



PONCE DE LEON INLET LIGHT STATION

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Dear Members,

I would like to take this opportunity to thank everyone who donated to the 2009-2010 annual fund drive. Your generosity is very much appreciated during these trying economic times. The Association would find it far more difficult to continue its ongoing mission without your continued financial support. Thank you once again.

The Preservation Association is pleased to announce the grand opening of the *Lighthouses for Airplanes: the United States Lighthouse Service Airways Division* exhibit. Housed in the rehabilitated Principal Keeper's kitchen, this exciting addition to the museum highlights the role of the Lighthouse Service in early aviation history. Featuring an assortment of beacons recently restored by the Association, the Airways Exhibit will provide visitors with a unique glimpse into this little-known area of lighthouse history. Please refer to the Object of the Quarter article in this issue for more information.

With the rehabilitation of the Principal Keeper's kitchen complete, restoration work to the Light Station's historic masonry dwellings continues. Under the direction of the Curator, the museum staff has begun re-pointing the south wall of the First Assistant Keeper's dwelling. Deteriorated by more than 120 years of continuous exposure to Florida's harsh coastal environment, restoration of the station's historic masonry structures began in 2008. When re-pointing of the exterior wall is complete, the Preservation Association will begin work on the interior plaster of the First Assistant Keeper's living room and kitchen.

As always, the Ponce Inlet Lighthouse and Museum has been working diligently to bring quality educational programming to both its visitors and outreach recipients. We are pleased to announce that Girl Scout Day on January 16th and Florida Heritage Day on March 27th were well attended and highly praised by their respective participants.

In addition to these and other onsite events, the Association visited numerous schools throughout the local community this past quarter. Growing in popularity with each passing year, important educational outreach programs like *Keeper in the Classroom* and the *U.S.L.H.E. Library Box* have become some of the Lighthouse's most requested educational offerings. Staff and volunteers have worked diligently to improve many of its current educational outreach programs and to develop new workshops and activities during the past quarter. Please refer to the Volunteer article on page nine to learn more about the Association's current educational offerings.

I would like to personally thank the Lighthouse's many volunteers and members for their continued support of the Ponce de Leon Inlet Lighthouse Preservation Association. Without you, our ongoing mission to preserve this National Historic Landmark and to educate the public about its unique role in maritime and Florida history would not be possible.

Respectfully,



EXECUTIVE DIRECTOR

THE PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION IS DEDICATED TO THE PRESERVATION AND DISSEMINATION OF THE MARITIME AND SOCIAL HISTORY OF THE PONCE DE LEON INLET LIGHT STATION.

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Subscription is a benefit of membership in the Association. The Light Station welcomes letters and comments from our readers.

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Apr 14, 2010 Budget Finance/Endowment
WEDNESDAY Fund Committee Meetings

Apr 19, 2010 Board of Trustees and
MONDAY Quarterly Membership Meeting

May 17, 2010 Board of Trustees Meeting
MONDAY

Jun 21, 2010 Board of Trustees Meeting
MONDAY

ALL MEETINGS ARE HELD IN THE GIFT SHOP CONFERENCE ROOM.

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LIGHTHOUSE EVENTS APRIL-JUNE 2010

APR 9 (FRI)
1:00 PM – 2:00 PM

CANAVERAL LENS DEMONSTRATION
Meet the old-time lighthouse keepers in the Lens Exhibit Building and learn about the Cape Canaveral 1st Order Fresnel Lens. Interact with the keepers as they perform routine weekly maintenance on the historic lens. Included with regular admission; no advance registration required.

APR 24 (SAT)
10:00 AM – 2:00 PM

FLORIDA LIGHTHOUSE DAY
Enjoy family-oriented activities, demonstrations, and kid's crafts. Test your knowledge about historic Florida beacons by participating in the Florida Lighthouse Challenge. Climb to the top of the tower and learn about crystal radio sets. Watch a Canaveral Lens Maintenance Demonstration at 1:00 and interact with volunteers dressed as 1930s era lighthouse keepers as they work on the historic lens. All activities are included with the price of regular admission, no advance reservations required.



THE PILH WOULD LIKE TO EXTEND ITS SINCERE THANKS TO DOC AND MARIA BATSLEER FOR THEIR GENEROUS LOAN OF FOUR VINTAGE MOTORCYCLES, WHICH WERE PUT ON DISPLAY DURING THIS PAST BIKE WEEK, 2010. THEY INCLUDED A 1915 INDIAN, A 1927 INDIAN WHICH ACTUALLY RACED ON DAYTONA BEACH, A 1934 INDIAN RACER, AND A 1927 HARLEY DAVIDSON, A POPULAR MODEL OF THE TIME.

2009 SUMMER & FALL LIGHTHOUSE HOURS

HOURS OF OPERATION

- SEPTEMBER 8, 2009–** Open daily from 10:00 a.m. until 6:00 p.m.
- MAY 30, 2010** (last admission at 5:00 p.m.)
- MAY 31, 2010–** Open daily from 10:00 a.m. until 9:00 p.m.
- SEPTEMBER 6, 2010** (last admission at 8:00 p.m.)

NEWSLETTER CONTRIBUTING WRITERS

- Mike Bennett
Ellen Henry
- Bob Callister
Tom Zane
- Ed Gunnaugsson

DESIGN OF THE MOSQUITO INLET LIGHT STATION

Perhaps the one thing about history that can be counted on is the fact that the facts are always subject to change. The history of the Mosquito (Ponce) Inlet Light Station is no exception. Each time another investigation of the National Archives is made, new documents and new understandings emerge.

One of the early histories of the Light Station compiled by Ponce Inlet residents appeared in the late 1960s, on the back of a Ponce Inlet Women's Club publication. The author of these two short paragraphs is unknown. The paragraphs stated:

Night after night for 82 years, this tall sentinel of brick and granite flashed its faithful warning to "the men who go down to the sea in ships." The Lighthouse was started in 1879 and completed in 1886. F. Hopkinson Smith, writer and engineer, designed the structure for the U.S. Government. Resting securely on a hundred foot wide foundation of piling and concrete, the light is 32 feet in diameter at the base and tapers skyward for 175 feet. The 'light plane' is 168 feet. All the brick for the structure is said to have been brought from Baltimore.

Its lamp was reached by 213 steel steps that spiral the interior of the Lighthouse, and in days before it was converted to electricity the lamp burned oil. The lamp was fitted with a revolving

lens and its brilliant light flashed out over the sea six times every twenty-six seconds, and could be seen for 20 miles at sea. At sunrise, shades were drawn to prevent cracking the lens (which was made in Paris in 1867), and starting forest fires. The Lighthouse flashed for the first time on November 3, 1888.

As the years passed and more documents were located, the "facts" in the above paragraphs had to be revised. The planning of the Light Station began in 1880, and the actual construction began in 1884. The Station was completed in 1887 and the tower was first illuminated on November 1, 1887. The foundation of the tower was originally planned to be concrete but the design was later changed to a 12-foot deep and 45-foot wide brick foundation. The 213 steps are not all steel since this number includes the 9 granite stairs that lead up to the tower's entrance doors. The rotating lens replaced the fixed first order lens in 1933. The flashing characteristic of this new lens was 6 half-second flashes within a 15 second period followed by a 15 second eclipse.

Of all the assertions in those paragraphs written so long ago, the most difficult to alter has been the idea that Francis Hopkinson Smith was involved in the design and/or construction of Mosquito Inlet Light Station's tower. In the late 19th century, Smith was a famous and talented man known for his lighthouse work and for his work as both a visual artist and a writer of popular fiction. Documents exist in the Museum's archives that refer to "Engineer Smith" at Mosquito Inlet, so for many years this fact went unquestioned.

Francis Hopkinson Smith was born in 1838 to Francis and Susan Teackle Smith of Baltimore, Maryland. Smith's great-grandfather was Francis Hopkinson, a signer of the Declaration of Independence and a talented artist, poet, and musician. Although illustrious, Smith's family was poor, so attending college was out of the question for the young man. He began his working life as a shipping clerk in a hardware store. He then became an assistant superintendent at an iron foundry owned by his older brother. Following the Civil War, Smith moved to New York City and pursued engineering, eventually becoming well-



RACE ROCK LIGHTHOUSE

known as a structural engineer and contractor.

Perhaps his most difficult project, and the one which brought him the most renown, was the Race Rock Lighthouse in Long Island Sound. This structure was located eight miles out to sea and constructed on a complex underwater foundation that had to withstand both strong currents and foul weather. Smith went on to win many contracts from the government, including building the Staten Island seawall, and creating foundations and breakwaters for numerous wave-washed lighthouses. Smith established a friendship with General Orville Babcock, a lighthouse engineer with whom Smith would work from time to time. General Babcock was the man in charge of constructing the lighthouse at Mosquito Inlet.

Known as Frank H. Smith in his engineering career, Smith had another occupation which he preferred to keep separate from his business life. He was an accomplished and self-taught artist and was a member of the prestigious New York Tile Club. The Tile Club was an association of some of the finest artists of the era, including George W. Maynard, Stanford White, John Twachtman, Winslow Homer, Augustus Saint-Gaudens, and William Merritt Chase. The men held regular Wednesday evening meetings where they created decorative art tiles, books, articles, and illustrations. They dined together and enjoyed each other's company, conversations, and after-dinner stories. It was as Francis Hopkinson Smith or F. Hopkinson Smith that the engineer called Frank H. Smith became known as an artist, and under that name he contributed sketches and articles to magazines and other publications. He was also the anonymous designer and writer of *A Book of the Tile Club*.

Smith was a popular after-dinner speaker, and as the years passed he began to put some of his more famous stories into print, resulting in his first book of



FRANCIS HOPKINSON SMITH

fiction, *Colonel Carter of Cartersville*. The success of this book encouraged him to all but abandon his engineering career and pursue writing, lecturing, and painting full-time. Smith produced several best-selling novels, including *The Tides of Barnegat*, and *Caleb West, Master Diver* (his fictionalized account of the building of the Race Rock Lighthouse).

Among the first documents in the National Archives to be located by Ponce Inlet residents in the search for Mosquito Inlet's history were "Letterbook extracts." These are index records of letters sent from Light-House Establishment personnel, and include the subject matter of the letters and the dates on which they were written. The extracts refer to books in which the letters themselves could be found, if the books had not been destroyed or lost. The extracts are not detailed documents, but beginning in 1885, a number of entries refer to "Engineer Smith of the 6th Lighthouse District" with Mosquito Inlet identified as the subject.

Given the fame of Francis Hopkinson Smith, and given the fact that his friend Orville Babcock was the Engineer of the Sixth Lighthouse District and in charge of building the Mosquito Inlet Light Station, it would not have been difficult for a reader to assume that the Smith mentioned in the letterbook extracts was Francis Hopkinson Smith. In June of 1884, while attempting to enter Mosquito Inlet in a small whaleboat, Orville Babcock and several other men were drowned. "Engineer Smith" evidently took over the Light Station's construction as a result of Babcock's death.

In 1972, the Ponce de Leon Inlet Lighthouse Preservation Association was formed to preserve, protect, and manage the Lighthouse property. Almost immediately, the Association's members began to create what would eventually become one of the finest lighthouse museums in the United States. Continuing research into the Light Station's history included visits to the National Archives in Washington, DC, to scour the records for information about the building of the Lighthouse at Mosquito Inlet. Several fires in the Archives had damaged or destroyed lighthouse documents, and it was difficult to know what parts of the Station's story would never be found and what might eventually be recovered from other sources.

Further research was certainly needed to establish the connection between Francis Hopkinson Smith and the Mosquito Inlet Light Station. Despite

the lack of more conclusive evidence, the story took hold and soon Smith was being named as the architect of the Light Station's tower.

Over the years since 1972, thousands of pages of letters and documents related to the Light Station's history have been obtained from the National Archives, the Coast Guard historian's office, and from various other sources. The organization of these materials has progressed slowly, but one thing is evident from these many documents. In no letter or contract or report was the name Francis Hopkinson Smith ever associated with the Mosquito Inlet Light Station. "Engineer Smith" was in fact **Jared Smith**, an engineer appointed to take Orville Babcock's place as Engineer of the Sixth Lighthouse District.

The identification of Jared Smith as the engineer in charge of construction at Mosquito Inlet cast great doubt on the attribution of the tower's architecture to the other Mr. Smith. But it did not make it impossible. A deeper investigation of Frank H. Smith's engineering career would have to be made, and, hopefully, further research into the workings of the Light-House Board would reveal how plans for light stations were created.

Approximately 700 pages of letters, reports, contracts and other documents concerning the relationship of Frank H. Smith to the Light-House Board of the late 19th century have been obtained by the Museum. A digital collection of Smith's miscellaneous papers has been purchased from the Syracuse University Library, and Smith's descendants have been contacted.

Smith certainly worked on a large number of lighthouses, most of which, like Race Rock, involved underwater foundations, stone breakwaters, and large stone piers. In many cases, existing contracts identify Frank H. Smith as the foundation engineer and contractor. He is never identified as an architect, and in only one instance (the Race Rock project) does Smith call himself the project's designer. There are only two documents in this museum's collection that hint

at Smith constructing more than the foundation for any of the lighthouses on which he is known to have worked. In a May 14, 1898, interview in the New York Times, Smith is identified as a government contractor, and in an earlier interview from 1894, he states, "Engineering and contracting is my business; it always has been. It gives me my bread and butter. As an engineer, I make my living..."

Besides Race Rock, some of the lighthouses on which Frank H. Smith is known to have worked include Bridgeport Harbor Lighthouse and Conimicut Point Lighthouse (Rhode Island); Southwest Ledge Light Station (Connecticut); Cross Ledge Lighthouse (Delaware Bay); Bullocks Point or Providence River Light House; Cold Spring Harbor Lighthouse, and Rockland Lake (New York). (New York's Butler Flats Lighthouse has also been attributed to Smith, but a January 22, 1897, letter to the Lighthouse Establishment from the American Surety Company identifies the contractor as the Alfred H. Smith Company. Another letter of March 5, 1897 from the Engineer of the Second District to the Light-House Board called for the approval of a contract to Moore, Dudley & Hodge.) All these lighthouses are short, Victorian or spark plug style structures on wave-washed foundations. They have little in common with tall masonry towers like



BRIDGEPORT LIGHTHOUSE



CONIMICUT LIGHTHOUSE

Mosquito Inlet.

A November 2005 article in the *Lighthouse Digest* suggests that Smith may have been involved with construction at Barnegat Lighthouse, certainly a classically tall tower. But no documents have been uncovered by our research that indicate Smith was associated with Barnegat in any substantial way. Smith later used Barnegat as the setting for one of his best sellers, and he was known to have based many of his novels on his own life experiences. Smith was involved in constructing a number of life-saving stations along the New Jersey shore, and those projects may have been the source of his connection with Barnegat.

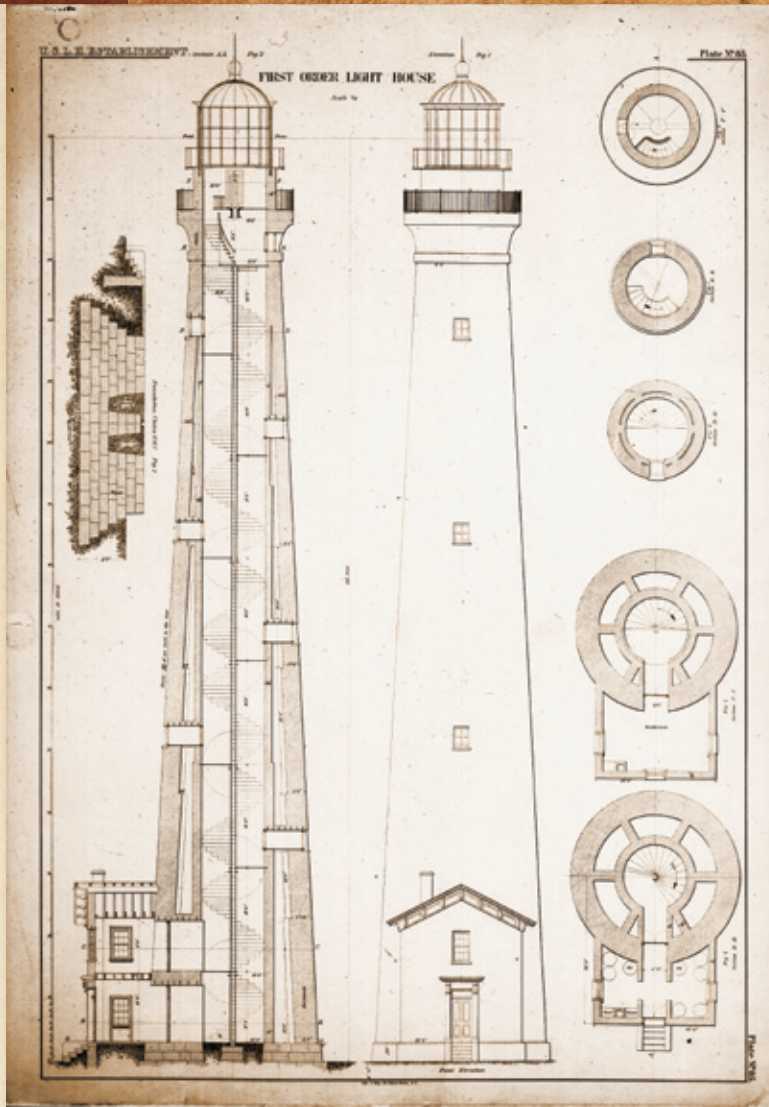
During the construction of the Race

>> CONTINUED ON PAGE 6

Rock Lighthouse, Frank H. Smith came into a serious conflict with the Light-House Board over items he felt he should be paid for on the project. These items were not, according to the Board, covered by the original contract, and in February and March of 1876, the Board called Smith's character into question.

On February 15, 1870, George M. Robeson, Secretary of the Navy, had written to heads of various government departments, instructing that they have no further transactions with Smith's firm, but apparently this directive changed and Smith worked on Race Rock, beginning in 1873. The 1870 matter was reopened as the result of continuing disagreements over the Race Rock contract's terms and Smith's charges for an amount of stone that the Board thought had been unnecessary. From 1876 until 1890, Smith did no more work for the Board.

On August 1, 1887, Mr. Smith met with General James C. Duane, chairman of the Light House Board's Committee on Engineering. Eventually, differences must have been settled, because Smith was contracted to build a sea wall at the Staten Island depot in 1890. However, during the



STANDARD FIRST ORDER TOWER

time that the Mosquito Inlet Light Station was being planned and constructed (1880-1887), Smith was not employed by the Light-House Board. Interestingly, from 1884-1890, Smith was working as a contractor for the Life Saving Service and was involved in the construction of five houses of refuge on the east coast of Florida. These included Smith's Creek, Chester Shoal, Cape Malabar, Indian River Inlet, and the Mosquito Lagoon House of Refuge, certainly another possible source of the confusion of Smith with the Mosquito Inlet Light Station. The houses of refuge built by Smith were from standard designs provided by the Life Saving Service.



CUTAWAY OF CURRITUCK BEACH TOWER DESIGN

architect of the Mosquito Inlet Lighthouse tower, from where did the plans come? An understanding of the Light-House Board is necessary to answer that question.

The Board was created as a result of complaints against Stephen Pleasonton, Fifth Auditor of the United States Treasury Department and a man who had ruled the Light House Establishment since 1820. By 1845, investigations into his management of the Light House Establishment caused a careful evaluation of the organization. Sweeping changes were made, the service was professionalized, and Fresnel lens optics were ordered to replace the less-effective Argand lamp and reflector arrangements that were still being used in American lighthouses. The Light-House Board was established (1852) to oversee all aids to navigation and the employees related to these.

The Light-House Board was ordered to make a full annual report to the Secretary of the Treasury, who still functioned as the Board's President. The Secretary of the Treasury then presented his report to Congress.

The Light-House Board was to be appointed by the President of the United States and was structured as follows: a Chairman oversaw the regular operations of the Board, an Engineer Secretary oversaw all the Lighthouse District Engineers, and a Naval Secretary oversaw all the District Inspectors.

Within the Board were committees to advise and oversee operations such as Lighting and Experiments; Light Vessels and Buoys; Finance; Engineering; and Location. An Executive Committee was also created. The Board had a General Superintendent, a Lighthouse Engineer, and a Lighthouse Optician. Each District



CURRITUCK BEACH LIGHTHOUSE

If Frank H. Smith was not the

Superintendent, a Lighthouse Engineer, and a Lighthouse Optician. Each District

had its own Superintendent and District Engineer. The Engineer of the Third District (located at the main depot on Staten Island, New York) was slightly more important than all the other District Engineers, as he was charged with ordering the optics for all the lighthouses in the country.

Prior to the establishment of the Board in 1852, most lighthouses were rubble stone structures or wood frame dwellings with wooden light towers attached to the roof. In an effort to save money by replacing as many lightships as possible, the Light-House Board instituted new tower designs including tall masonry towers, pile and screw pile designs, skeletal towers, caisson towers, and many more innovations. The general plans for these different types of lighthouses were used again and again, with changes and modifications made to suit each new location.

The general plans were drawn up by Board engineers and draftsmen, published by the Board, and contractors bid on the projects based on the published booklets of plans. It would have been unusual for the Board to hire a civilian contractor to draw up plans or modifications of plans for a specific lighthouse tower.

An important letter from Orville Babcock to Stephen C. Rowan, Chairman of the Light House Board, dated April 23, 1883, states:

I respectfully submit the enclosed pencil sketch suggesting modification in the construction of the tower for a new first order light at Mosquito Inlet, Fla.

The general form of the outside of the tower is the same as the tower at Currituck Beach, N.C., St. Augustine, Fla., etc., with the exception of the oil house, which is omitted, giving an entrance as at Cape Hatteras. The windows are of uniform size. The watch room gallery is supported by brackets over pilasters formed in the brickwork, thus doing away with the large and heavy brackets used at Currituck Beach, etc.

The inside of the shaft is a cylinder twelve (12) feet in diameter. The landings are supported by brackets and are of uniform height, making each flight of stairway up to the service

room the same; also giving a circular well hole similar to Cape Henry tower. In this respect the construction varies from the Currituck Beach tower where each flight of stairway is different.

The watch room and lantern, and stairways of the same, remain as at Currituck Beach, St. Augustine, etc.

*Your obt. servant,
O. E. Babcock
Major of Engineers USA
Lighthouse Engineer*

This letter makes it clear that Babcock was working from the standard plans developed for St. Augustine, Currituck, and other tall towers. (The St. Augustine plans are thought to have been designed by Paul Pelz, a draftsman for the Board.) Given the amount of correspondence between Babcock and the Board, it also seems clear that he was a hands-on engineer who was modifying the plans himself. He visited the site a number of times and was meticulous in selecting the location, the layout, and the materials to be used. He visited St. Augustine and Jacksonville to personally select storage areas for the materials that would soon be shipped to Florida. He traveled to Mosquito Inlet

both by coastal steamer and via the inland water route



MOSQUITO INLET LIGHTHOUSE



THIRD PRINCIPAL KEEPER'S DWELLING BUILT AT AMELIA ISLAND LIGHTHOUSE



SECOND ASSISTANT KEEPER'S DWELLING AT MOSQUITO INLET LIGHT STATION

that was under construction and would eventually become the Intracoastal Waterway. Babcock sent sketches of his modifications to the Board and received their plans in return. There is nothing to indicate that the changes to the lighthouse design would have been contracted out to someone else. In fact, Babcock wrote to the Light-House Board a number of times requesting copies of plans specifically so that he would not have to create new drawings.

>> CONTINUED ON PAGE 8

PRINCIPAL KEEPER'S DWELLING AT MOSQUITO INLET LIGHT STATION



In a June 6, 1883 letter, Orville Babcock requested that the original drawings of the lantern at Fowey Rocks be sent to him for use at Mosquito Inlet so that no new lantern drawings would have to be made. These do not seem to be reasonable requests from a man who was supposedly working from plans drawn up for Mosquito Inlet by Francis Hopkinson Smith. And, no documents have yet been discovered that reveal Smith to be the architect of any Light-House Board generic tower plans.

Questions about the plans for the Mosquito Inlet Lighthouse tower naturally led to questions about the design of the keeper dwellings and oil house. Among the many new pages of documents obtained from the National Archives were the answers to those questions.

A letter from John Newton, Chairman of the Light-House Board's Committee on Engineering, outlined the dwelling plans for Mosquito Inlet in an October 19, 1885 letter to the Board's Chairman:

The Committee on Engineering, to which were referred on 14 Oct. 1885, the papers relating to designs for keepers' dwellings at Mosquito Inlet, Fla., light station, has had the same under consideration and returns them with the following report:

The Committee recommends that the principal keeper's dwelling be similar to that previously authorized for Amelia Island, Fla., except that there be a detached kitchen, according to plans submitted by the Engineer Secretary.

That the two dwellings for the assistant keepers' be of the same general plan as that devised by Major Peter C. Hains, former Engineer Secretary, and submitted herewith, modified so as to give one additional room.

That all the dwellings be built of brick.

That, if practicable, the dwellings be grouped in the vicinity of the town, as shown by the accompanying sketch.

That the cisterns may be omitted in case the artesian well supplies a sufficient quantity of potable water.

Since the wells on the property produced "sulfur water," cisterns were added to the plans for each house. The other modifications to the assistant keeper dwellings were most probably made by James Gregory (who had

followed Jared Smith as the Sixth District Engineer) as indicated by his signature on plans dated 1886.

A letter of December 8, 1885, conveyed from Henry Picking, Chairman of the Light-House Board, to B. P. Lamberton, 6th District Inspector, included a blueprint of the layout of the positions of the Mosquito Inlet dwellings in relation to the tower, as drawn by the 6th District Engineer, who was, at that time, Jared Smith.

The Oil House was possibly designed by James Gregory. A November 1, 1886, report by the Light-House Board discussed his tracing of a plan plus modifications that the Board wished to have made in the structure. The Board requested that a proposed iron door be changed to wood with copper sheeting, that the roof be copper, that downspouts and gutters be removed, and that a copper ribbon lightning conductor be added to the design.

The letters and reports in the Museum's current collection show the collaborative nature of light station

design and construction. In most cases, ascribing the plans to any single individual would be a mistake. We now know that the Mosquito Inlet Light Station tower was derived from standard plans and that the lantern room design was borrowed from standard plans used at Florida's Fowey Rocks Lighthouse. The dwellings were also modifications of standard plans. The oil house, being one of the largest ever built and being one of the earliest designed to store kerosene, may be the most unique structure at the Light Station, but even this building has its origins in previously used Light-House Board designs. As for Francis Hopkinson Smith, his lighthouse career included many important projects but not the one at Mosquito Inlet.



FOWEY ROCKS LANTERN ROOM



THE MOSQUITO INLET LIGHT STATION IN 1905



RESTORED OIL HOUSE AT PONCE DE LEON INLET LIGHT STATION

Over 200 Girl Scouts can't be wrong! The Ponce Inlet Lighthouse is quickly becoming one of the region's most popular Girl Scout destinations thanks to a special program developed specifically for them.

A program developed in coordination with Lighthouse volunteers and scout leaders, Girl Scout Day has become one of the Association's most sought after educational programs. Offering numerous workshops that address a wide variety of lighthouse subjects, Girl Scouts can earn their Brownie, Junior, and Cadet Lighthouse Badges upon completion of the day-long program.

Offered biannually, the popularity of Girl Scout Day has increased with each passing year since its inception in 2007. The Association's scheduled January 16th event was no exception.

A record 250+ Girl Scouts participated in numerous workshops presented by twelve of the Association's most dedicated volunteers. Never before have so many Girl Scouts converged on the Ponce Inlet Lighthouse and earned their coveted lighthouse badges at one time.

On March 27th, the Ponce Inlet Lighthouse celebrated Florida Heritage Month by offering visitors the opportunity to participate in nine volunteer-led educational workshops. Enjoyed by Lighthouse visitors, these fun-filled, family-oriented activities addressed the unique role of the Ponce Inlet Lighthouse and other Florida lighthouses in regional

maritime and social history.

As readers can surmise from these past events, the Association would be unable to provide the level of programming that visitors currently enjoy if not for the dedication of its many volunteers who donated more than 4000 volunteer hours to the Lighthouse during the 2009 calendar year alone, not including the substantial amount of time invested each month by the Lighthouse's Board of Trustees and Advisory Committee.

The Association thanks each and every

member of its volunteer corps for their ongoing support. We couldn't do it without you.

Individuals who are interested in becoming a Lighthouse volunteer are encouraged to contact Programs Manager Bob Callister via email at bobcallister@ponceinlet.org or by phone at (386) 761-1821 ext. 18. Your desire to assist the Association in its ongoing mission to preserve and disseminate the maritime and social history of the Ponce de Leon Inlet Light Station is greatly appreciated.



BROWNIE TRY-IT BADGE

JUNIOR PROFICIENCY BADGE

CADETTE/SENIOR/AMBASSADOR INTEREST PROJECT AWARD

OBJECT OF THE QUARTER

AGA Portable Marine/Aero Beacon

Featured in our newest exhibit, *Lighthouses for Airplanes: The United States Lighthouse Service Airways Division*, this portable beacon has a colorful history. The AGA Company of Elizabeth, New Jersey, was one of the primary makers of airfield lighting during the early years of aviation in the United States. The government had turned to the Lighthouse Service for help in setting up a network of lighted airways that would enable pilots to navigate safely at night and in bad weather. The Swedish parent company of American AGA was famous for its lighthouse beacon technology, and American AGA went on to produce aviation lighting both alone and also in partnership with the Sperry Gyroscope Company.

The AGA portable beacon is a mixture of classical Fresnel lens design housed in a "modern" aluminum frame and housing. There is an interior reflector and a ceramic base which holds a 1250 watt Mazda bulb. Made for service during World War II, these powerful little beacons stood on tripod legs and could be easily moved to provide temporary airstrip lighting, to replace waterway navigational aids, or to function as a temporary lighthouse beacon. These guided the mercy flights into Berlin's Tempelhof Airport during the winter of 1946. Many AGA portable beacons became navigational aids on inland waterways of the United States and Canada after the War.

Lighthouses for Airplanes is a unique exhibit that showcases the evolution of aviation beacons from the classic lighthouse lens to the modern FAA code beacon. Don't miss this chance to learn about early lighted airways, the growth of airmail and passenger aviation, and the history of early aviation on

the *World's Most Famous Beach* where automobile and motorcycle racers also flew their planes for fun and competition.



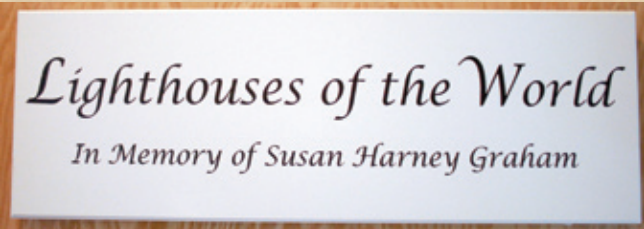
SPERRY AGA BEACON BEFORE RESTORATION

THE PROJECT

In 1938 the Coast Guard assumed control of the lighthouse and its grounds and in 1943 built a radio room connected to the First Assistant Keeper's privy and woodshed building. After the war, the Coast Guard left the facility and the communication equipment was removed. The former radio room was left vacant until the Lighthouse Preservation Association created an exhibit using photographs of numerous lighthouses. In 2005, the room was renovated and the lighthouse images were removed. Plans were developed for a new virtual *Lighthouses of the World* exhibit utilizing a touch-screen computer in lieu of printed photographs.

It was decided that the data for each lighthouse would include its name, location, beacon type, tower design, history, and if at all possible, an image of the lighthouse. The Internet proved to be a valuable resource, especially

the information of a particular lighthouse. Each page also has two handy, touchable links which allow the user to jump to the next higher level or all the way back to the world map. The Lighthouse Registrar located the information and images and entered the information into the database.



The project, as originally envisioned, was completed by Tom Zane in February 2010, after four years and seven months of dedicated work. The program includes individual touch screen

pages for each of the database's 7,852 lighthouses. While the project is considered completed it is not "finished". There will always be light stations which are activated, deactivated, or modified. But it provides a marvelous exhibit, at two touch screen stations, for the lighthouse visitor to enjoy, and from which visitors can learn about the many Lighthouses of the World.

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A software contractor was employed to create the numerous templates that would be necessary for the program: a basic file template for a lighthouse, a template listing the various lighthouses in a specific area, and a comprehensive array of interactive map templates which, when touched, take the viewer to a wider or narrower level in the world tree of lighthouses. Each map view includes embedded code which relates to the appropriate next lower level in the world tree, ultimately allowing the viewer to navigate to a page displaying

Author's note: This exhibit was partially funded by generous donations of friends and family of Susan Harney Graham. Lighthouses of the World is donated to her memory. Our sincere thanks go out to her husband, Edson Graham, and to the many donors who participated in making this exhibit a reality.



WORLD MAP



NORTHERN WESTERN HEMISPHERE



UNITED STATES



FLORIDA LIST PAGE



NORTH AMERICA



SOUTHEAST UNITED STATES



PONCE DE LEON INLET LIGHT STATION PAGE

JOIN THE PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION

A GENERAL ANNUAL MEMBERSHIP INCLUDES:

- Free admission to the museum and lighthouse during regular hours of operation
- 10 percent discount in the museum gift shop and online store
- One subscription to The Light Station quarterly newsletter
- Invitations to special events
- Volunteer opportunities

MEMBERSHIP CATEGORIES:

General \$20

- The benefits listed above for one individual

Senior \$10

- All privileges of General Membership for one individual 62 years or older

Student \$10

- All privileges of General Membership for one individual 12 years or older with a valid student identification

Family \$40

- All privileges of General Membership for the immediate family
- Immediate family is limited to one or two adults and your children under age 18. Grandchildren are not eligible.
- You will be issued one membership card for each parent, and each card will list the names of your children.
- Child under 12 must be accompanied by an adult

2nd Assistant Keeper \$100

- All privileges of General or Family Membership
- Recognition of your membership in the quarterly newsletters' 2nd Assistant Keeper List

1st Assistant Keeper \$200

- All privileges of 2nd Assistant Membership
- Two gift General Memberships
- Recognition of your support in the quarterly newsletters' 1st Assistant Keeper List

Principal Keeper \$500

- All privileges of 1st Assistant Membership
- A personalized guided tour of the Light Station
- Recognition of your support in the quarterly newsletters' Principal Keeper List

Corporate Lampist \$500

- All privileges of General or Family Membership for up to five company principals
- A personalized guided tour of the Light Station
- Use of the Light Station's conference room for one meeting.
- Recognition of your companies support in the quarterly newsletters' Corporate Lampist List

FLORIDA DEPT. OF AGRICULTURE AND CONSUMER SERVICES CHARITABLE ORGANIZATION NUMBER AND DISCLAIMER:

Registration #: CH137

A COPY OF THE OFFICIAL REGISTRATION AND FINANCIAL INFORMATION MAY BE OBTAINED FROM THE DIVISION OF CONSUMER SERVICES BY CALLING TOLL-FREE (800-435-7352) WITHIN THE STATE. REGISTRATION DOES NOT IMPLY ENDORSEMENT, APPROVAL, OR RECOMMENDATION BY THE STATE.



Please complete the entire form to enroll, or join online at www.poncelighthousestore.org.

Select type of membership:

General \$20

Senior \$10

Student (submit copy of ID) \$10

Family \$40

Gift Membership From: _____

Renewal

2nd Assistant Keeper \$100

1st Assistant Keeper \$200

Principal Keeper \$500

Corporate Lampist \$500

Name: _____

Address 1: _____

Address 2: _____

City: _____ State: _____ ZIP: _____

Phone: () - _____

E-mail: _____

Office use only
Begins _____ Ends _____

For family memberships, list spouse/partner and all immediate children under eighteen years of age:

Spouse/Partner: _____

Children: _____

(List any additional names on a separate sheet.)

We will contact 1st Assistant Keeper, Principal Keeper or Corporate Lampist members to obtain gift membership and company principal information.

Membership enclosed: \$ _____

Donation enclosed: \$ _____

Total enclosed: \$ _____

Please charge my: (check one)

Visa MasterCard 3-Digit Security Code: _____

CC#: _____

Exp. Date: _____

Signature: _____

Or, make check payable to:

Ponce Inlet Lighthouse
4931 S. Peninsula Dr., Ponce Inlet, FL 32127

Thank You for Your Generous Support!



DECORATIVE EAGLE CLOCK

STAY ON TIME WITH THIS BEAUTIFULLY RENDERED STATUE CLOCK FEATURING TWO AMERICAN EAGLES TENDING FOR THEIR YOUNG ATOP AN OLD CYPRUS TREE. MADE OF HIGH DENSITY RESIN MODELED TO RESEMBLE HAND-RUBBED BURL WOOD, THIS UNIQUE TIME PIECE FEATURES AN EASY TO READ CLOCK FACE WITH DECORATIVE HANDS. ENTIRE PIECE MEASURES 14" TALL. BATTERIES NOT INCLUDED.

ITEM #: 3511 PRICE: \$26.99

FLORIDA: A JOURNEY THROUGH ITS COLORFUL PAST

JOURNEY BACK IN TIME AND DISCOVER MANY OF FLORIDA'S MOST COLORFUL, INTERESTING, AND NOSTALGIC PLACES IN THIS HARDBACK COPY OF FLORIDA: A JOURNEY THROUGH ITS COLORFUL PAST BY PATTY DIRIENZO. EXPLORE HISTORIC LANDMARKS AND DISCOVER ROADSIDE TOURIST STOPS, DESTINATIONS, AND QUIRKY PLACES THAT WERE COMMONLY SEEN ALONG FLORIDA'S HIGHWAYS AND BYWAYS IN THE DAYS BEFORE INTERSTATE TRAVEL.

ITEM #: 0865 PRICE: 24.95



FRAMED PONCE INLET LIGHTHOUSE ART

BRING THE HISTORIC PONCE DE LEON INLET LIGHTHOUSE INTO YOUR HOME WITH THIS BEAUTIFULLY FRAMED WATERCOLOR PRINT BY THE ACCLAIMED LIGHTHOUSE ARTIST DONNA ELIAS. SET IN A RUSTIC WOOD FRAME FEATURING DECORATIVE

ROPE ACCENTS, THIS PIECE WILL MAKE A WONDERFUL ADDITION TO YOUR HOME DÉCOR.

ITEM #: 2202 PRICE: \$ 23.99

HARBOUR LIGHTS 2ND ORDER FRESNEL LENS MODEL

ENJOY THE SOFT GLOW OF BOSTON LIGHT'S 2ND ORDER FRESNEL LENS IN YOUR LIVING ROOM, OFFICE, OR STUDY WITH THIS BEAUTIFULLY CRAFTED ILLUMINATED REPRODUCTION LENS BY HARBOUR LIGHTS. LENS MEASURES 9 1/2" TALL AND 4" WIDE. BLINKING LIGHT POWERED BY EITHER 2 AA BATTERIES OR A/C ADAPTER (INCLUDED).

ITEM #: 3880 PRICE: \$85.00



CERAMIC SEA TURTLE

BRING THE WONDERS OF SEA INDOORS WITH THIS BEAUTIFUL GREEN AND BROWN GLAZED CERAMIC SEA TURTLE. MEASURING 7"x6", THIS WONDERFUL TURTLE WILL DRESS UP ANY DESK, BOOK CASE, OR CURIO CABINET, AND MAKES A WONDERFUL GIFT FOR LOVERS OF THE SEA AND AQUATIC WILDLIFE. TURTLE ARRIVES PRE-PACKAGED IN GREEN, SATIN-LINED GIFT BOX.

ITEM #: 4789 PRICE: \$19.99



FOUNTAIN PEN SET

CORRESPOND WITH FRIENDS AND FAMILY WITH THIS UNIQUE SET OF FOUNTAIN PENS. EACH BOX SET INCLUDES ONE FEATHER QUILL, ONE FAUX-BONE PEN, SEVEN WRITING TIPS, AND ONE BOTTLE OF INK. PACKAGED IN AN ATTRACTIVE GIFT BOX.

ITEM #: 0154 PRICE: \$15.99



GLASS MOTORCYCLE

EXPRESS YOUR ENTHUSIASM FOR THE OPEN ROAD WITH THIS BEAUTIFULLY CRAFTED GLASS MOTORCYCLE MODEL. FEATURING PRISMS THROUGHOUT, THIS WONDERFUL DECORATIVE PIECE WILL CAST MULTIPLE RAINBOWS THROUGHOUT YOUR LIVING ROOM, DEN, KITCHEN, OR BEDROOM WHEN EXPOSED TO SUNLIGHT. MOTORCYCLE MEASURES 6" LONG AND 4" TALL.

ITEM #: 2431 PRICE: \$24.99



PONCE INLET LIGHTHOUSE NOTE CARDS

KEEP IN CONTACT WITH FRIENDS, FAMILY, AND LOVED ONES WITH THESE BEAUTIFUL NOTE CARDS FEATURING THE PONCE INLET LIGHTHOUSE OVERLOOKING THE HALIFAX RIVER. MEASURING 5 1/2" x 4 1/4", EACH CARD FEATURES LIGHTHOUSE POETRY BY TERRY MOORE PRINTED ON THE BACK. EACH PACK INCLUDES SIX NOTE CARDS WITH ENVELOPES.

ITEM #: 4431 PRICE: \$5.99



PLUSH LIGHTHOUSE AND FRIENDS TOY

INTRODUCE YOUR CHILD, GRANDCHILD, NEPHEW, OR NIECE TO THE WORLD OF LIGHTHOUSES WITH THIS WONDERFUL PLUSH LIGHTHOUSE TOY FEATURING FIVE MINIATURE STUFFED ANIMAL FRIENDS INCLUDING A DOLPHIN, BABY SHARK, OCTOPUS, SEA TURTLE AND KITTEN. THE LIGHTHOUSE SERVES AS BOTH A CARRYING CASE AND AS A PLAY HOUSE FOR THE STUFFED ANIMALS. TOWER MEASURES 13" TALL. ANIMAL SIZES RANGE FROM WITH EACH STUFFED ANIMAL MEASURING 6" - 7" IN LENGTH.

ITEM #: 1296 PRICE: \$23.99

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PRESERVATION ASSOCIATION, INC.**

4931 SOUTH PENINSULA DRIVE
PONCE INLET, FLORIDA 32127
(386) 761-1821
WWW.PONCEINLET.ORG

The Ponce de Leon Inlet Lighthouse Gift Shop specializes in unique lighthouse and nautical themed gifts for people of all ages. Our wide selection includes clothing, house wares, toys, and collectibles including a wide selection of Harbour Lights and other miniatures. Customers may also shop online at www.PonceLighthouseStore.org.

[PonceLighthouseStore.org](http://www.PonceLighthouseStore.org), and place orders by phone at (386) 761-1821 ext. 21.

Please contact the Gift Shop at (386) 761-1821 or via email at taylor@ponceinlet.org for more information. Usual PDS shipping charges and a \$4.00 handling fee apply to all orders.



PONCE INLET LIGHTHOUSE MEMBERSHIP COUPON

20% OFF ANY SINGLE ITEM

Limit one coupon per member. Coupon may not be used in conjunction with any other discount. Proof of membership must be shown at time of purchase. Not valid for purchase of Memorial Bricks. Good from April 1, 2010, through June 30, 2010.