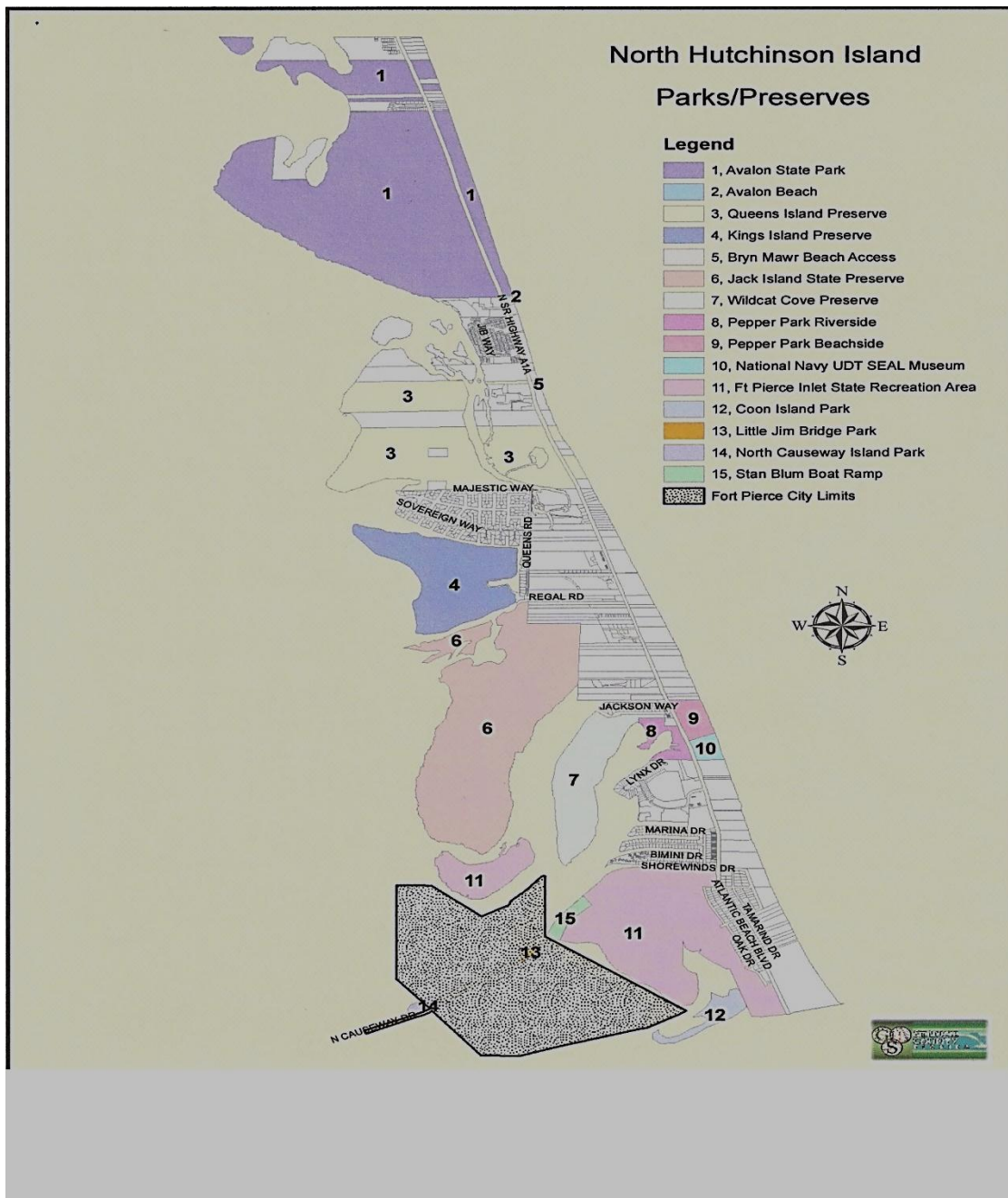
**Treasure Cove Dunes**

**Visions** Visions was built in 1993, and first occupied in January 1994. It consists of 14 stories, 26 units on 13 floors, 2 units per floor with 2500+ square feet. Each has 3 bedrooms with 2 1/2 or 3 baths, balconies on all 3 sides and a glassed atrium adjoining the kitchen. The ground floor has a large Club Room with a full kitchen, a pool table and large TV, 2 restrooms each with a shower and sauna, a large storage room with locked cages and a state of the art Fitness Center. There are 5 individually owned cabanas next to the swimming pool and a boardwalk with gazebo leading to the ocean. Each unit has a 2 car garage with room for storage. It is gated and has a tennis court.

**Waters Edge**

## Recreational Developments

Almost three fourths of the North Beach acreage is devoted to National, State or County parks or preserves. This brings many visitors to the area for recreational purposes. These attractions are all accessible from A1A. The following map provides the locations of facilities that are described in following paragraphs.





## **National Navy UDT Seal Museum ([www.navysealmuseum.com](http://www.navysealmuseum.com))**

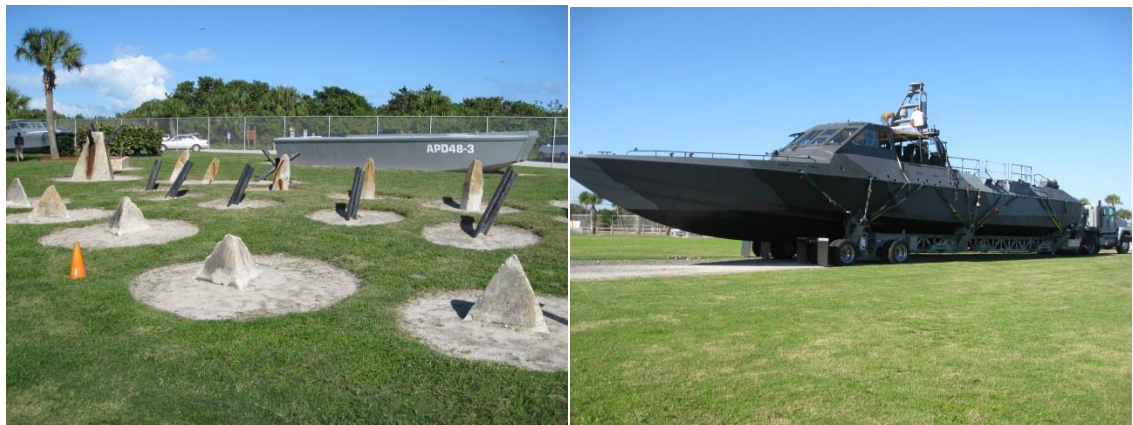
Jim Watson, a member of Seal Team 2 championed creation of the UDT-SEAL Museum. There was no government support for its creation, but rather an act of love and effort by former Underwater Demolition Team personnel. It was opened in 1985 in the Fort Pierce Treasure Building. That's the circular building that some historical accounts indicate that Mel Fisher used to display his treasure finds in the late 1940's. However, some dispute that Mr. Fisher ever used the building. The museum was dedicated during the first annual muster with about 150 in attendance. In 1993 the old building had a major expansion, adding nearly 7,000 square feet of space. The historical content continued to grow, both inside and outside, as did its membership subscriptions and visitors. On February 7, 2008 it became a national museum and officially known as the National Navy UDT-SEAL Museum. Displays of weapons, pictures and explanations abound. Brass plaques indicating each SEAL team and their membership adorn the walls inside the museum. Since 1985 the Museum has been hosting an annual muster when North Beach is invaded by thousands of former UDT members, Seals and their supporters for a weekend of military demonstrations, remembrances and celebrations. This annual event continues to grow each year and receives increasing county and national attention. In 2012 there were nearly 20,000 at the annual muster.

Early in 2011 another major expansion added about 8,000 square feet of building space to provide for continued growth of museum exhibits. This expansion also allowed the Museum to serve other North Beach needs such as voting location, hosting NBA meetings and picnics, etc. Many functions that had been hosted at the Radisson Inn before the hurricanes of 2004 had to find new, sometimes make-shift, facilities after the Inn was destroyed. By 2012 the Museum was hosting 65,000 visitors annually. More exhibits are added each year, both inside and outside, and on November 7, 2010 a beautiful Wall of Honor was added to recognize the members who had lost their lives in action from 1941 forward. The wall is organized by era with World War II and Korean War (1941-1953) having 96 honorees, Korean and Cold War (1954-1989) with 102, and Desert Storm and War on Terror (1990 and later) 76. The concrete walkways running among outside displays are lined with bricks honoring SEAL associates. More are added each year. By 2013 there were 3,000 such bricks. A well-stocked gift shop was added in 2012. The museum being a major attraction draws many visitors to St. Lucie County and the Treasure Coast.

The following pictures depict the Wall of Honor, the honorary bricks lining walkways, beach obstacles removed from the nearby ocean/beach, and the SEAL Team's super intruder, called the Mark V Special Operations Craft (SOC), just arriving for outdoor display December 2012. SOC's first became operational in 1996. This monster came through the port of Fort Pierce and was trucked over the North Bridge with police

escort in the middle of the night because it took the width of the entire highway to accommodate its size. It is 82 feet long (108 feet counting its carrier) and 17.5 feet wide, nearly twice as wide as a normal truck bed, weighs 52 tons and is reputed to operate at speeds in excess of 65 MPH. The specially constructed truck/trailer carrier runs on 26 wheels to support and distribute the weight. The SOC is propeller-less being powered by water jet thrusters driven by twin 12 cylinder diesels cranking out 2,252 horsepower. It is operated by a crew of 5 and carries 15 fully equipped SEALs to their destination. It can carry 4 Combat Rubber Raiding Craft with six outboard motors to deploy SEALs to clandestine targets. The Mark 5 has a range of over 500 miles with 2121 gallons fuel capacity and has substantial armament. The SOC in the museum was operational 2001 to 2012. When needed quickly at a distant destination, it was flown in a C5 aircraft.

The museum is constantly adding to its displays. Also added in 2012 was the Trident House, a 3 bedroom retreat for SEAL members and their families needing short relaxing stays away from daily rigors. The house is complete with swimming pool and dock, and is located on the river in Sebastian. It was donated by Bill and Teddy Novak in memory of their son, a former SEAL who died in Afghanistan while fighting for our freedom.



**Fort Pierce Inlet State Park**

335 acre recreational area with picnic facilities, ocean beaches, showers, restrooms, birding, canoeing, kayaking, hiking trails, diving, snorkeling and fishing.

**North Causeway Island Park**

Ample parking, covered picnic facilities, fishing, boat ramps, fish cleaning stations, and restrooms.

**Kings Island Preserve (has access to Jack's Island Preserve)**

Once the site of a Native American fishing camp, this upland and wetland preserve encompasses 174 acres and features nearly three miles of trails, two 30-foot boardwalks, covered picnic tables and two observation platforms. This property was purchased by the county from Indian River Investments, Inc. for \$650,000 April 29, 1998. It has Birding, Fishing, Hiking Trails, Picnic Tables, Historic Interests, Observation Areas, and Piers/Docks.

**Wildcat Cove Preserve (has a dog park)****Stan Blum Boat Ramps**

On June 18, 1998 the state gave permission to the county to construct boat ramps and parking on the western part of Fort Pierce Inlet State Recreation Area. They also provided \$476,000 of funding toward the total package cost of \$836,000 for the effort. Initially 4 boat ramps and ample parking were established. There were also provisions for boat washing stations, rest rooms, picnic area and the eventual addition of 2 more boat ramps.

**Queens Island Preserve (has various unconnected acreages)**

Queens Island Preserve is an evolving entity (as illustrated in the newspaper insert) which in 2012, the county indicated to be comprised of 232 acre upland and 174 acre wetland park with fishing pier, kayak/canoe access, bike trails, comfort areas, fishing pier, observation pier, park benches, picnic tables. It is evolving from a draft management plan produced November 2004 and due for an update in 2014. Queens Island Preserve is not an island by itself but rather a portion of North Beach with a major portion being a part of the Queens Cove peninsula immediately north of the Queens Cove Community. Not all the lands indicated as part of the preserve are owned by the county. A major portion of the preserve is on the Queens Cove Peninsula and a part of Mosquito Control Impoundment 19B. The impoundment is surrounded by a sizeable dike with several pumping stations to control impounded water levels in order to inhibit the breeding of several kinds of salt water mosquitos. A roadway runs on top of the dike. This portion of the preserve is not open for recreational usage. The only access to the impoundment by land is through the Queens Cove Community. Ocean Resorts owns the northern 45 acres of the impoundment territory. There are several other owners of parts of the impoundment. Jim David has been the long standing County official managing both mosquito control and the development of the reserves and preserves.

# SLC adds trails, boardwalks to Queen's Island Preserve

BY ERICK GILL  
YourNews contributor

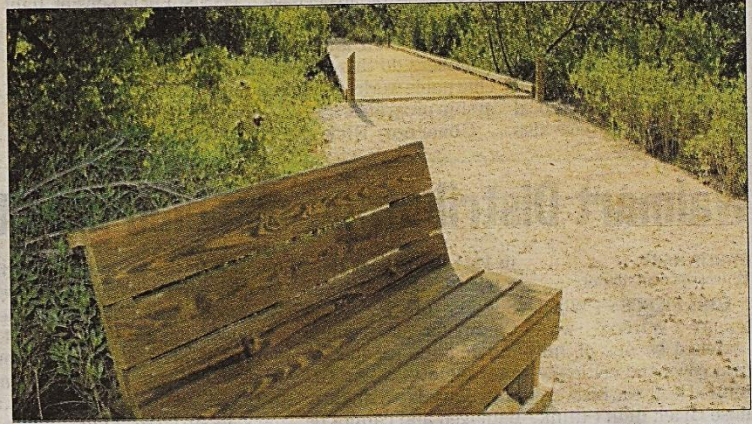
**NORTH HUTCHINSON ISLAND** — St. Lucie County's Mosquito Control and Coastal Management Department recently completed public access improvements to Queens Island Preserve by adding trail amenities connecting to the parking areas and the bicycle path along State Road A1A.

With assistance from a Recreation and Trails Program grant administered by the Florida Department of Environmental Protection and Mosquito Control and Coastal Management Services funds, St. Lucie County was able to add 2,000 feet of shell trail through 30 acres of the natural coastal hammock located at the site. The eight-foot wide trail

provides connectivity from the concrete sidewalk on A1A to the primitive parking areas and the canoe/kayak launch. In addition to the trails, staff added three boardwalks and two resting/viewing benches inside the preserve. Other trails and boardwalks are planned for the site in the future should funding become available.

Once the site of a Native American fishing camp, Queen's Island Preserve, located at 4653 North A1A, is comprised of 232 acres along the Indian River Lagoon, which are open to the public for passive recreation.

For more information about the project please contact St. Lucie County's Mosquito Control and Coastal Management Department



Submitted to TCPalm.com/yournews • TCPalm.com/YourNews  
St. Lucie County's Mosquito Control and Coastal Management Department recently completed public access improvements to Queens Island Preserve by adding trail amenities connecting to the parking areas and the bicycle path along A1A.

at 772-462-1692.

To find out what other areas are open for

fishing and other pas- parks and preserve map at  
sive recreation, visit St. <http://gis.stlucieco.gov/parkspreserves>.

OCT. 31, 2012

## Pepper Park

Acquired by the county from federal agencies (Treasury Department and Department of Interior) October 25, 1948 through the efforts, to a large degree, of its namesake, Senator Claude Pepper. In fact the park has a dedication marker to the Senator dated 1941. The original transfer was 43 acres. Other acreage was added over the years and the Beachside and Riverside parks evolved as follows:

### Pepper Park Beachside - 3375 N A1A, North Hutchinson Island

52.4 acres. Beach has life guard year round, ADA accessible from parking lot to boardwalk, large pavilion, picnic tables with grills, restrooms, showers, playground, basketball, tennis courts, boat ramps and fishing pier, ample parking.

### Pepper Park Riverside – across A1A from Pepper Park Beachside

27 acres. Covered pavilions, restrooms, grills, ample parking, kayak/canoe launch, fishing pier.

**Little Jim Bridge Park** (leased & privately operated by Richard and Rita King) - boat ramp, marina, food service, music, kayak rentals, rest rooms, fishing supplies, boat fueling, and slips for several dozen boats are available in this quaint old Florida fishermen's hangout. This place had the Little Jim name from its origin but nobody knows who Jim may have been. The first building at this site was a WW II guard Shack operating as a military

check point for island entry. From this, the site grew into a gathering place for avid fishermen, many being former Navy SEALs. William Turner established the Little Jim Bait and Tackle business there in 1944. There were a number of proprietors until 2004 when the twin hurricanes decimated the place. Seems nobody wanted to re-establish or rebuild it until Rita and Richard King came along. They loved the place and had kept their boat there since 1994. They decided to rebuild it and had many issues to overcome. There is city, county and state owned territory involved, with the city owning the land where the building sits. This complicated matters because the city envisioned a deluxe modern restaurant there, not a classic Florida fishermen's hangout. After much legal expense (\$40,000) the King's did gain a long term lease and rebuilt enough of the old place to host the 2005 Seals' beer bash for Jimmy Watson in conjunction with the SEALs' muster at the SEAL Museum that year. Old fishermen and former SEALs pitched in to help in the rebuilding. The fishing pier of today is what is left of the old wooden structure that bridged over the water to the primary Hutchinson Island. While the Kings are the proprietors, they still maintain their fulltime jobs elsewhere. They are interested in the establishment remaining a classic fishermen's hangout but gaining some sort of formal historical recognition. The pictures that follow show the Kings and the author, the destruction from the 2004 hurricanes, the New York Times plaque and the remains of the old wooden bridge currently used as a fishing pier. An old newspaper picture also follows.





A 1970s-era photo of Little Jim's Fish Camp located along the North Beach Causeway in Fort Pierce.

### **Avalon State Park**

Avalon has more than a mile of increasingly rare undeveloped beachfront. The park provides habitat for many species of wildlife. Threatened and endangered sea turtles such as the loggerhead, Atlantic green and leatherback nest on the beach during the spring and summer. Dune crossovers protect the fragile dune ecosystem. The park is ideal for swimmers, snorkelers, fishermen and sunbathers for beach recreation. Swimmers and snorkelers are advised to be cautious of underwater obstacles left behind by amphibious warfare exercises during World War II. Visitors can enjoy a meal at sheltered picnic tables overlooking the beach.

**Jack Island Preserve State Park**

Complex of hiking trails up to 4.2 miles. 30 foot observation tower

**Queens Island Park** Under development (has multiple accesses and features)

Also adjacent to St. Lucie County on A1A are two sizeable Indian River County Parks, namely:

**Round Island Oceanside** – extensive ocean front facilities

**Round Island Riverside** – extensive river front facilities

**Community Developments** – Early developments on North Hutchinson were conceived as one or two story single family units. This was true for both the Fort Pierce Shores and Coral Cove Beach areas. It wasn't until the building of Sea Palms that height of a structure became a consideration. Initially developers would take a plan to the County Commission for approval on a case by case basis for there was no overall planned zoning for the island until 1961. However as developments emerged, so did the concerns of residents. Because of restricted view, building height

became a concern with heights of 35, 60, and 125 becoming the most common figures. Population density (dealt with by units per acre) became a consideration with the emergence of high rises. There were conflicting motivations on the part of County Commissioners. They needed to satisfy constituents but also had motivations to get as much tax as possible per square foot of land, thus tending to approve developments (and variances when they came into play) unless the residents protested. This situation was the prime mover for creation of codes and zones for planned development and also helped cause creation of the North Beach Association. In 1973 the County contracted for “Major Developments – Hutchinson Island Plan”. The resultant plan showed mapping for both North and South Hutchinson Islands, including what already existed on the islands and the initial appearance on planning maps for land use codes. The only developments indicated for North Hutchinson Island at that time were Sandcrest, an area south of the Holiday Inn which was also on the map, Costa Del Sol, which turned into the Sea Palms Condo, Trail’s End, Four Winds, and Bryn Mawr, which was really the Bryn Mawr Campground at that time.

As development progresses not all plans materialize. For example the following developments that never reached fruition were included in 1994 utilities planning documents:

Brefrank – 3 buildings with 169 units

Pinnacle – 36 units

Images – 3 buildings with 159 units

Sea Gate Towers – 4 buildings with 57 units

Beach Towers – 42 units

Approved developments at times are not built out to the approved size or in the planned time frames. All of these variables, in addition to the economy and other outside factors, make population projections a challenging game. Nonetheless, such planning is necessary for development of the required services, such as water, sewage, security protection, fire and rescue, highways, etc. on a timely basis. At the time of the 2007/2010 recession some of the development plans in process were suspended or terminated. Ocean View Estates was started in 1998 but never progressed beyond an entrance and driveway. Avalon Beach was platted for 48 units (8 ocean side) but sits in bank sale position in 2013 with only its front wall standing and several units built. Heron Cay was platted for 38 one story units with roadways and utilities already installed when the economic situation forced it into a bank sale.

The aerial view of North Hutchinson Island that follows provides an accurate picture of North Beach status in 2013.



North Hutchinson Island



Map prepared January 17, 2013



Less than half the island is devoted to residential purposes or the commercial activity in support of the residents, with the majority of the land devoted to parks and reserve areas as illustrated on the Public Owned Lands map that follows. The residential areas are split with about 30% for single family homes (namely Coral Cove, Queens Cove Community, and the residential area south of Shorewinds Dr., sometimes call Fort Pierce Shoals, several small parcels for limited commercial activities and the balance for condominiums (maximum 125 feet in height). About 95 acres of the latter category is the cooperative community of Ocean Resorts, which carries the same zoning as the condominium areas, but has self- imposed restrictions of 400 one story units and RV spaces. It is the only cooperative type community on the island. The zoning map shows the official county zoning as of 2013.

# North Hutchinson Island Public Owned Lands

## Legend

### Property Owner

- Florida State Of
- Ft Pierce City Of
- St Lucie County
- Tr Int Imp Trust Fund
- United States Of America
- Fort Pierce City Limits

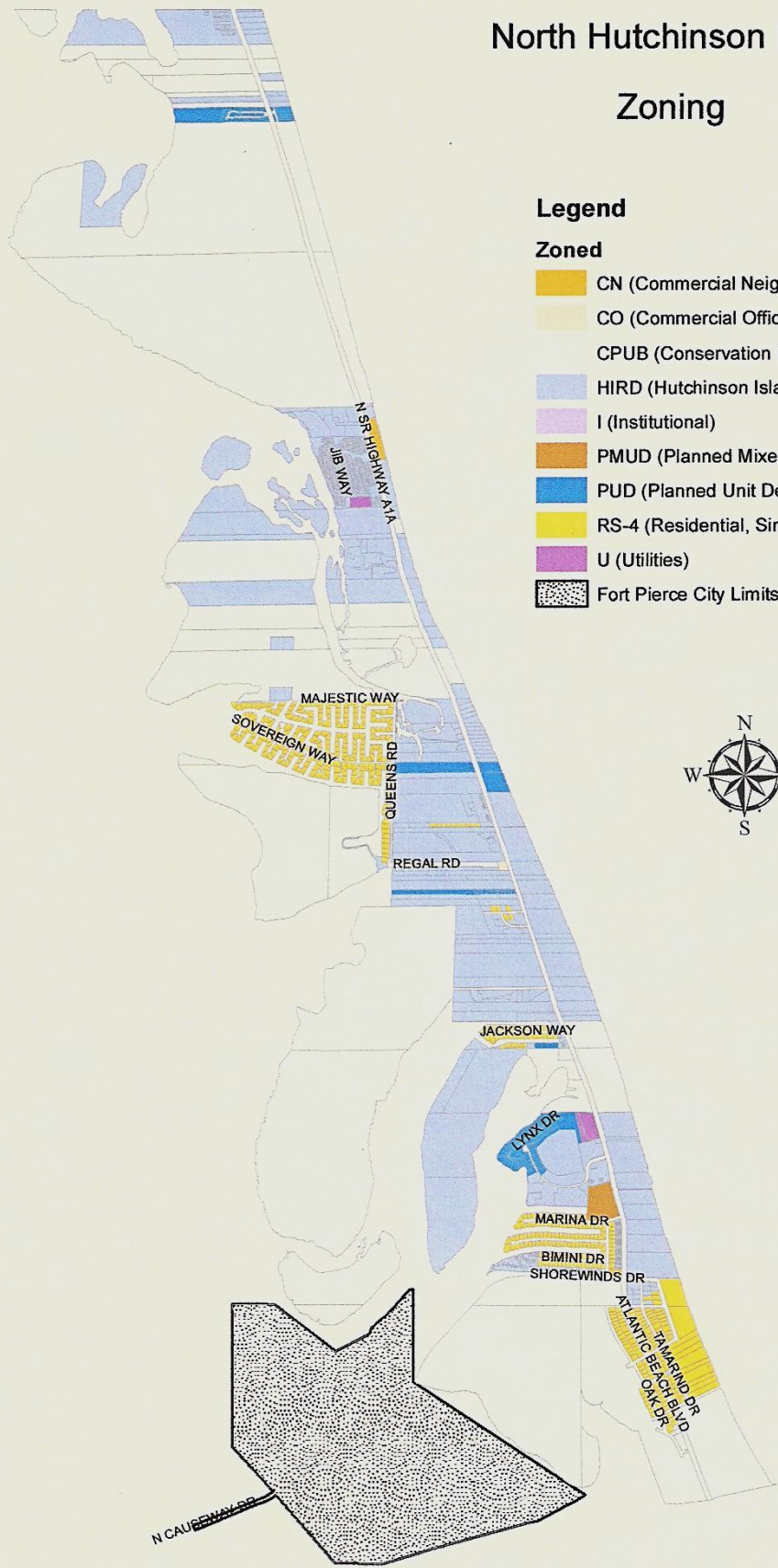


# North Hutchinson Island Zoning

## Legend

### Zoned

-  CN (Commercial Neighborhood)
-  CO (Commercial Office)
-  CPUB (Conservation Public)
-  HIRD (Hutchinson Island Residential District)
-  I (Institutional)
-  PMUD (Planned Mixed Use Development)
-  PUD (Planned Unit Development)
-  RS-4 (Residential, Single Family-4 du/ac)
-  U (Utilities)
-  Fort Pierce City Limits



By 2013 there were 30 high rise structures on the island. The high rise condominiums are situated such that all have views of either the ocean or the lagoon, and a few even have the view of both. Building of the condominiums started in 1975 with Sea Palms (immediately south of the SEAL Museum) and has continued with 29 more until the real estate bust of 2008. The condos are situated with 19 east and 11 west of A1A and some park or preserve lands and non-high rise developments interspersed among them. There is not a one for one relationship between the number of high rises and condominium associations because multiple high rises can be part of one association and a condominium association is not always a high rise. In 2013 there were approximately 3,000 housing units on the island and when totally built out in accord with the 2013 zoning about 1,200 more units will be added, assuming no zoning changes.

Some of the associations were formed before the existence of the Florida statutes governing their operation. Also the early statutes went through much upgrading in their initial years. This caused consternation and compliance issues initially for some associations. By 2006 the statutes were more stable and better understood. Basic statutes applicable are:

718 - Condominium Associations

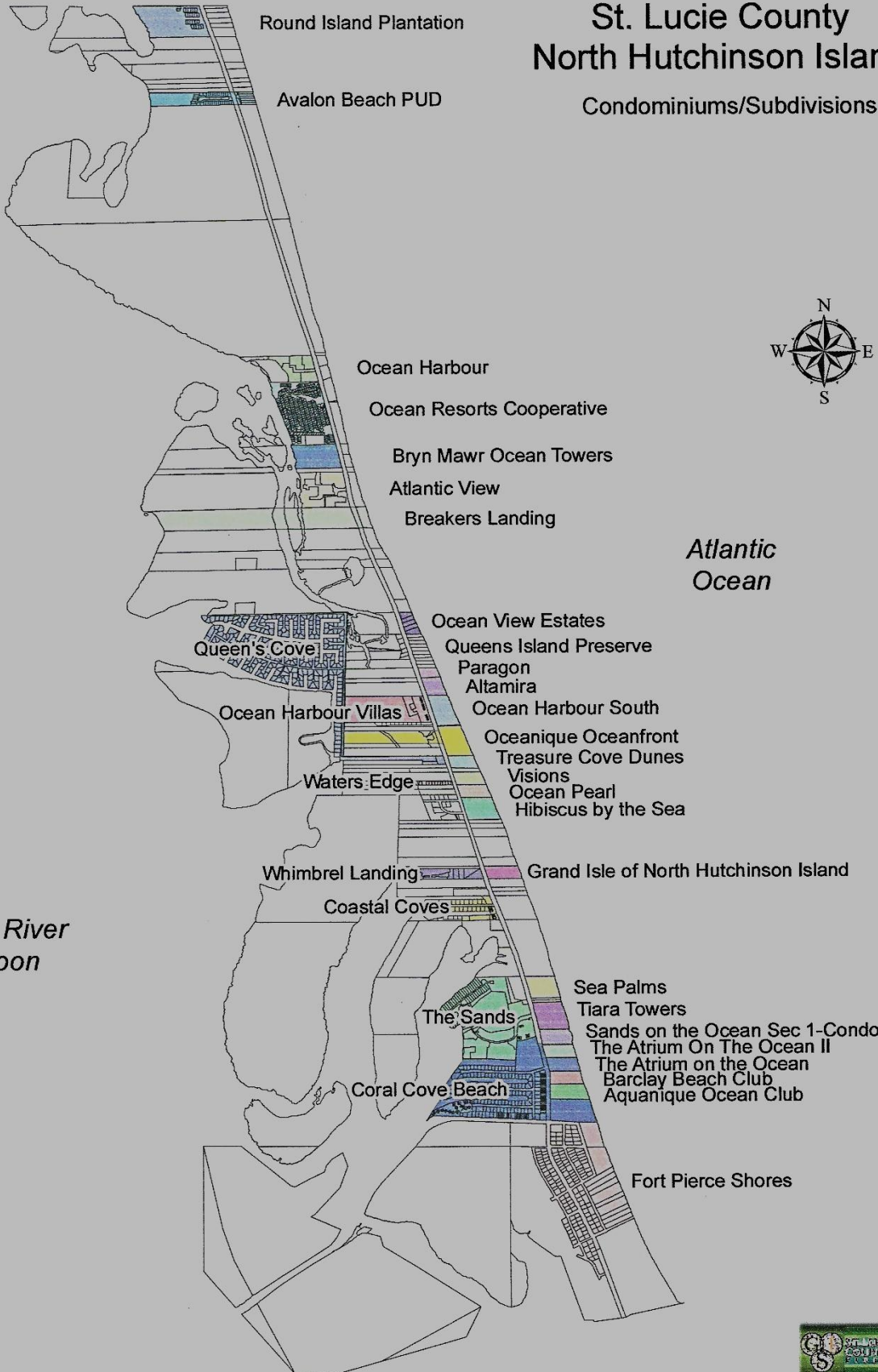
719 – Cooperatives

720 – Community Associations

Evolution of individual communities and associations on the island is contained in this section. Parts are organized on a chronological basis and parts as the input was created. Some association headings are merely reserved for future input. In some cases names have changed from that of the original development. All associations with NBA membership as of 2013 are listed. The following map shows the locations of communities as reflected in county records in 2013. Emergence of these residential areas also brought one more ecological problem, because the night time lighting that could be visible east of the ocean dunes was confusing the turtles nesting along the Atlantic beaches. Strict lighting constraints were adopted and enforced by the state to prevent disruption of nesting during the turtle nesting season (March through October on the Atlantic coast). There are 5 types of sea turtles that nest on Florida beaches, namely Leatherback, Green, Loggerhead, Hawksbill, and Kemp's Ridley. All are classified as either endangered or threatened. The Leatherbacks, the largest species, can be 8 feet long and weigh about a ton.

# St. Lucie County North Hutchinson Island

Condominiums/Subdivisions

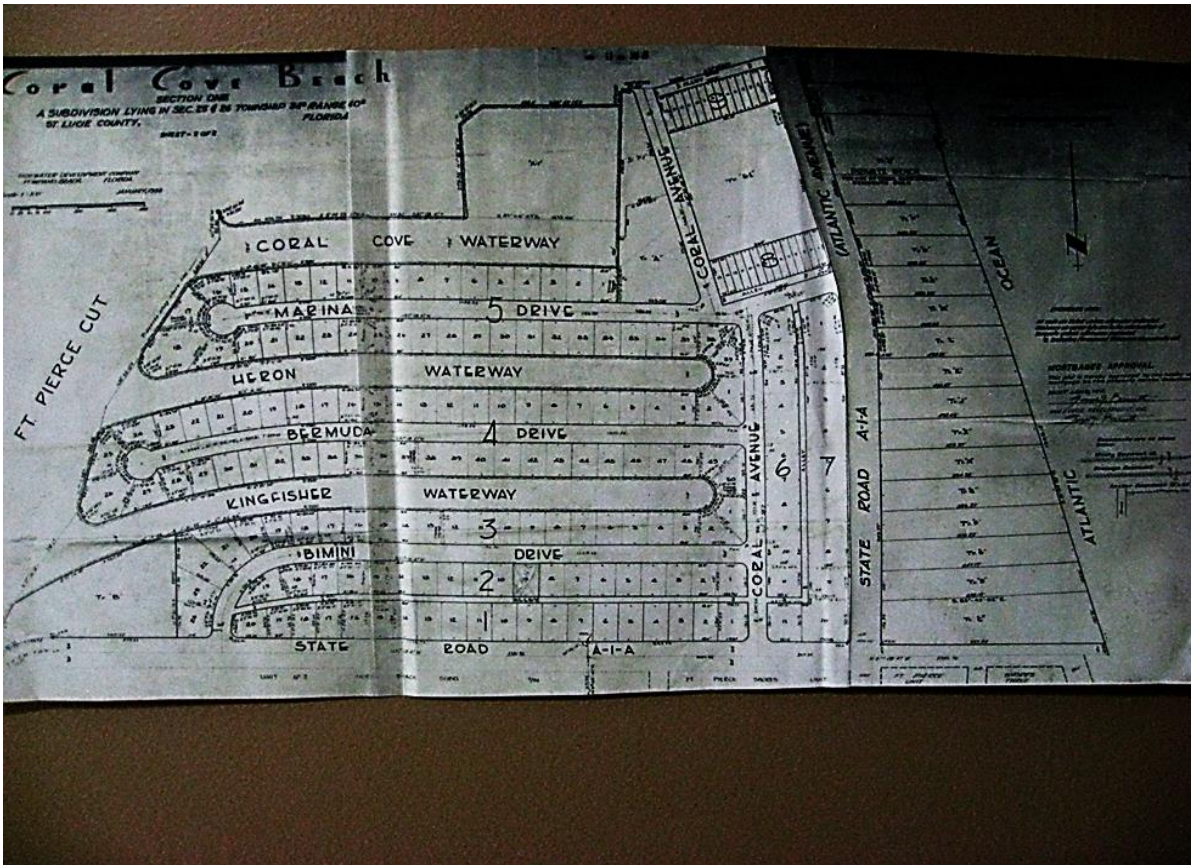


Indian River  
Lagoon

Atlantic  
Ocean



**CORAL COVE BEACH** Apparently the first major platting that reached the development stage on North Hutchinson Island was that for Coral Cove Beach. It was a proposed development that included single family homes, triplex, multiple unit areas, and commercial



areas; and it spanned Indian River to ocean and ran from A1A on the south to Pepper Park on the north. The area west of A1A was divided into 16 blocks with anywhere from 9 to 54 individual lots included within a block. There were provisions for a commercial marina and a yacht club on the Indian River. All of the single level private residence lots of blocks 2 through 5 were water front lots on fingers off the Indian River. The 2 story structures along both the north/south and east/west sections of A1A were part of the platting and became the Galleon. All roads, including A1A were gravel for many years. Coral Avenue, Bimini Drive, Bermuda Drive, and Marina Drive were named in the platting and still serve the developed area. The area east of A1A was divided into 30 strips that ran from A1A to ocean with most strips being 100 feet in width. This is the area that became the hotel/motel and high rise condominiums in subsequent developments, with the first high rise being Sea Palms (originally Costa del Sol) just south of Pepper Park. A separate strip about 300 feet wide was reserved as a Private Park on the ocean for Coral Cove residents. Two nearly identical Abstracts of Title exist for properties in Coral Cove. They are over 1 ¼ inches thick and trace much history from 1492 to 1964. Reservations and Restrictive Covenants for the

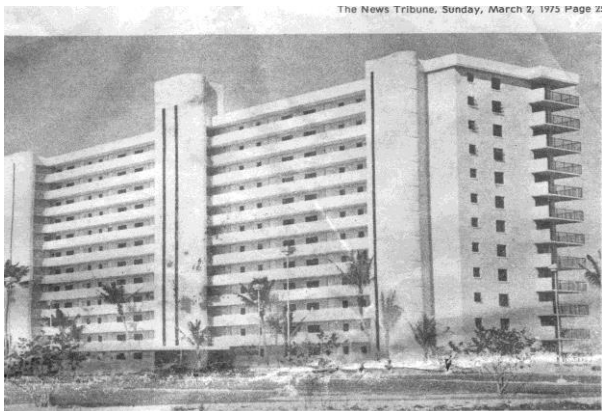
development were filed March 4, 1959 in St. Lucie County by Navillus Development Corporation. It applied to Blocks 1 through 9 (the only ones that would subsequently be developed) and covered items like set-backs, building square footage, heights, garages, out buildings, etc. for the residential lots and types of businesses for the commercial areas. There was a later filing, March 21, 1962, between Navillus Development Corp. and Lucie Development, Inc. that modified the coverage for unsold lots. The Commercial Marina and the Yacht Club were never constructed and Blocks 10 through 16 were not developed. The 2 story row units facing A1A (both Atlantic Avenue and Royal Palm) were a part of the original platting, as was the corner gas station. The area platted for the 2 story became the Galleon. There was platting for a commercial section where the strip mall along the west side of A1A, destroyed in the 2004 hurricanes, had existed. The original platted 300 foot strip from Atlantic Avenue to ocean for an ocean side park for Coral Cove Residents may have been part of the reason Coral Cove Beach residents gained beach access near the Atrium in August 1999. Dredging and docking and bulkhead construction were not so severely constrained in the early days so the one story homes sections had private docks having access to the Indian River. Such dredging would not be possible with the newer constraints imposed to deal with ecological considerations. There was other early dredging for harbor/dock constructions that probably would not be permitted with current restrictions. This would include that accomplished in Queens Cove and the Ocean Harbor North and Ocean Resorts docks/marina.



Coral Cove Community - 2010



**SEA PALM CONDOMINIUM** This was the first high rise condominium on North Beach. It was opened in, 1975. The developer was George Costa, who called it Costa del Sol with a Country Club like package.



Sea Palms in 2012



**BRYNMAWR CAMPGROUND**

May 10, 1971 Bryn Mawr acquired title from ULTRAMAR for the area now occupied by Ocean Resorts CO-OP, a 2 acre County Sanitary facility, and the Bryn Mawr Condominium units. Actually Bryn Mawr, a girls school just outside Philadelphia, Pennsylvania, established 3 campgrounds in Florida. The first development was a campground in the area that eventually became

Ocean Resorts. Originally It was strictly a campground with tent and trailer camping. The initial 2 acre water and sewage treatment facility was establish in the area now surrounded by Ocean Resorts and Bryn Mawr condominium units and acquired by the County from Dixon Ticonderoga (Bryn Mawr's successor February 28, 1984) in June 12, 1992 for \$95,900 as they were consolidating the utility services on the island and taking responsibility for all water and sewage services. There were difficulties with the initial services provided because the sanitary water was high in salinity and not recommended for human consumption and the sanitation processing often became odoriferous.

February 29, 1980, Bryn Mawr separated the campground and established the Ocean Resorts cooperative. Several years later they established the Bryn Mawr Ocean Towers Association that led to the condominium tower development in place today.

**OCEAN RESORTS CO-OP** Ocean Resorts is a 400 unit gated residential cooperative located on North Hutchinson Island with waterfront on both the Atlantic Ocean and the Indian River Lagoon. In many regards it has grown into a gated small city with mostly permanent mobile homes and numerous on site constructed cement based housing. Whether it is tennis, boating, fishing, bocce ball, swimming, organized social events, kayaking or just hanging out with friends, it is done there! In this cooperative each unit owner does not have a deed, but rather has a Certificate of Ownership for 1/400<sup>th</sup> of the Corporation plus a Proprietary Lease for a specific lot.

For taxing purposes the Proprietary Leases are included in the Tax Assessor's records as deed, even though there is no deed of record in Clerk of Courts records. The CO-OP still has a few lots that are used for Recreational Vehicles but tent camping disappeared several decades ago. Most units are now permanent housing with a mixture of manufactured housing (mobile homes & modular) and sturdy hurricane resistant on site construction. The cooperative maintains its own roadway system, its own water distribution system (buying bulk from the County), its own sanitary system (linking in bulk to the county), its own marina and boat ramp, very large heated swimming pool, tennis courts, club house, and loads of social events. It was initially thought to have about 34 acres of territory for the units and common facilities with about 1,200 feet of ocean front beaches and 1,400 feet of river front. However, on June 1, 2009 clear title was gained for about 65 acres of Queens Cove Peninsula and islands due west of Bryn Mawr and Ocean Resorts. Ocean Resorts had been taxed for this territory for many years. While most of this acreage carries zoning like the original acreage, it is common area for Ocean Resorts residents to use for recreational purposes and has not been used for residential development. CO-OP WEB site is ([www.oceanresortscopinc.org](http://www.oceanresortscopinc.org)) or for its history ([www.historyor.com](http://www.historyor.com)).



**BRYN MAWR OCEAN TOWERS CONDOMINIUM** ([www.brynmawroceantowers.com](http://www.brynmawroceantowers.com))

Bryn Mawr was originally conceived as a gated condominium community consisting of four high rise towers each nine floors in height set on 13 acres running from the Atlantic Ocean to the Indian River. There were to be 207 units governed by one association. Articles of Incorporation were filed and recorded on April 6, 1983 and the Declaration of Condominium is dated May 19, 1983. Dixon Ticonderoga, the successor to Bryn Mawr Building Development Inc., developed the property completing only three of the condominium structures. The fourth building has never been constructed. The building rights rest with the Bryn Mawr Ocean Towers Association and currently there are no plans for construction. Any structure placed on that site must match the footprint and height of existing buildings.

The northern most oceanfront structure was constructed first and completed in 1984, followed by the river building in 1985. All other structures—clubhouse, guard house, pool house and generator building- were constructed during that time period. The last building to be completed was erected on the south oceanfront site and was completed in 1990. There are 52 units in each building with the

inside units designed for 1390 square feet and 1744 square feet for outside units. All units have balconies with views of the ocean and/or the river.

Amenities included an outdoor heated swimming pool; pool side clubhouse; saunas; tennis and shuffleboard courts; billiards and table tennis; putting green and dune walk. A bocce court, fishing pier, kayak dock, picnic area and gazebo were constructed at a later date. A unique feature-- a tunnel under A-1-A—provides access to the beach

The condominium was turned over to the control of the owners in 1995. The Board of Directors consists of five members, elected for two year staggered terms. Over the years 12 different owners have served as President of the Association. In addition to the Board of Directors there are standing committees which oversee and plan for the various needs and activities of the condominium. Owners have been generous in sharing their time and expertise for the benefit of all.

**Visions** – This condominium was built in 1993 and opened for occupancy January 1994. There are 26 units, 2 per floor, with each unit having both ocean and river view. Each unit has 2750 square feet housing, 3 bedrooms, 2 ½ or 3 baths, large living/dining room, large kitchen with adjoining glassed breakfast area, and a recreation room with library/reading area, and television corner. Each unit also has a 2 car garage. There are 2 elevators in the center of the structure which open directly into the units.

**Oceanique** – This was originally planned as the Carlisle (later changed to the Stafford) to be constructed on 20 acres, purchased for \$1.2 million in 1999, and located between Ocean Harbour South and Treasure Cove Dunes. There were to be 15 units of 2,200 square feet with each having 3 bedrooms, 3 baths and a garage, with prices starting at \$319,000.

**Avalon Beach** - Early 2006 Shear Homes purchased 15 acres from Ocean Estates Ventures for \$20.5 million to build Avalon Beach, a 39 unit multi-million dollar complex, located about a half mile south of the Indian River County line with Avalon State Park located both to its north and south. Ocean Estates Ventures had purchased the land for \$11.2 million and spent millions getting approval for residential development. A bank loan of \$45 million was acquired for the development. Homes ranging from 4,000 to 7,000 square feet were to be priced in the \$1.9 to \$3.3 million range on the west side of A1A and \$6 to \$8 million on the Ocean front. Those not on the ocean would have an oceanfront cabana complete with bath and kitchenette. Reservations were being taken for a refundable \$10,000 fee and response was immediate with 25 already in hand in January 2006. While construction was started immediately the economic downturn that originating in 2007 caused considerable alteration in the development activities.

**Queens Cove** ([www.queenscove.com](http://www.queenscove.com)) Plans for the development of Queens Cove on North Beach began in the mid 1950's by Messrs. Stanley Sirotin and Max Bloch who together formed the

Queens Cove Company with the intent of marketing lots to the many retired and soon-to-be retired military officers in the Washington, D.C. area, following the end of both WWII and the Korean War.

The Plat for Queens Cove Unit I and the Queens Cove entrance road (Regal Road) were recorded and approved by St. Lucie County in March 1958. Canals were built by dredging and filling, a process that would not have been permitted in later years and which became the source of numerous permitting problems over the years. The Queens Cove Company met with financial difficulties and in 1959 they turned to the Teamsters Union for financing, specifically to the infamous Jimmy Hoffa who was then the manager of the Union's pension fund. Teamsters' mortgage money notwithstanding, financial problems continued; there was infighting among the officers; and development plans were in litigation and on hold for many years. The Queens Cove Company eventually morphed into Lucie Properties who paid off the Teamsters \$500,000 mortgage in 1971. In 1973, Alex and Robert Cardenas formed Queens Cove Properties, Inc. and gained title from Lucie Properties to the land encompassing the Queens Cove Unit I Plats, the land which would become Units II and III, Kings Island and what is now Treasure Cove Dunes Condominium on the West side of A1A.

In 1979, Queens Cove Properties sold a portion of the Queens Cove entrance road (the front 200 feet on A1A) as well as development rights to Queens Cove Units II and III to the Estein family (Value Property, Inc.), who developed Treasure Cove Dunes but with a permanent deeded access to the ocean for Queens Cove. The Cardenas brothers eventually regained control of Units II and III, and a consortium of German investors purchased Kings Island, which, except for a small piece of upland, they eventually sold to the State as a preserve in 1998.

Today, there are 262 platted parcels in Queens Cove, 53 of which are wetlands. Twenty-seven (27) of the wet parcels have been voluntarily deeded to Queens Cove Property Owners' Association (QCPOA) to avoid having to pay annual assessments; QCPOA foreclosed on a 28th; and the remaining 25 wet lots are in private hands. Of those wet lots owned by QCPOA, a number of them have conservation easements and will never be developed. If one looks at a satellite photo of the barrier island, the dredged canals from the 1950s in the wetland area of Queens Cove are still clearly visible.

**Ocean Harbor North and Ocean Towers** – Ocean Harbor North is a 5 high-rise condominium complex located between Ocean Resorts and the state owned Avalon area. It was started in 1978 with the south east most tower being the first unit opened in 1980, with Herb and Billie Winemiller (original Ocean Resorts owners) being the first occupants. It was developed by Saul Lango on land previously owned by Bryn Mawr. The Winemillers were still occupants in 2013, being in their 90s, married for 71 years, and still very vital. They actually got their start in the area in the Bryn Mawr campgrounds. They remember the dredging for creation of the Ocean Harbor North and Ocean Resorts marina, one of the finest private marinas on the island. Such dredging would probably not be permitted in modern times. The dredging's were dumped in swampy water front portions of Ocean Resorts to create more useable land. They also remember a road that ran from just north of the condominiums along the river the

whole way to Round Island in Indian River County. The remnants of that road are still there and are not passable by car, but can be hiked.

Another original/original in the area was Herb Oscar Anderson, who in his younger years was known as “The Good Morning Mayor of New York”, in hosting a very popular spot on radio station WABC in New York city. He still has an excellent voice and hosts a musical hour on the local Ocean station (97.1 FM) as a hobby. These original residents spun tails of land exchanges by barter and for speculation, night time shrimping off Little Jim Bridge (the old wooden bridge) yielding shrimp by the gallons in short time, plentiful large oysters everywhere, marijuana bails washing up on shore frequently, squatters’ wooden shacks being burned down after the war, and Bryn Mawr being very active in the camp ground developments with developments at St. Augustine and Key Largo similar to that which became Ocean Resorts. They recalled a number of other “original/originals” including Fred Linehart who later became a Vero Arts Center benefactor.

This single condominium association is a complex of 5 towers, with an excellent marina on the river, pool, tennis courts, club house, ocean beach, game/exercise building, and garages. An aerial view of Ocean Harbor North shows 4 of the towers, with the 4th one under construction, before the 5th one was added. A subsequent page shows more views of the actual construction of the 4th tower (northwest most tower) before the club house and 5th tower were started. That construction was typical of the construction of the high rises on the island.





**Altamira**

**Aquanique**

**Atlantic View Beach Club**

**Atrium II**

**Atrium on the Ocean**

**Barclay Beach Club**

**Breakers Landing**

**Coastal Cove – Jackson Way**

**Galleon**

**Grand Isle**

**Harbor Cove**

**Hibiscus**



**Marina Drive**

**Ocean Harbour South**

**Ocean Pearl**

**Paragon**

**Sands – Lakeshore**

**Sands – Lakeview One**

**Sands Lakeview – Two**

**Sands – Riverpoint**

**Sands – Riverside**

**Sands – Riverwalk**

**Sands on the Ocean**

**Seabreeze at Atlantic View**

**Seaward at Atlantic View**

**Tiara Towers North** ([www.tiaratowers.org](http://www.tiaratowers.org))

**Tiara Towers South** ([www.tiaratowers.org](http://www.tiaratowers.org))

**Treasure Cove Dunes**

**Visions** Visions was built in 1993, and first occupied in January 1994. It consists of 14 stories, 26 units on 13 floors, 2 units per floor with 2500+ square feet. Each has 3 bedrooms with 2 1/2 or 3 baths, balconies on all 3 sides and a glassed atrium adjoining the kitchen. The ground floor has a large Club Room with a full kitchen, a pool table and large TV, 2 restrooms each with a shower and sauna, a large storage room with locked cages and a state of the art Fitness Center. There are 5 individually owned cabanas next to the swimming pool and a boardwalk with gazebo leading to the ocean. Each unit has a 2 car garage with room for storage. It is gated and has a tennis court.

**Waters Edge**

## **Development of State/County Services**

### **FIRE & RESCUE**

In the early days, fire and rescue support for the island came from the old central station located at Avenue D and 7<sup>th</sup> Street on the mainland. In 1983 the service was shifted to the newly established Station 15 established at Avenue D and 8<sup>th</sup> Street. However in 1985 North Beach gained its own Fire and Rescue when Station 9 was created in the middle of the island and dedicated to Chief Donald B. Moore who had many years of service to North Beach and contributed greatly to its history. In 2013 the station was under the long standing leadership of Captain Carl Meltzer, with Lt. Matt Samuel his assistant. The Captain was at the station for over a decade, with the Lieutenant getting close to 2 decades. Both are well versed in North Beach development with Matt having a wealth of information.

Station 9 is in operation 24/7 and staffed with no less than 4 licensed paramedics or Emergency Medical Technicians who also double as firemen. There is always at least one paramedic on duty. The station houses a fire engine, which is both a pumper and a 75 foot aerial ladder, and an advanced life support rescue vehicle. It also has a 4 wheel drive vehicle that pulls a medical rescue trailer for beach calls. If needed, Station 9 is backed up by a specially trained and equipped high aerial rescue team with over 100 foot capabilities that can be called from the mainland if need. Station 9 is normally not called to back up a mainland station because they want to maintain a unit on the island to avoid train and/or drawbridge delays. The units are equipped to call the drawbridge operator to avoid or minimize delays there. Also, helicopter medevac can be called in if needed. Backup to Unit 9 is usually provided by either Station 4 (Airport) or Station 2 (South Beach) and there is also a cooperative agreement with 2 Indian River County units located on A1A on the barrier island. Fortunately it has never been necessary to call them. Station 9 receives nearly one emergency call per day on the average with 90% being for rescue or life support services. Of these, 75% require transport to medical facilities. The following pictures depict their home station.



**ROADWAYS**

Development of A1A. An early platting of a proposed North Beach Subdivision showed that in 1941 it was intended for the north/south portion of what we know as A1A on North Beach to be called Atlantic Beach Boulevard. This showed up later as Atlantic Avenue. The east/west part of A1A was named Shorewinds Drive in early platting's. What we know as A1A was carried as State Route 1 by the State Road Department (SRD) which became the Florida Department of Transportation (FDOT). In 1947 they renumbered it A1A to avoid confusion with U.S. 1. It was paved with gravel in 1951 and then widened to 24 feet and paved with asphalt in

1969. Bonita Isle development was planned along the road in 1947 but never materialized. The residential district of Fort Pierce Shores was first planned in 1949 and resulted in some home development in the 1950's. A1A was resurfaced in 1997 with a blacktop that included particles from tire shredding. That initially provided a very smooth and quiet surface, but in time some rubber particles worked their way out, leaving a rough surface. In 2012/2013 the roadway was again resurfaced. This included some upgraded bike lanes, 5 new demand operated pedestrian crossing lights, new sidewalks extending south from the northern end of Pepper Park, adding several turn lanes, and landscape upgrades. Based on an off-season traffic count the state refused to honor a petition to include a left turn lane at the busiest left turn location on the north/south leg of A1A. They are adding lanes at less busy locations and are even paving two lanes into the old P.V. Martin property that is vacant land with no vehicle entry or development likely in the foreseeable future or ever!

### **SAFETY AND SECURITY**

The St. Lucie County Sheriff has been responsible for all safety and security services to North Hutchinson Island since creation of the current County authority. Initially when there were few residents or attractions on the island, the Sheriff support was provided on call with few routine patrols. However, as more residents and attractions demanded more support, so did the number of patrols. They also started the Civilian Observation Patrol to give them more eyes and ears on the island. Finally, by 2008 they went to full time support with a Sheriff stationed on the island 24/7 except when an emergency elsewhere may cause a temporary departure. The most serious calls they have received involved two different fatalities on A1A. The most frequent occurrences for sheriff investigations are theft involving both vehicles and residences. They do make a number of vehicle stops for traffic violations. A representative of the Sheriff frequently attends the NBA meetings to provide updates on their recent activity on the island.

### **CIVILIAN OBSERVATION PATROL (C.O.P.)**

C.O.P. operation on the island, in support of the County Sheriff, was started in 2000 by Ray Breur, a retired policeman and resident of Ocean Resorts. The COP works as eyes and ears reporting abnormal sightings to the sheriff via radio or cell phone from a patrol car provided by the Sheriff. Initial operation had 13 trained people, all residents of Ocean Resorts with the operation stationed in Ocean Resorts. The Sheriff encouraged patrolling outside Ocean Resorts but that was not mandatory and many of the COP personnel patrolled only within Ocean Resorts. Also there was no COP entry into gated communities other than the home base of Ocean Resorts. When Ray Breur moved off the island John Silberman took over the COP leadership. At its peak there were 19 COP personnel, but interest and support declined over the years as many of the original staff aged or moved on until 2009, the Sheriff had the patrol

car moved to the County Fire and Rescue station and the NBA assumed responsibility for the operation. While COP members have no law enforcement authority or responsibility they do have very important duties because they:

- (1) Observe and report suspicious persons, objects, and occurrences to 9-1-1.
- (2) At owners request perform checks on unoccupied residences.
- (3) Check on elderly and homebound residents as requested.
- (4) Assist the St. Lucie County Sheriff's Office Crime Prevention Unit at different events.
- (5) Identify potential neighborhood hazards.

The COP was given entry to the gated communities and assumed a vital role of verifying that gated community entry codes and building security codes were maintained accurate and current so that the sheriff, rescue and fire personnel would not encounter delays when their response was needed. Craig Mundt and Ron Knaggs (pictured with the patrol car below) were instrumental in revitalizing the COP. Ron was in charge of the operation and the volunteer force had grown to 15 by 2013.



## WATER & SEWAGE

Providing both palatable water and proper sewage disposition was a challenge from the outset of North Beach development. December 16, 1953 the North Beachwater Company was chartered to develop and provide the water services needed on the southern portion of the island, principally the Coral Cove development. The first water and sewage treatment on the northern part of the island was the Bryn Mawr facility established in 1972, initially to service its campground. By 1994 it had grown to processing over 100,000 gallons per day and, at times, providing disagreeable odors for its neighbors. The Sands Wastewater Treatment Plant was processing twice that amount daily and the new North Hutchinson Island Regional Treatment Plant was being planned to replace all other North Beach facilities. From these beginnings there had been a trail of growing problems/challenges around the water and sewage services until finally all services and responsibilities were consolidated into the St. Lucie County Utilities Services in 1993, operating in a new facility costing over 2 million dollars on property purchased for \$186,800 by the County June 18, 1992. Even the new plant had odor issues in its early years and in April 1998 the NBA created an oversight committee to address the wastewater treatment problems affecting the North Beach residents. There had been rate issues, capacity issues, political struggles, notices of health issues, etc. The county consolidated sewage treatment from 17 locations into a single new plant and piped palatable water to the island from its inland facilities. The new plant had a capacity of 500,000 gallons per day wastewater treatment and was averaging 400,000 gallons per day in 2012 although at a few peak times did reach 500,000. A final upgrade of the North Beach plant is planned for 2015 that will increase its capacity to 850,000 gallons per day, well beyond the projected needs of the maximum build-out of the island in accord with existing zoning. Following is a step by step accounting for the evolution of water and waste water processing for the island:

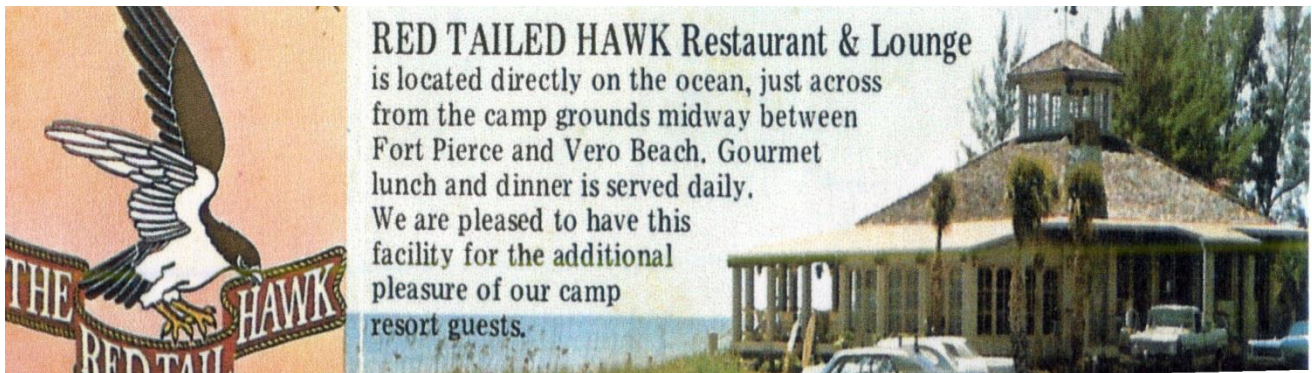
History facts of the County owned utilities system on North Hutchinson Island (provided by Ray Murankus of County Utilities).

- 1991 St Lucie County Utilities District (SLCUD) was formed as a result of General Development Corporation abandoning the operation and maintenance of the water, wastewater and propane distribution systems in the River Park subdivision in St Lucie County. SLCUD service area included all the unincorporated lands outside of the Fort Pierce City limits.
- May 19th, 1992 St Lucie County purchased a water distribution system and wastewater collection system from North Hutchinson Island Services (Dodi Properties).
- November 18th, 1992 St Lucie County purchased Queens Cove and Barclay Beach Club Developer Agreements to add to the service area on North Hutchinson Island.
- St Lucie County obtained bonds to construct the North Hutchinson Island Wastewater/Reuse treatment plant which was online January 1996.

- St Lucie County signed a Bulk Water Agreement with FPUA to service the North County/North Hutchinson Island service area February 2004 which included but not limited to Portofino Shores, Waterstone, Seminole, Creekside, Oakland Lake Estates, Coconut Cove, Indian River Estates and all of North Hutchinson Island.

## Commercial Development

**RED TAIL HAWK & P V MARTINS** The Red Tail Hawk originated in the early 1970's and was a gourmet restaurant for lunch and dinner. Many believe it to be the first restaurant on the island, but that honor belongs to the Surf which was located near where the Atrium and Tiara Towers Condominiums were built.



Early Days of PV Martins

By 1985 the Red Tailed Hawk became PV Martins and remained a renowned gourmet restaurant specializing in sea food. People came from great distances to enjoy excellent dining on the ocean. Seafood buffets were most popular. Then one day in the summer of 2003, after more than 2 decades of providing fine dining, the owner showed up, told his help the restaurant was closed permanently and locked the doors. Customers who had gift certificates were left with a worthless piece of paper.



The restaurant was an empty building when decimated by the twin hurricanes in 2004. By 2005 the property was sold to the Ginn Corporation for 3.6 million dollars. They envisioned building a 3 story oceanfront county club type cabana for use of buyers/owners of their luxury developments elsewhere in St. Lucie County. Although they developed architectural plans for their luxury cabana they could not overcome problems to gain the necessary approvals for there were zoning issues, height issues, and set back (both ocean and roadway) issues as well as neighborhood opposition. The NBA was actively involved in championing North Beach interests while Ginn Corporation was pursuing variances. As the Ginn Corporation hit hard times with the falling economy they sold the property to Arnold Jason in 2009 for \$860,000, or less than a quarter of what they had paid for it four years earlier. Mr. Jason first pursued the development of a small luxurious RV park, but this hit serious variance needs and was abandoned in favor of for 8 individual residential lots. There were still variance issues so he moved to selling off sections to be ocean front lots. Ocean Harbor North purchased a portion of the land east of their condominium, 1.6 acres of the original 4.7 or approximately 3 of the previously platted 8 lots, in 2011 to assure their unobstructed ocean view and access. The balance remained available in 2013.

**MELLON PATCH INN** Arthur and Andre Mellon had this Bed & Breakfast located at 3601 A1A built in 1994. It is a 2 story building with owners living on one side and the other side having the guest rooms on both floors. The property extends to the river where guests can launch canoes, fish from the dock or relax in a hammock. They may also enjoy a Jacuzzi



Photographer: JENI BROCK STEELE

Owners Arthur and Andre Mellon have found the way to live in a bed and breakfast. The Mellon Patch Inn on North Hutchinson Island was their tropical getaway and has become that of many of their guests.

While the Mellon name and its Bed and Breakfast orientation have been retained, it has passed through several owners and neighborhood issues regarding its operation and zoning. In July 2012 Rich and Cathy Singer took over the Bed and Breakfast from Cathy Thompson who had operated it for several years. They continue to host special events and catered functions. Like most properties on the island, this property suffered a major decline in value between 2006 and 2011, as evidenced by sales records showing a drop of more than 50%.

**HOLLIDAY INN, RAMADA, & RADDISON** The Holiday Oceanside Inn was in full operation by spring of 1975.



OCEANSIDE INN, turns the corner and the tide of A-1-A progress.

Although it passed through several ownership changes and renovations, the majority of the original structure was the backbone of subsequent operations. It was operated as Holiday Oceanside until 1983 when it became the Ramada Inn Resort. The Ramada Inn ceased operations in 1995 and it remained vacant until purchased by Dan Mar of Texas Inc. in August 1996 for \$3.6 million with renovation plans of \$4.5 million. The renovations were extensive and created a modern 3 star Radisson motel with 150 guest rooms, 2 fine restaurants, 10,000 square feet of meeting space, and a grand ballroom that could accommodate 300 for dinner. This was a thriving operation that hosted many local and national gatherings. Unfortunately hurricanes Frances and Jeanne inflicted major damage in the fall of 2004

and it was totally demolished in the spring of 2005 with the area subsequently platted for the Meridian condominium development of 3 high rise structures containing 104 units. That necessitated overcoming some zoning hurdles and then the economic downturn set in. The site remained an 11 acre grass and weed patch for sale in 2013.

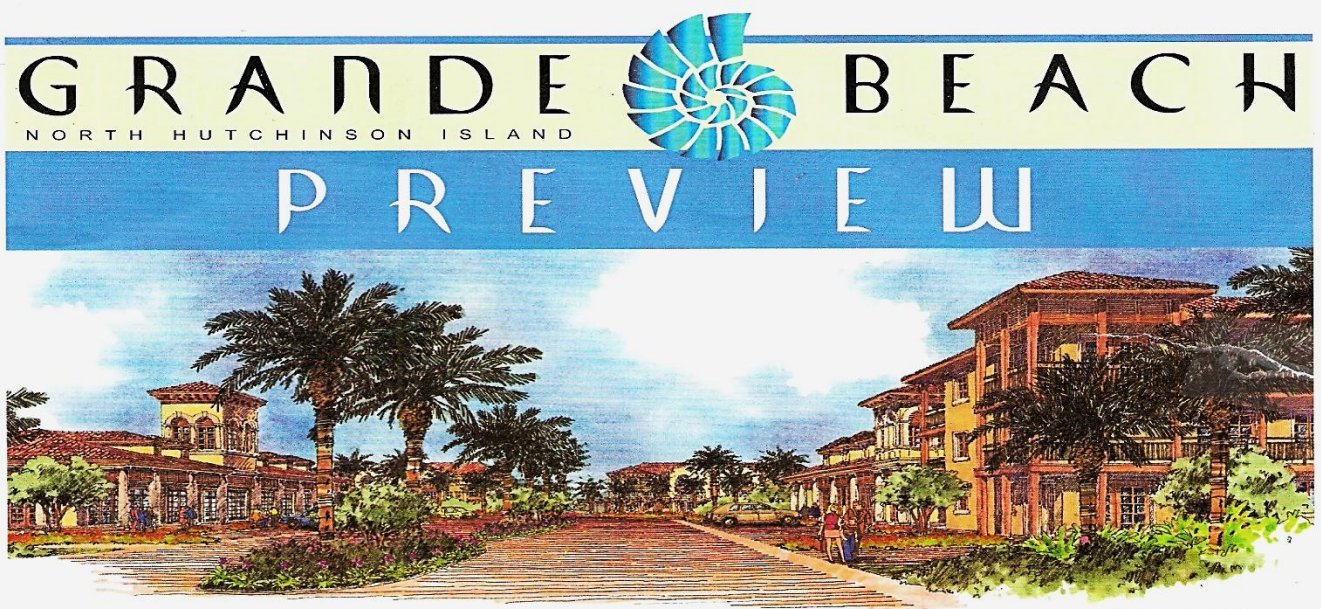
**SHARKY'S** – This restaurant has been in existence several decades as an eating place for a wide variety of hot and cold sandwiches, pizza, salads and drinks. It is frequented by local residents, daily workers, surfers, and beach combers. While it has undergone several changes in ownership and management the popular menu has changed little over the years.

**CUMBERLAND FARMS** – This corner gas station has existed since the original platting of Coral Cove Beach in the 1950's. In addition to gasoline and some automotive supplies it carries a basic supply of groceries, drinks, snacks, and sandwiches. It has withstood all hurricanes and other island developments.

**CORAL COVE STRIP MALL** – This commercial property evolved from the Coral Cove platting of 1951. It contained a variety of business (restaurants, quick stop, real estate office, etc.) over time but received major damage in the 2004 hurricanes and was set aside for redevelopment. The following picture shows the strip mall after the hurricane cleanup.



New owners did much planning for a viable mixed development of the former strip mall territory to include both condominium and commercial development. After much interaction with county officials and the NBA, an approved plan for the Grande Beach evolved as pictured below. However, the recession set in and by 2013 only enough initial work was done to keep their permitting alive.



Artist's Concept

**Join Us April 22 and Learn About Grande Beach**  
 WELCOME NEIGHBORS!

We invite our surrounding neighbors to join us on Saturday, April 22 to hear about Grande Beach, an extraordinary mixed-use project that will present neighborhood conveniences for all North Hutchinson Island residents.

Why drive to the mainland for many of your daily needs when you can shop and dine on the island? Grande Beach will provide North Hutchinson Island residents with much-needed neighborhood amenities including a restaurant, bank, dry cleaner, coffee shop, gift store, a postal pack-and-ship facility and a real estate office.

Grande Beach will provide an attractive and welcome replacement to the empty 7,000 square-foot Sands Plaza, a strip shopping

center that was only half-occupied before being damaged by storms. Grande Beach will replace the defunct strip mall with 82 condominiums and a total of 10,000 square feet of commercial space including 9,000 square feet of retail services and 1,000 square feet of office space. Grande Beach will be an upscale, pedestrian-friendly community with a Mediterranean flair.

Our plans to improve the 9.4-acre parcel at State Road A1A and Marina Drive with luxury residences and convenient shops and services can only help to improve the overall island community. The few retail businesses currently serving North Hutchinson Island include a convenience store and gas station, and a pizza parlor/sandwich shop.

**Please stop by our site Saturday, April 22 between 10:30a.m. - 2:30p.m. for refreshments and a glimpse at our plans for Grande Beach. We will be more than happy to speak to each of you and answer any of your questions.**

## **The Close-in War Off North Hutchinson Island**

(By Charles Dana Gibson)

The opening months of World War II were a disaster for the United States. In the Pacific, Japan's December 1941 successful attack against Pearl Harbor and the loss in April 1942 of the Philippines. In the Atlantic, starting in February 1942 the Germans would launch a campaign against America's capability for fueling not only our war production but also our military's mobility. This was a submarine offensive carried out against our merchant shipping as well as that of our Allies. The first part of the onslaught was concentrated from the Straits of Florida northward to New England. During the early months, our east coast would be witness to the loss of over one hundred ships with their attackers escaping virtually unscathed. What anti-submarine resource was available was heavily committed toward protection of the North Atlantic convoy routes.

During the short timeframe of four months, within the area between Hobe Sound and the offing of Vero Beach alone, six ships were torpedoed, four of them lost and two badly damaged. All of the six flew the American flag, and when attacked, all were in eye sight of the beach. One of the victims was the Socony Vacuum oil tanker SS Java Arrow. She was on a southerly course and in ballast, being en route to take on cargo at the refinery at Curacao in the Netherlands West Indies. The date was May 6, 1942; the time an hour before midnight, local time. [See Note 1]

Waiting at periscope depth at a position eight miles due east of Vero Beach was the German submarine U-333. With Java Arrow brought into the cross hairs of his periscope, Kapitan Lieutenant Peter E. Cremer launched two torpedoes. The first struck the tanker amidships and the second hit aft, completely destroying Java Arrow's engine spaces and killing two engineers. The demobilized ship soon lost headway, a factor which allowed her #1 and #2 lifeboats to be launched without mishap. Once clear, the tanker's master, Sigvard Hennechin, being of the opinion that the submarine had departed the area, ordered those in the lifeboats to lay on their oars. From all appearances it seemed that Java Arrow, although well down in the water was not going to sink. [See Notes 2 and 3] Calling to his Second officer who was commanding #2 Lifeboat to come alongside, Hennechin transferred over some wounded men to the care of the Second Officer, instructing him to start for the shore. Hennechin then ordered his own #1 Lifeboat rowed to the stricken tanker where with four volunteers he reboarded the ship and moved to the bow. They released a brake on the anchor windless, dropping the starboard anchor. Hennechin and the men with him then re-boarded their lifeboat and headed west toward the beach.

Upon reaching shore the Second Officer saw that the wounded were taken to hospital. When Hennechin's #1 boat arrived, the captain and fourteen of the crew were transport by automobile to the Fort Pierce Coast Guard Station. [See Note 4] From there Hennechin called his company's office at New York asking that arrangements be made for tugs to rendezvous at the position where Java Arrow had been anchored. Hennechin was informed by his company that two tugs would be dispatched out of Port Everglades. Hennechin next requested that the Coast Guard take him and some of his men back out to the ship. Once underway aboard a Coast Guard picket boat, all wondered whether the tanker would still be afloat when they got there or whether since her abandonment she had been given a coup de grace by another U-boat, or, worse yet, whether she might again be attacked once they were back onboard. Nerves must have been on edge for all including one unnamed resident of Fort Pierce who had been talked into accompanying the salvage group. He was a welder

who, by use of an acetylene cutting torch, was to cut the anchor chain. The Survivors' Report made no mention of the name of the welder so he remains an unsung hero of the Java Arrow story. [See Note 5] To the relief of all, the tanker was found to be still afloat and at the same level as when they had left her. Once on board, Hennechin, his men, and of course the welder, awaited the arrival of the tugs. Once they appeared, a tow hawser was passed up to the ship and the welder burned through the anchor chain. A slow hazardous tow then began toward Port Everglades. Arriving there safely, Java Arrow was eventually repaired and put back into service with a new name, Kerry Patch. [See Note 6]

Java Arrow's survivors had been lucky that night in May in that their ship had not met the same fate as another tanker, SS W. D Anderson which had been torpedoed east of where the FPL nuclear power plant is now located. That had been during the previous February. When hit, W. D. Anderson had been loaded down with cargo which, ignited by the torpedo, burst into flame. With the exception of one man, her crew of 36 officers and men died with their ship.

The "happy time" as the German submariners described those first four months along the Eastern Sea frontier began losing its destructive momentum once the U.S. Navy inaugurated convoy scheduling and adequate naval escorts became available. With those improvements the "Happy Time" ended. Germany's Submarine Command would soon direct its U-boats to the Caribbean. Again, the primary targets would be the U.S. and Allied tanker fleets. The enemy's submarine offensive in the Western Hemisphere was directed against targets of opportunity, meaning all shipping; however the priority from the German's viewpoint was the tanker fleet. As the Germans were clearly aware such ships were a prevalent target to be encountered both along the east coast as well as in the Caribbean. The losses suffered by the tankers and their significance to the winning of World War II is best put into focus by the words of the then Commandant of the Coast Guard, Admiral J. P. Farley.

"It is to the valiant men of the merchant marine who manned the tankships in the face of tremendous odds, especially in the early months of the submarine warfare, that the thanks of the nation and of our Armed Forces and those of our Allies are due, for keeping the petroleum products flowing to strategic points where they could most effectively and promptly be used to crush the enemy. Men of the tanker fleet, the nation salutes you."

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Note 1: Being "in ballast" describes a ship's condition when it is empty of cargo but carrying introduced weight to keep the ship low enough in the water so as to provide adequate stability. In the case of a tanker, this would have been water taken into its empty liquid cargo tanks. Upon nearing a port where the ship would again take on product, the "ballast" water would be pumped out into the sea leaving the tanks empty.

Note 2: In his patrol report Cremer falsely claimed that he had observed the Java Arrow "going to the bottom" which was an obvious falsehood aimed at enhancing his patrol's success. Later that same day Cremer would sink the Dutch freighter Amazone and the American tanker Halsey, both sinkings being a few miles south of where Java Arrow had been hit.

Note 3: A tankship is constructed of numerous cargo tanks divided from each other by liquid tight bulkheads. The engine space located aft on such ships was normally separated from the more forward cargo spaces (the

tankage) by two liquid tight bulkheads between which was a vacant space called a cofferdam. Considering that Java Arrow was in ballast – her tanks only partly flooded with sea water -- she would have had enough reserve buoyance to keep her afloat despite having had her engine space and probably a number of mid-ship cargo tanks penetrated by the torpedo blasts.

Note 4: It is not known as to where Captain Hennechin's #1 Lifeboat arrived on the beach nor is it known where and when he again made contact with his Second Officer. There is a fair chance, since Hennechin's boarding of the tanker to release the anchor would not have taken too much time, that #1 and #2 Lifeboats arrived on the beach at approximately the same time and place.

Note 5: Java Arrow was steam powered. The ship's anchor windless was powered by steam from the engine's boilers which had been destroyed in the attack of the night before.

Note 6: It is not known from the archival records as to whether Captain Hennechin or any members of his crew remained on Java Arrow during its tow to Port Everglades. Considering what they had gone through already, it would have been doubtful that they would have been asked to remain on the ship since their presence aboard would not have been necessary.

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## **Rafts on Our Coast in 1994** (as Edited by Carolyn Leaman)

A number of years ago, there was a mass evacuation of Cuban Refugees to Florida. Several hundred Cubans left the country in every type of raft imaginable. There were people of all ages trying to escape the tyranny of the Cuban government and hoping to find a home in Florida where many of them had relatives.

The Coast Guard intercepted many of the makeshift rafts in the passage from that Country and a good number of Cubans never lived to reach the state of Florida. Many of the rafts contained children, some of them infants. When the Coast Guard rescued them, they left the rafts afloat. The Gulf Stream, which runs south to north along the state, carried many of the rafts great distances.

One day, walking the beach, residents found our shore littered with makeshift rafts. Along with the rafts came numerous items of clothing, toys, baby bottles, water jugs, all types of personal items and sea weed. When you walked along and saw the debris, you could not help but wonder if the families that occupied the rafts were still living. Had they been rescued, did they drown, were there innocent little children out there?

The pictures here show some of the rafts found. The rafts were made of galvanized water pipes with truck tires tied in the middle of the frame. The hole in the middle of the tires was where the occupants put their legs. The whole frame was covered with a tarp and tied by ropes over the frame. There were wrenches and water jugs still there with water still in the jugs. It was not a pleasant sight and only God knows how the raft survived the trip from Cuba to North Hutchinson Island. Some of the rafts were taken to the UDT Museum for display. Others were taken and displayed at the Historical Museum on South Beach.





## **Twin 'canes of 2004**

In 2004 the treasure coast was hit with 2 major (Category 2) hurricanes just 2 weeks apart. These were named Frances and Jeanne. Both made direct hits on North Hutchinson Island, a situation not faced in its modern history. Total evacuation was ordered for both hurricanes and firefighting and rescue resources were removed until the hurricanes had safely passed. Electrical power was cut off before the storms hit and with it went the water source because of no pumping capability. Sewage is basically gravity powered except for lift stations where large pumps elevate the accumulation to a level that gravity carries it to the next lift station, so sewage disposal was also severed. The county sheriff blocked the island from all entry for both safety and looting prevention purposes. A curfew was also imposed after several days when the sheriff permitted limited entry for some residents and support personnel. Devastation was rampant. There was debris from partial building and vegetation destruction everywhere. A majority of the power poles were either down or badly damaged. Many side streets and parts of A1A were impassable. Five single houses along A1A in Ocean Resorts had burned to the ground. This was the visible damage, but what was even worse for many was the water damage inside buildings, much of it hidden, and the longer term mold and mildew problems that it created. Fortunately the main force of the hurricanes hit at low tide or damage could have been worse. As it was, there were several spots where the ocean penetrated far enough to give a few trickles across A1A with no real damage. The coastline, however, was rearranged! At some places 4-10 foot depths of sand were moved elsewhere and docks and boardwalks either disappeared or were in shambles. Water level of the Indian River rose about 5 feet for Frances and 6 feet for Jeanne above its normal high water level. This was above the level of many docks on the river and created floatation destruction to further compound the boat mooring issues created by the 100 to 120 MPH winds. Numerous damaged or destroyed boats were scattered around the waterway. The remains of some destroyed boats still existed in 2012, although new plans were being formulated for their removal.

FEMA, the Red Cross and electrical repair crews from many states were streaming into the treasure coast as fast as they could. As residents and workers were able to get onto North Beach, the piles of debris along A1A started to grow. The county manager had announced that all debris placed along A1A would be picked up free of charge, but that there would be no pickup service in gated communities. Much debris from the first hurricane had not been removed when the second one hit 2 weeks later and that debris was not only rearranged but caused more damage in the process. Letters to Congressmen regarding the discriminatory policy with gated communities contributed to gaining assurances that such policy would not prevail in the future should another hurricane be experienced. The piles of debris stretched for hundreds of feet in several locations, and were 10-15 feet in height. They contained almost anything imaginable, like trees, roofing materials, whole roofs, mattresses, stuffed couches, pool and porch screening, wallboard, carpeting, kitchen cabinets, fencing, etc. Cell phone service did work at times but the service was quite intermittent. A few land line phones

somehow managed to stay operable during the hurricanes and the TV cable was allegedly working, although there was no power to operate TVs. After the first hurricane, Islanders were all told that FEMA was providing food and water for everybody, but isolated on the island they saw nothing. Finally Shirley Burlingham called the right official and found out that the Red Cross was carrying the island as “closed” because they tried to get on the first day and were turned back by the sheriff. Within a few hours of Shirley’s call more food and water arrived on the island than could possibly be used. Lift stations became a problem without electricity. There was no running water, but people were flushing their toilets with bucket of water from stagnant swimming pools, ocean, or river. Large tank trucks with pumps had to be used to empty lift stations until power was restored. This was a costly operation and communities with their own lift stations were forced to bear the cost for their own lift stations (even if they had back up power) because the county lift stations were full and had no power.

After the hurricanes the county, on a surprisingly prompt basis, sent building inspectors into the area to perform safety inspections and to mark dwellings before people were supposed to enter them. They fastened signs to buildings that not only had text messages but also carried color code where RED was damaged beyond repair and dangerous –do not enter, ORANGE was not habitable, may be salvageable but only enter with extreme caution, and GREEN was habitable but may have damage. Total damage on the island ran into millions of dollars and it took years to recover. Special assessments at some condos ran well into 5 figures per unit.

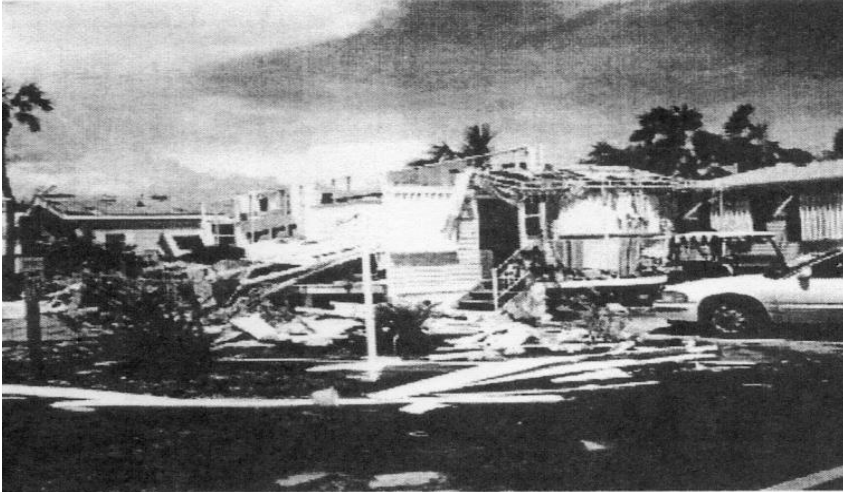
The hurricanes destroyed two substantial beachside commercial properties. PV Martins had been very popular dining places for many years. Although it closed its doors a year earlier, the hurricanes did sufficient damage to cause its demolition. The other destroyed beachside establishment was the Radisson Inn. This had become a totally refurbished Radisson in 1998. While much of the structure stayed standing, it was damaged beyond repair and was demolished. On September 12, 2005, teary eyed Northbeachers watched as a dozer started leveling what was left of the Radisson. By 2013 the former Radisson property remained vacant land waiting for purchase/development. The strip mall on A1A also received substantial damage and was condemned.

Many lessons were learned from those twin canes. These issues are much more critical for barrier island residents than for those on the mainland. Backup electrical power is essential for lift stations, essential communication centers and some critical offices. In fact some citizens now have generators for their private homes. Water and non-perishable food stocked up prior to a hurricane should be considered a necessity. Temporary lighting whether it be flashlights or lanterns, and a means of getting news, like a battery powered radio are very useful. A supply of extra batteries is essential. Most of the foregoing items may be needed for a substantial period even after returning from an evacuation because electricity may not be available for many more days. A pre-established evacuation plan is also very beneficial. Such plans need to consider medications, pets, means of transportation, fuel, etc. Fortunately in Florida, there is no need to provide for freezing weather, but

means of staying cool may be a consideration, particularly if there are health issues. Most of the single house construction on the island since the hurricanes has been cement based systems (CBS) that can withstand hurricanes with minimal damage. Motor generator capability has been added to some facilities and housing units. Most of the damage to condominiums was caused by water intrusion and the weaknesses that permitted the intrusions have generally been corrected in the repair/recovery process.

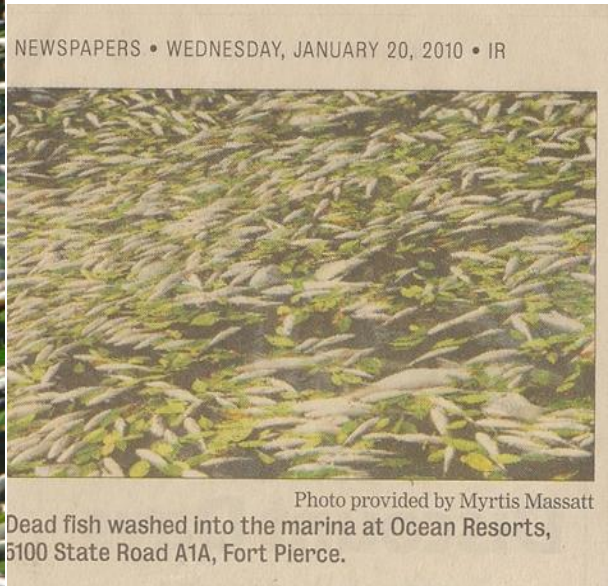
While the twin canes were a shattering experience, there were no injuries of record on North Beach. For this all were thankful. Also, the arduous recovery effort seemed to cause people to pull together more than beforehand. That recovery went on for years and nobody escaped significant impact, for all buildings had damage. Ocean Resorts lost about 50 mobile homes that had less sturdy additions. In most cases the additions had sufficient damage to open the mobile home itself to decimation from within, although the mobile homes were still structurally intact. The island was crawling with insurance adjusters late in 2004 and early 2005. It is safe to say that the island fully recovered and is more beautiful than ever. However, the housing bust that started in full bloom in 2008 stopped further development in its tracks and businesses have not been re-established in most commercial properties as of 2013.





## **Fish Kills**

Periodic events cause major reductions in fish population of the Indian River Lagoon. Water conditions like changes in salinity, as caused by a major discharge from Lake Okeechobee, or chemical issues such as fertilizer run off, cause an unhealthy situation and may result in sick fish and a gradual attrition, but it is not an immediate catastrophic event. Also “red tide” occurs occasionally and causes some fish and invertebrate kills. This also causes temporary warnings to cease consumption for food purposes, but it too is not as catastrophic as a freeze or several consecutive days of near freezing temperatures. On Christmas eve 1989 there was a very real freeze that killed not only thousands of fish, but also many palm trees and great areas of the mangroves that serve as the spawning grounds for many varieties of fish. It took years for the Lagoon to recover from the freeze and you can still see dead remnants of some of the mangrove kills. In 2010 there were several consecutive days of near freezing temperatures that resulted in a major fish kill as illustrated in the insert below. Mullet and snook, including some huge ones, were the most affected and they covered the top of the water for hundreds of yards. The floating mess moved around carrying the decaying fish odor with it. It took several weeks for the odorous mess to disappear and it takes years for the population to rebound.



## **Beached Whales**

On September 1, 2012 shortly after dawn a pod of 22 short finned pilot whales beached themselves at the Avalon Beach State Park on the northern section of North Hutchinson Island. All told there were 17 adults, some as large as 18 feet in length and weighing a ton, and 5 juveniles about 5 feet in length. A pod is a tight linked society, so if there is one sick or injured that beaches itself, the rest follow. Experts say that efforts to move healthy ones back to sea are useless because they just return, beaching themselves again. Over a hundred people gathered at the scene and experts tagged some and were preparing for necropsies to see if they could learn more from the incident. By late afternoon 2 adults had died and the 5 juveniles were moved to the Harbor Branch Oceanographic Institute of the Florida Atlantic Institute located west of the beaching on the mainland along the Indian River Lagoon. The rest of the beached adults were humanely euthicized and carcasses removed from the beach. The juveniles will be nursed at the Institute and if they survive will probably be transitioned back to the ocean. As March 2013, 3 of the youngsters had survived and were thriving but since they were so juvenile and not able to learn to live in the wild with their pod, will be retained at Sea World, Orlando.



Whales Beaching



People Trying to Help



Juveniles Moved to Oceanographic Institute

## **Bibliography**

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World War II in Fort Pierce by Robert A. Taylor – Training information and pictures of revetments (p54/55).

Miley’s Memos by Charles S. Miley – Early Inlets, Opening of Port (p36-38); Us Naval Amphibious Training Base (p75/76); History of Intracoastal Waterway (p79-81); First Bridge Across Indian River in Area of Vero Beach (p88/89); Evolvment of Florida Counties (p100-102).

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TRIBUNE – many articles, ranging from 1970 on, filed in the North Beach History File Box.

North Beach Association – Retired files and old publication including the North Hutchinson ISLANDER published quarterly for Association Members.

Many individuals in various walks of life have aided and added to this history. Some of the key ones and their area of support were:

Joyce Braun – Technician in the Planning & Services Department of St. Lucie County – mapping information.

Bob Gladwin – Island history

Reta & Richard King – Little Jim and island information

Ron Knaggs – NBA, COP, and Queens Cove information

Ruth McSween – Curator, Seal Museum information

Carl Meltzer – Captain of Station 9 – Fire and rescue information

Craig Mundt – NBA information & information sources

Raymond Murankes – St. Lucie County Utilities – water services and waste water management

Matt Samuel – EMT & Fireman – island information and names of information sources

Nancy Spalding – Coral Cove information

Chuck Thiess – SEAL Museum and island information

Jim “Patches” Watson – Extensive SEAL information

Diane Andrews – Queens Cove information

Herb & Billie Winemiller – Ocean Harbor North information