



# PONCE DE LEON INLET LIGHT STATION

4931 South Peninsula Drive • Ponce Inlet, Florida 32127  
www.ponceinlet.org • www.poncelighthousestore.org  
(386) 761-1821 • lighthouse@ponceinlet.org

© Copyright 2010 Ponce de Leon Inlet Lighthouse Preservation Association. All rights reserved.

**2** FROM THE  
EXECUTIVE  
DIRECTOR

**3** EVENTS  
CALENDAR

FEATURE ARTICLE

**4** THE FLORIDA  
HOUSES OF  
REFUGE

**8** EDUCATION  
NEWS

**9** VOLUNTEER  
NEWS

---

OBJECT OF THE  
QUARTER

**10** LIGHTHOUSES OF THE WORLD  
LIGHTHOUSE  
RAILWAY

---

THANK YOU &  
WISH LIST

**12** GIFT SHOP  
FEATURES

PHOTO COURTESY OF RON CHRISTOPHER.  
PRINTS AVAILABLE ONLINE AT  
WWW.PONCELIGHTHOUSESTORE.ORG





We proudly honored our Program Volunteers on March 27th for their dedicated service to the Association at our Annual Volunteer Awards Banquet. I would like to personally thank all of our volunteers for their continued support. Please refer to our volunteer column on page 9 to learn more about this special event.

On May 27th, the Lighthouse hosted its inaugural *Climb to the Moon* program. Visitors experienced a magnificent sunset and moonrise from the gallery deck of the lighthouse. The *Old Lighthouse Keeper* led the group providing an informative tour, a special lecture on tower construction, a rare visit into the Lantern Room and a toast (with sparkling cider) to celebrate what will most likely become a very popular event. Each month, on the night of the full moon, we will offer this unique opportunity. Returning *Climb to the Moon* visitors will enjoy a series of lectures addressing the keeper's lives, Capt. Murphy, Fresnel lenses, communication, the 1835 tower, the Seminole and Civil Wars, rumrunners, and more. This special event is limited to only 25 participants. Tickets must be purchased in advance by contacting the Lighthouse at (386) 761-1821 ext. 10. Prices are \$25 for non-members and \$20 for members. More information is available online at [www.ponceinlet.org](http://www.ponceinlet.org) under the Climb to the Moon tab.

I am pleased to report that the restoration projects on the Principal Keeper's east pantry and the 2nd Assistant's woodshed floor have been completed. These projects involved the cleaning and resurfacing of woodwork, sanding and re-varnishing of floors, the removal of modern coatings from historic plaster walls, and the replacement of deteriorating wood using materials consistent with original specifications. Ongoing restoration continues on the exterior of the

Principal Keeper's Dwelling including the chimneys, bricks, mortar, window frames, and sashes.

Rehabilitation of the Principal Keeper's living has begun. Currently home to the *Early Navigation* exhibit, this room will showcase the Association's newest exhibit *Reflections on Light* when work is finished later in the fall. Additional restoration work within the Principal Keeper's dwelling includes the breezeway separating the kitchen from the Principal Keeper's living quarters. When completed, the restored breezeway will house the *Lighthouse at Volusia Bar* and *United States Life Saving Service* exhibits which are currently in their final phase of construction.

The Ponce Inlet Lighthouse will celebrate National Lighthouse Day on August 7th with guided tours of the Light Station, family-oriented workshops, and a Canaveral Lens Maintenance demonstration. Held every August 7th, National Lighthouse Day was created by an Act of Congress in 1989 to honor the 200th anniversary of the creation of the U.S. Lighthouse Service in 1789. The Association would like to thank the many volunteers who make all of the museum's educational activities such a resounding success.

On behalf of the Board of Trustees and the museum staff, we appreciate your continued support as a member of the Ponce de Leon Inlet Lighthouse Preservation Association and look forward to seeing you this summer.

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.

## 2010 BOARD OF TRUSTEES

Robyn Hurd  
PRESIDENT  
Tami Lewis  
VICE PRESIDENT  
Budd Solano  
2ND VICE PRESIDENT  
Bob Riggio  
TREASURER  
Tony Girolami  
SECRETARY  
Wilda Hampton  
TRUSTEE EMERITA  
Cheryl Cunningham  
Earl Davis  
Gladys Davis  
Tara Lamb  
Barbara LaVelle  
Bill Merrell

## ADVISORY COMMITTEE

Ginger Bayer  
Ann Caneer  
Judy DiCarlo  
Edson Graham  
Judy Huggins  
Diane LaMontagne  
Ellen Pagliarulo  
Alan Redinger

The Light Station is published quarterly by the Ponce de Leon Inlet Lighthouse Preservation Association, Inc.

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

## MEMBER:

AMERICAN ASSOCIATION OF MUSEUMS  
AMERICAN ASSOC. FOR STATE AND LOCAL HISTORY  
FLORIDA ASSOCIATION OF MUSEUMS  
FLORIDA LIGHTHOUSE ASSOCIATION  
FLORIDA TRUST FOR HISTORIC PRESERVATION  
NATIONAL TRUST FORUM  
U.S. LIGHTHOUSE SOCIETY  
PORT ORANGE & SOUTH DAYTONA  
CHAMBER OF COMMERCE  
DAYTONA BEACH/HALIFAX AREA  
CHAMBER OF COMMERCE  
VISIT FLORIDA

## PRESERVATION ASSOCIATION STAFF

### ADMINISTRATION

Ed Gunnlaugsson  
EXECUTIVE DIRECTOR  
Mike Bennett  
DIRECTOR OF OPERATIONS  
Ann Caneer  
EXECUTIVE DIRECTOR EMERITA  
Ellen Henry  
CURATOR  
Bob Callister  
PROGRAM MANAGER  
Tom Zane  
REGISTRAR

Richard Crosby  
RESTORATION TECH

### MAINTENANCE DEPT.

Lonnie Arnold  
Bob McLean  
Ed Milano  
Angelo Vigorito  
Mike Bowen  
Brian Radloff  
Christopher Geren  
Jim Foley  
L.H. BEACONETTE: Nelly

## GIFT SHOP

Taylor Van Auken  
GIFT SHOP MANAGER  
Connie Bach  
ASSISTANT GIFT SHOP MANAGER  
Donna Doan  
Eileen Gallagher  
Fran Greene  
Valair Mitchell  
Janet McSharry  
Janice Teasley  
Bill Teasley  
Ashley Robinson  
Demetrick Sherbino  
Joanne Robison

## UPCOMING MEETINGS:

Jul 14, 2010  
WEDNESDAY  
Budget Finance/Endowment  
Fund Committee Meetings  
Jul 19, 2010  
MONDAY  
Board of Trustees and  
Quarterly Membership Meeting  
Aug 16, 2010  
MONDAY  
Board of Trustees Meeting  
Sep 20, 2010  
MONDAY  
Board of Trustees Meeting  
ALL MEETINGS ARE HELD IN THE GIFT SHOP  
CONFERENCE ROOM.



## CORPORATE LAMPISTS

- Battelle Institute**  
COLUMBUS, OH
- Berlin and Denys, Inc.**  
NEW SMYRNA BEACH, FL
- Boondocks Restaurant**  
WILBUR BY THE SEA, FL
- Brochure Displays, Inc.**  
DAYTONA BEACH, FL
- Darkhorse Design, Inc.**  
DELAND & LONGWOOD, FL; BOSTON, MA
- Daytona Beach News Journal**  
DAYTONA BEACH, FL
- Inlet Harbor, Inc.**  
PONCE INLET, FL
- Racing's North Turn**  
PONCE INLET, FL
- PRINCIPAL KEEPERS**
- L. Keith Casa Grande**  
DAYTONA BEACH SHORES, FL
- Tony Girolami**  
PONCE INLET, FL
- Louise Nippert**  
CINCINNATI, OH
- Alan & Mary Ann Redinger**  
PONCE INLET, FL
- 1ST ASSISTANT KEEPERS**
- Harvey & Connie Bach**  
PONCE INLET, FL
- Bahama House**  
DAYTONA BEACH, FL
- Thomas, Willard, & Calvin Bush**  
PORT ORANGE, FL
- Chuck, Michelle, Joey, Brooke, & Austin Cameron**  
DAYTONA BEACH, FL
- Tommy & Phyllis Campbell**  
PONCE INLET, FL
- Cheryl, Jim, & Shamus**
- Cunningham**  
PONCE INLET, FL
- Joe & Judy DiCarlo**  
PONCE INLET, FL
- Michael, Lauren, & Lisa Elsberry**  
PONCE INLET, FL
- Janice, Dana, & Alain Fredey**  
OVIEDO, FL
- Tony & Donna Goudie**  
PONCE INLET, FL
- John & Patricia La Belle**  
PONCE INLET, FL
- Ward & Terry Mead**  
ORMOND BEACH, FL
- Patrick & Debbie Pawling**  
HAMILTON, OH
- Ernest C. & Margaret Rieth**  
PONCE INLET, FL
- Robert & Mary Ruth Trump**  
PLYMOUTH, IN
- Bill Van Houten**  
WARWICK, NY

## 2ND ASSISTANT KEEPERS

- Bennett Brothers Construction**  
John, Liston, & Virginia Bennett  
DAYTONA BEACH, FL
- Brown & Brown, Inc.**  
Jay & Laila Adams  
DAYTONA BEACH, FL
- Richard, Diane, & Sarah Boynton**  
EXETER, NH
- Andrew, Heide, Celia, & Andy Carbone**  
LYNNFIELD, MA
- Bill & Judy Carrico**  
LONGWOOD, FL
- Kelly Crumley**  
LONG GROVE, IL
- Robert & Mary Darge**  
NEW HUDSON, MI
- Carolyn Day**  
PONCE INLET, FL
- Dr. G. Scott & Kristi Drumheller**  
PONCE INLET, FL
- Frederick & Shirley Eckersen**  
ALEXANDRIA, MN
- Dennis & Zackary Engel**  
OWATONNA, MN
- Dr. C.W. & Gail C. Fain**  
HOLLY HILL, FL
- Art & Barbara Giles**  
DAYTONA BEACH, FL
- Laurel Grotzinger**  
KALAMAZOO, MI
- Jim & Mary Lou Hinson**  
PONCE INLET, FL
- Mike & Jenett Jones**  
PONCE INLET, FL
- Inlet Harbor Realty**  
Robyn, Mike, & Dusty Hurd  
PONCE INLET, FL
- Dennis James**  
PONCE INLET, FL
- Al, Paula, Michael, & Emily Jenkins**  
DAYTONA BEACH, FL
- Mike & Jenett Jones**  
PONCE INLET, FL
- Dr. Herbert & Ruth Kerman**  
DAYTONA BEACH, FL
- Salvatore & Joan R. La Greca**  
DAYTONA BEACH SHORES, FL
- Bob & Diane LaMontagne**  
PONCE INLET, FL
- Jacquelyn Law**  
OAK LAWN, IL
- Tami & Lester Lewis**  
PONCE INLET, FL
- Donna Lough**  
DEPEW, NY
- Ken & Sue Marshall**  
DURANGO, CO
- Chreyll Lea McClure**  
ORANGE, VA
- John McGowan**  
ROCKAWAY PARK, NY
- Riverside Bank**
- Sue Pesce**  
PORT ORANGE, FL
- Alec Rhodes**  
AUSTIN, TX
- Robert, Margie, Robert, & Tony Riggio**  
PONCE INLET, FL
- Dennis Roche**  
HUNTINGTON, NY
- Chapman J. Root II**  
ORMOND BEACH, FL
- Diane Schamay**  
PONCE INLET, FL
- Bob & Jan Shaw**  
PONCE INLET, FL
- Lt. Col. William & Sandra Wester**  
PONCE INLET, FL

## LIGHTHOUSE EVENTS JULY-SEPTEMBER 2010

**JUL 1-10**  
10:00 AM - 2:00 PM

**JUL 3, 10, 17, 24 & 31 (SAT)**  
10:00 AM - 2:00 PM

**EVENT DATES & TIMES**

**JUL 25 (SUN)**  
7:30 - 9:00 PM

**AUG 24 (TUE)**  
7:15 - 8:45 PM

**AUG 7 (SAT)**  
10:00 AM - 2:00 PM

**SEPT 11 (SAT)**  
10:00 AM - 2:00 PM

**FOURTH OF JULY WEEK**  
Bring the kids and enjoy family-oriented activities and guided tours.

**CANAVERAL LENS DEMONSTRATION**  
Meet with the *Old Lighthouse Keepers* five Saturdays in July. Tour the Lens Exhibit Building and talk with the keepers as they perform routine maintenance on the first order Fresnel lens that once shown from the top of the historic Cape Canaveral Lighthouse.

**CLIMB TO THE MOON**  
Climb to the Moon at Florida's tallest lighthouse! Treat your significant other, family, and friends to breathtaking views of the ocean, beach, and coastal wetlands under the golden glow of the setting sun. Toast the full moon as it rises above the distant horizon with a sparkling beverage and enjoy panoramic views of the World's Most Famous Beach under its silvery light. Join the *Old Lighthouse Keeper* as he leads you on your journey into the past and discover the unique history of this National Historic Landmark.

Prices are \$20 per person for Association Members and \$25 per person for non-members. Participation is limited to 25 people per event. Contact Mary at (386) 761-1821 ext. 10 or via email at mary@ponceinlet.org to learn more about this special opportunity. Additional information about the new *Climb to the Moon* program may also be found online at www.ponceinlet.org.

**NATIONAL LIGHTHOUSE DAY**  
Enjoy family-oriented activities, demonstrations, and kid's crafts. Test your knowledge about Florida's many lighthouses with the Florida Lighthouse Challenge. Climb to the top of the tower and answer the question: "What is a crystal radio?" Tour the Lens Exhibit Building and interact with 1930s era lighthouse keepers as they perform maintenance on the historic Cape Canaveral first order Fresnel lens.

Meet local artist Robert Kline. Well known for his whimsical paintings of sea maidens and masters, Mr. Kline will be onsite from 11:00 until 2:00 to sign artwork sold in the Gift Shop.

**9/11 MEMORIAL SERVICE**  
The Preservation Association invites you to attend the Lighthouse's annual September 11th Memorial Service from 8:30 to 9:30 a.m. in honor of all the innocent lives lost on that the fateful morning. A moment of silence will be observed at 8:46 a.m. in remembrance of the moment when the first plane struck the World Trade Center. The Lighthouse and historic grounds will remain open to all participants free of charge following the conclusion of the ceremony.

**2010 SUMMER & FALL LIGHTHOUSE HOURS**

**HOURS OF OPERATION**

<b>MAY 31, 2010- SEPTEMBER 6, 2010</b>	Open daily from 10:00 a.m. until 9:00 p.m. (last admission at 8:00 p.m.)
<b>SEPTEMBER 7, 2010- MAY 29, 2011</b>	Open daily from 10:00 a.m. until 6:00 p.m. (last admission at 5:00 p.m.)

**NEWSLETTER CONTRIBUTING WRITERS**

Mike Bennett	Bob Callister	Ed Gunnaugsson
Ellen Henry	Tom Zane	



# THE FLORIDA HOUSES OF REFUGE

In 1884, a contract for the construction of five United States Life-Saving Service houses of refuge along Florida's east coast was granted to the New York firm of Francis Hopkinson Smith, "Constructing Engineers & Contractors, Sub-marine Masonry, Water Works, Dams, Etc." Smith had been engaged in government projects for years and was famous for his work with underwater foundations and breakwaters, and, most particularly, for the Race Rock Lighthouse in Long Island Sound. Smith was a friend of Orville Babcock, the Chief Engineer of the

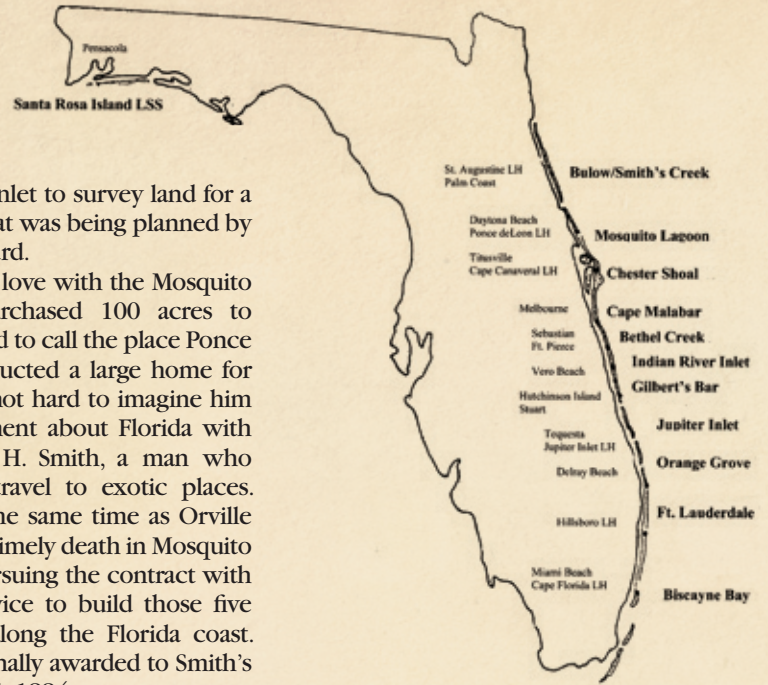
Sixth Lighthouse District and a man who had spent plenty of time in Florida. In 1883, Babcock came to Mosquito Inlet to survey land for a new light station that was being planned by the Light-House Board.

Babcock fell in love with the Mosquito Inlet area and purchased 100 acres to develop. He decided to call the place Ponce Park, and he constructed a large home for himself there. It is not hard to imagine him sharing his excitement about Florida with his friend, Francis H. Smith, a man who regularly enjoyed travel to exotic places. In 1884, at about the same time as Orville Babcock met an untimely death in Mosquito Inlet, Smith was pursuing the contract with the Life-Saving Service to build those five houses of refuge along the Florida coast. The contract was finally awarded to Smith's firm on November 1, 1884.

Correspondence does not reveal if Smith himself ever visited this area, but two of the planned houses of refuge were very close to Mosquito Inlet. One was located at Smith's Creek/Bulow in what is now Ormond Beach. The second was to be constructed on the beach near the town of Eldora at Mosquito Lagoon. The other three houses of refuge were: Chester Shoal or the Pepper Haulover House of Refuge at Cape Canaveral; Cape Malabar (sometimes called Turkey Creek) near Melbourne; and the Indian River Inlet House of Refuge. These houses were numbered 1-5 as were five houses of refuge that had already been built along the southern half of Florida's east coast in 1875.

Francis H. Smith might have found it difficult to visit an area where his good friend was killed, and correspondence between Smith and the Life-Saving Service reveals that Smith's agents, A. Lavendeyra and W. M. Wright, were the ones making regular trips to Florida to oversee the shipments of supplies and the ongoing work. A letter of December 1, 1885, from Smith to the co-superintendents of construction of the Life-Saving Service, identified Lavendeyra as being in charge of construction for all the houses of refuge. In a letter of December 16, 1884, Smith reported that Wright was in St. Augustine, Florida, to make arrangements for lumber.

Since colonial times, the loss of ships and lives all along the American shores had been of great concern. Effective methods of saving the lives of shipwrecked persons



FLORIDA'S LIFE-SAVING SERVICE FACILITIES

made their way to the United States all the way from China. The Chinkiang Association for the Saving of Life was founded in 1708. Eventually, the Chinese established both government-sponsored and private services devoted to life saving, and life-saving stations were built along navigable inland waterways. These stations were staffed with crews who used specially designed rescue boats. The British adapted these ideas and began life-saving operations in 1774. Rescue boats were manned by volunteer crews who were paid for each rescue. A special emphasis was placed on the treatment of persons who appeared to have been drowned.

The British system influenced life-saving efforts in the United States, and the Massachusetts Humane Society was formed in 1786 with the goal of saving human lives that might otherwise have been lost at sea. The Society constructed small buildings called humane houses along the coast. These huts were stocked with supplies and were intended to provide shelter and survival necessities for shipwreck survivors who managed to reach shore. Between 1807 and 1871, a series of lifeboat houses were also constructed, and volunteer crews used the lifeboats to reach wrecks and/or pull shipwreck victims from the water. The state and the federal government paid for each rescue and provided medals or awards for heroism.

After the pioneering developments in Massachusetts, other states began to



FRANCIS H. SMITH, ENGINEER AND BUILDER OF 5 FLORIDA HOUSES OF REFUGE, 1885



ORVILLE BABCOCK, ENGINEER OF THE MOSQUITO INLET LIGHT STATION



provide similar services. But several years of disastrous winter storms in the northeast proved that not enough had been done to provide adequate help. A system to oversee life-saving and the cargoes of wrecked vessels was needed. The unmanned humane houses were falling prey to theft and vandalism, and the volunteer crews of lifeboat stations were not always well-trained and well-equipped. The winter storms and resulting shipwrecks of 1870-1871 pushed the unofficial system to the breaking point, and Congress was at last ready to fund a government-run life-saving system.

Sumner I. Kimball, a young lawyer and politician from Massachusetts, was appointed to head up the Revenue Marine Bureau and oversee both the revenue cutters (the precursor of the Coast Guard) and life-saving operations. Kimball sent his representatives, Captain John Faunce and Captain J. H. Merryman, to survey the condition of life saving in the United States. Based on their reports he then began to make sweeping changes, dedicating his entire career to the professionalization of the United States Life-Saving Service. The Life-Saving Service was organized in a manner similar to the Light-House Service, with the country being divided into districts with district superintendents and assistants who all reported back to Kimball, the General Superintendent.

Kimball decided that the remote east coast of Florida needed prompt attention. The southern half of the east coast had seen its share of deadly shipwrecks. In 1825, approximately 64 shipwrecks were reported, and in 1846, 53 vessels were lost. Between 1848 and 1857, \$16 million dollars worth of shipwreck goods and vessels had gone up for auction in Key West. Apart from

the widely separated lighthouses, there were few places along the coast to provide aid to mariners.

In the words of Sumner Kimball, *On the coast of Florida, when vessels strand, they usually come well up to the shore, so that sailors find little difficulty in reaching the land.* Any person who made it to shore was faced with starvation, thirst, clouds of mosquitoes, and almost no residents to offer help. In order to aid these shipwreck survivors, Kimball ordered that houses of refuge be built along Florida's east coast in order to make shelter, food, fuel, and other necessities available. To prevent the theft and vandalism experienced at the Massachusetts humane houses, each Florida house of refuge would be manned by a resident keeper (and his family). The houses of refuge were too remote to have volunteer crews and lifeboats. The houses were, however, equipped with small "supply" boats that could be launched in the surf and handled by one or two persons.

The first five houses of refuge in Florida were constructed in 1875. The contract for these was awarded to Albert Blaisdell of Boston. The houses were numbered 1-5, with house number 1 located at Bethel Creek, number 2 at Gilbert's Bar, number 3 at Orange Grove, number 4 at Ft. Lauderdale, and number 5 at Biscayne Bay. All of the houses had to be completed by April 1, 1876, or the contractor would be fined \$30 for each day past the deadline. Blaisdell was to be paid \$2,900 for each house, and he would receive his first partial payment only after two houses had been completed and had passed inspection. The plans were standard Life-Saving Service designs, possibly drawn by Francis Ward Chandler, an architect for the Treasury Department. All the houses were very similar. Each had two stories,



CHESTER SHOAL HOUSE OF REFUGE



INDIAN RIVER INLET HOUSE OF REFUGE

with the four ground-floor rooms being for the keeper and his family. The second floor was used to house shipwreck victims. Each station could hold as many as 25 persons for up to 10 days. The houses had no glass windows, but each window did have wire-gauze "mosquito netting" and shutters that could be closed in bad weather. Each house was also provided with a cistern for water and a small boat house for the supply boat.

For ten years, these houses of refuge served their purpose well. The keepers were recruited by the district superintendent and their typical duties involved patrolling the beaches on foot and the shorelines in their small boats during and after storms to search for shipwrecks, conducting rescues and treating victims, towing small boats from the ocean to safety, assisting in the repair of vessels in trouble, rescuing people from boats with mechanical problems, and piloting boats for captains not familiar with local waters.

By 1884, it was clear that there was still a significant portion of Florida's east coast that needed protection, and the Life-Saving Service decided to build five more houses of refuge. These, like the ones built in 1875, were also numbered 1-5, with number 1 to be located at Smith's Creek or Bulow in what is now Ormond. The Number 2 House of Refuge would be situated along Mosquito Lagoon with Number 3 at Chester Shoal or Pepper Haulover (near today's Haulover Canal). House of Refuge Number 4 was located at Cape Malabar or Turkey Creek near present-day Melbourne, and House Number 5 at the Indian River Inlet. House number 5 was the Indian River Inlet House of Refuge.

At about the same time, the Life-Saving Service determined that Florida would



MOSQUITO LAGOON HOUSE OF REFUGE

>> CONTINUED ON PAGE 6



also benefit from the construction of two complete life-saving stations. These were different from the houses of refuge in that they had crews who would man large rescue life-boats. One station was to be located at Jupiter Inlet, and the other was to be built on the Gulf coast at Santa Rosa Island. Francis H. Smith bid on these contracts as well as on the five new houses of refuge. Available records do not indicate if he was awarded the contracts for Jupiter Inlet and Santa Rosa, but there is no question that his firm built the 1885 houses of refuge.

When that contract was awarded to Smith, the plans from the original five houses of refuge were modified and used again. One change called for the planing of the porch rafters. These had been left rough on previous structures, and cobwebs could not be easily cleaned away. To prevent the rafters from rapidly becoming the unsightly home to many spiders, the wood had to be planed smooth.

The remoteness of the sites for these



FLORIDA SHIPWRECK, 1864 ETCHING. COURTESY OF STATE ARCHIVES OF FLORIDA



SUMNER I. KIMBALL WAS THE FIRST AND ONLY GENERAL SUPERINTENDENT OF THE US LIFE-SAVING SERVICE. COURTESY OF STATE ARCHIVES OF FLORIDA

houses forced other modifications to be made during construction. Delivery of goods was always an issue, and one of the most difficult problems was bringing in bricks for the construction of chimneys and cisterns. The bricks were generally brought by coastal vessels and had to be landed on the beach through the surf. This was a dangerous task, and, citing this danger, Francis H. Smith wrote to the Life-Saving Service on April 10, 1885, requesting that the cisterns be made of boiler plate iron rather than bricks, making the landing of materials much easier and safer. The cistern exteriors would be painted with coal tar and the interiors would be coated with cement to prevent rust and corrosion. Smith was granted permission to make this change, and his five houses of refuge were built with iron cisterns.

Smith had other construction woes, and one of these would lead to a delay in the completion of all five houses. The town of Palatka, Florida, was the site of the lumber yards and mills that supplied many of east and central Florida's construction sites. On November 7, 1884, a huge fire all but destroyed the town and its lumber yards. Smith decided to cope with the situation by having much of the work fabricated in New York and then shipped to Florida to be assembled at the various locations. Since the only way to deliver these prefabricated parts was to land them on the shore through the surf, they could be shipped only during the late spring and summer when the weather and seas would be most calm. This situation resulted in Smith's application for an extension on his contract and a waiver of the \$30 per day fee the Life-Saving Service charged for contractors who exceeded their deadlines. Smith received a letter confirming the extension of his contract in early February of 1885.

On February 26, 1885, Francis H. Smith sent a letter to Sumner Kimball, General Superintendent of the Life-Saving Service, reporting that *we have sent this day to Ellaville, Florida, on Florida R'way &*

THE  
**SHIPWRECK**  
AND  
**DREADFUL SUFFERINGS**

OF  
**ROBERT BARROW,**

WITH DIVERS OTHER PERSONS, AMONGST  
THE INHUMAN CANIBALS  
OF FLORIDA;

*Faithfully related by Jonathan Dickenson, who was  
concerned therein.*

TO WHICH ARE ADDED

Some Remarks & Observations, made by  
a Person who renounced Deism:

ALSO,

The Dying Expressions of some Persons ...  
of Eminence & Learning, who had  
embraced the same Principles.

SALEM, (O.)

RE-PUBLISHED BY JOSHUA SHINN.

ROBERT FEE, PRINTER.

1826.

FLORIDA SHIPWRECK SURVIVOR MEMORIES. COURTESY OF STATE ARCHIVES OF FLORIDA

*UCo...Foreman John C. Haynes and working gang of six men to begin framing the Life Saving Houses for Florida. With reasonable probability they should arrive by Monday night next. Will you please have your Superintendent report to Bucki's Mill at Ellaville as soon as possible that the timber may be selected before it is sawed up.*

In the June 30, 1885, report of the Life-Saving Service, three houses of refuge in Florida were listed as complete, and houses 4 and 5 were described as nearing completion. The Jupiter Inlet and Santa Rosa Island Life Saving Stations were listed as receiving their equipment.

This report is contradicted by letters from Smith to Sumner Kimball in July, 1885, stating that he had completed one house (Smith Creek/Bulow) and wished to be relieved of responsibility for it. He requested that the Life-Saving Service appoint a keeper and free Smith from the burden of insuring and maintaining the house. The Life-Saving Service refused to comply with his request. Letters as late as October record



that the Pepper Haulover House of Refuge (Chester Shoal) had not progressed as the result of bad weather. Construction delays continued at other houses, too. Indian River Inlet, for example, was delayed through an inability to get supplies of paint, shingles, and nails.

In September, 1885, Smith finally received a partial payment of \$2,000 for his work thus far, and in mid-November he received another payment of \$3,000. A final amount of \$8,650 was paid in early 1886. The June 30, 1886, report of the United States Life-Saving



LOGO OF THE US LIFE-SAVING SERVICE

Service recorded that the five houses of refuge as well as the two life-saving stations were open and in operation.

But construction issues were not quite resolved. In November, 1885, The Secretary of the Treasury (who had ultimate responsibility for both the Light-House and Life-Saving Service) received a letter from W. A. Brock of Titusville, Florida. Brock wrote, *I beg to call your attention to bad work performed upon Life-Saving Station No. 3 (Chester Shoal) in Brevard County.* Brock was a mason who had constructed the chimney. He claimed that he had been forced by the contractor to make this chimney a brick shell filled with sand and ashes, rather than a solidly built structure. He also claimed that House No. 2 (Mosquito Lagoon) was also built in this fashion.

On November 30, 1885, Smith's agent, A. Lavendeyra, wrote to Smith stating that Brock's statements were false and that all the chimneys were built to specification. He also reported that the brick subcontractor, J. C. Ellinor, had been on site during construction along with a Life-Saving Service representative. Ellinor had not yet paid Brock, and Brock had come to Lavendeyra for money. When Lavendeyra told him to settle with his boss, both men lost their tempers. Lavendeyra struck Brock and knocked him down, claiming that this was the only way to handle workers who came from the remote Florida backwoods.

Letters went back and forth. The Life-Saving Service representative, George Rains, wrote that he had observed the construction of the chimneys, all work was done correctly, and Brock's statements were false. Van Renssalaer Morgan, a Life-Saving Service Assistant Superintendent of Construction, wrote a letter also refuting Brock's claims and reporting that all the chimneys were correctly built. John H. Miller, who drew the plans for the chimneys, wrote with a complete description of the correct construction method.

The matter seemed to die down, but

finally, on March 7, 1887, Mr. Brock was somewhat vindicated. The chimney at Indian River Inlet House of Refuge was found to be so poorly constructed that the dwelling was endangered. It would have to be torn

down and rebuilt. Frank W. Sams, who was the Life-Saving Service Superintendent for the Seventh District, wrote to his superiors that the chimney at Chester Shoal would also need to be rebuilt. Since it was apparently too late to charge these repairs to the firm of Francis H. Smith, the Life-Saving Service purchased

supplies, sent these to the stations, and the keeper of each arranged for the repairs to be made.

Despite the difficulties of building in the remote areas of Florida, the houses of refuge and the life-saving stations increased safety and served as outposts of civilization in the wilderness. Keepers and their families adapted as best they could to life in such remote locations. Personnel at the Florida houses had to travel anywhere from 4 to 24 miles for provisions, and it was a problem for them to get enough food for shipwreck survivors. Many of the tasks they were called upon to perform were far from routine, and

unexpected events were the norm. At one house of refuge, for example, the keeper appealed to his supervisor for help when a group of shipwrecked mariners seemed reluctant to leave the house of refuge even after they had recovered enough to travel. The keeper suspected that they might be waiting for salvage operations to commence at the wreck, in hopes of perhaps sharing in the profits. Shipwrecks were big business, and some wrecks were thought to be less than accidental.

Even along the relatively benign Florida coast, wrecks could be terribly deadly. On April 22, 1899, the keeper at Mosquito Lagoon House of Refuge reported that his nine-year-old son had spotted a small boat struggling through the breakers. The boat held 16 men and was one of two boats containing the shipwrecked crew of the steamer *General Whitney*, bound from New Orleans to New York. The small boat turned sideways in the surf and was rolled over by a large wave. The men were thrown out and most ended up under the boat. Elwin Coutant, the house of refuge keeper, wrote:

*Of these 16 men, only four reached the shore alive, one rescued exhausted from the surf by the keeper; two others assisted ashore by him and the remaining*

>> CONTINUED ON PAGE 8



SHIPWRECK NEAR GILBERT'S BAR HOUSE OF REFUGE. COURTESY OF STATE ARCHIVES OF FLORIDA



JUPITER INLET LIFE-SAVING STATION, c. 1912. COURTESY OF STATE ARCHIVES OF FLORIDA



one reaching the shore without assistance, clinging to the stern of the boat. ....Only two bodies of the twelve persons drowned were recovered at this station, one that of the Captain J.W.Hawthorne, on whose body resuscitation was unsuccessfully practiced for over two hours. The other was that of an oiler by the name of Harry Sullivan, who was apparently struck and killed by the overturning boat. Nine of the remaining bodies were recovered at a distance of 10 to 18 miles north of this station and cared for. The bodies of the

Captain and oiler were embalmed and sent to their friends in the North.

By the early 20th century, advancing railroads in Florida greatly decreased the need for ship transportation along the coast, and the Life-Saving Service outposts that had helped so many mariners were becoming passé. Some of the facilities began to close. The Indian River (Bethel Creek) House of Refuge was decommissioned in 1885 and was replaced by the new station at Indian River Inlet. Orange Grove closed in 1896, and Cape Malabar was decommissioned in

1891. The Jupiter Inlet Life-Saving Station closed shortly before 1900.

When the Life-Saving Service, the Steamboat Inspection Service, and the Revenue Cutter Service were merged in 1915 to form the United States Coast Guard, many life-saving and house of refuge facilities became Coast Guard stations, as did Florida's Santa Rosa Island Life-Saving Station. The original building was destroyed in a storm, but its 1906 replacement is still standing. During World War I, house of refuge keepers and families were replaced with Coast Guard crews ("Log of the Biscayne House of Refuge" by Dr. Thelma Peters, Tequesta, no. XXXVIII, 1978). The Biscayne House of Refuge became Coast Guard Station Biscayne until it was nearly destroyed in the Great Storm of 1926. The property was abandoned in 1927 and was conveyed to the City of Miami Beach in 1941 for use as a park. The Mosquito Lagoon House of Refuge became Coast Guard Station #203 but had limited usefulness. Since it was located on the beach, it was difficult to launch anything but small boats from the site. The station closed after World War II, and the old house of refuge burned some years later. Bulow and Chester Shoal were also closed after World War II. The last Florida house of refuge to remain standing is Gilbert's Bar, which continues today as a museum.

CREW AND FAMILIES, JUPITER INLET LIFE-SAVING STATION, 1890S  
COURTESY OF STATE ARCHIVES OF FLORIDA



## EDUCATION NEWS

The Ponce Inlet Lighthouse is wrapping up one of its most successful school years ever. During the months of April and May, the Preservation Association provided guided tours to more than 1500 students. This represents a significant increase over the last fiscal year when budgetary cuts prevented many schools from scheduling field trips to the historic Lighthouse and museum. In all, nearly 4,000 students benefitted from on- and off-site educational programs during the 2009 school year. Based on these figures, the prospects for the 2010 school year are overwhelming.

The Lighthouse's list of on- and off-site offerings has grown considerably these past three months with the introduction of several new educational options from which teachers can choose. Developed by Lighthouse staff and volunteers, recent additions to the Association's existing catalog of educational programs include:

**The Lighthouse Keeper's Daughter**—This interactive play immerses students in the story of Abby Burgess, a 17 year old girl who is given the responsibility of maintaining her father's lighthouse while

he is away. Students discover how Abby finds the strength to keep the light burning, care for her ailing mother, and comfort her scared younger sisters when a violent storm prevents her father from returning.

**Meet Captain Murphy**—Designed specifically for middle and high school students who have read *The Open Boat*, this living-history presentation about filibustering to Cuba, author Stephen Crane, and his acclaimed short story *The Open Boat*, is presented by long-time educator John Mann who assumes the role of Edward Murphy, captain of the ill-fated tug *Commodore*.

**Wireless at the Lighthouse**—Students may participate in this unique program that explores the history of wireless communications and radio navigation at the Lighthouse. Activities include experimenting with and constructing simple crystal radio sets, and learning how mariners once used radio beacons to navigate along the Atlantic coast.

**Brass Pounder Workshop**—Developed by volunteer Allen Bestwick, the Brass Pounder Workshop delves into the

fascinating science of the electric telegraph and Morse code. Participants will learn how to communicate in the iconic language of dots and dashes first introduced by Samuel Morse in the 1840s and will be given the opportunity to build a simple code oscillator of their own using common household parts.

This year will mark our initial foray into the world of summer camp education. Developed in partnership with the Daytona Beach Ocean Breakers Park, the Lighthouse is co-hosting this one-week summer camp from August 2 through the August 6, 2010. Well known area museum educational coordinator Mary Wentzel will run the camp at both the Ocean Breakers facility in Daytona Beach and at the historic Ponce Inlet Lighthouse.

We invite our readers to contact Programs Manager Bob Callister for more information regarding the Preservation Association's extensive list of educational offerings by phone at (386) 761-1821 ext. 18 or via email at bobcallister@ponceinlet.org. Individuals wishing to volunteer at the Lighthouse are always welcome.



The Preservation Association's 4th Annual Volunteer Awards Banquet was held on March 27, 2010, at the Harbor Village Party Center in Ponce Inlet. In addition to a wonderful dinner provided by Advisory Committee member Edson Graham and his staff, participants enjoyed the camaraderie of their fellow volunteers and spouses throughout the evening. The Association would like to extend a special thanks go to Kristi Drumheller for coordinating both the dinner site and menu, and JoAnne Hamilton and her gofer Carroll for all the table decorations.

Held annually, the Volunteer Awards Dinner is one of the ways the Association thanks its many volunteers for their valuable assistance in helping preserve and disseminate the maritime and social history of the Ponce de Leon Inlet Light Station. Thanks to their ongoing dedication, the Preservation Association has become one of the most prolific and well respected developers of lighthouse educational programming in the nation.

Event coordinators, presenters, and participants thoroughly enjoyed each other's company as they socialized, ate, and exchanged the type of light banter one has come to expect from this close knit group of lighthouses enthusiasts.

Following dinner, Programs Manager Bob Callister launched the awards ceremony by presenting certificates of appreciation for all



ALLEN BESTWICK (1500 HRS.)



ART HAHN (1500 HRS.)



JOHN MANN (1500 HRS.)



TOMMY CAMPBELL (500 HRS.)



JACKIE MANN (400 HRS.)

those who had completed fifty or more hours of volunteer service. Recipients included several individuals who have only recently joined this dedicated group of volunteers as well as those who are well on their way to becoming lighthouse *Wickies* in their own right.

It seems that Tommy Campbell and Gerry Harris (not shown) have been volunteers at the Lighthouse forever. This year, the Association was proud to recognize each of these men for their generous donation of more than 500 hours of volunteer service apiece.

Although never expressing an interest in becoming a full-time volunteer at the Lighthouse, Jackie Mann has managed to donate more than 400 hours to the Association. That's more volunteer hours than any other woman has performed in the past five years. A former teacher with more than 30 years of classroom experience, Jackie has been consulted on more than one occasion regarding educational program development. Her help is greatly appreciated.

Topping off the list of award recipients were Allen Bestwick, John Mann and Art Hahn. Invaluable to the volunteer program, the contributions of each of these gentlemen are endless. The Association thanks them for their tireless efforts on its behalf.

Following a heartfelt thank you from Executive Director Emeritas and Advisory Board Member Ann Caneer, the 2010 Volunteer Awards Banquet was brought to a close. As the former Executive Director and longtime Ponce Inlet resident, Ms. Caneer is arguably the person most responsible for the preservation and restoration of the Ponce de Leon Inlet Lighthouse.

The smiles and affection exchanged between the volunteers and staff are real, folks! If you would like to become part of the lighthouse volunteer family, please call Bob Callister at 386-761-1821 x18, for more information.



(L TO R) – HELEN MAGALE (317), BC, JUDY DICARLO (309), CARROLL HAMILTON (351)



(L TO R) – JOANNE HAMILTON (250), MARIANN ELKOWITZ (207), JOANNE ROBERSON (219), BC, JAN REECE (229), HAL COKASH (220), ART WHITE (279)



(L TO R) – CLAUDIA KAVANAUGH (127), TOM HELLUM (120), JENNIFER GILL (117), KEN MARSHALL (113), BONNIE EGERTSON (119), JOE DICARLO (175), THERESA WOLF (163)



(L TO R) – AL SEPA (104), ADRIAN GEARY (113), DAWN WHITE (100), SUE MARSHALL (100), JOAN GRIFFITH (100), TANA WHITE (105), DON GARRETT (108)



(L TO R) – JUDY HUGGINS (50), KRISTI DRUMHELLER (50), BOB CALLISTER, BILL MAGALE (58), PAUL MILWARD (91), DEMETRICK SHERBINO (73)

OBJECT OF THE QUARTER

# Life-Saving Service Breeches Buoy

The United States Life-Saving Service, one of the precursors of the modern Coast Guard, was charged with maritime rescue work along the coasts and the Great Lakes. The brave keepers and crews of this service regularly risked their lives to save others in fulfillment of their motto "You have to go out. You do not have to come back."

Surfmen generally had three means of rescuing shipwrecked persons. They could launch a surfboat and go out to the wreck,



or shoot a line out to the wreck and send over either a breeches buoy or a life car in which to haul the shipwreck survivors back to shore. The museum has acquired an original breeches buoy in anticipation of a

future exhibit that will interpret the history of the U.S. Life-Saving Service.

This artifact was used at New York's Shinnecock Life-Saving Station. Francis Hopkinson Smith, builder of a number of Life-Saving Service facilities in Florida, bid on the Shinnecock project in 1886. Documents in our collection do not indicate whether Smith was the successful bidder, but the station was completed and stood



until a 1938 hurricane washed it away. The breeches buoy was brought home by a surfman in the 1930s and remained in the family's possession until recently.

A New York Times article of September 3, 1911, records that surfmen stationed at Shinnecock rescued persons from the *Carrie A. Lane*, a four-masted schooner that ran aground near the Station. Unable to launch his lifeboats due to rough seas, Captain Penny of the Life-Saving Station ordered a line to be fired out to the ship so the rescues could be made using the breeches buoy. The ship's second mate came ashore first to test the breeches and was soon followed by the Captain's two adult daughters and five members of the crew. The ship was found to be sound and was later refloated off the sandbar.



# LIGHTHOUSE RAILWAY

Engineers responsible for the construction of light stations faced numerous challenges including how best to transport the equipment, supplies, and personnel to construction sites. In some cases it was relatively simple: drive a vehicle to the site and off-load it. Others like the Ponce de Leon Inlet Light Station, required men and materials to be shuttled from an ocean-going vessel to the shore via a shallow draft boat capable of navigating the inlet.

In 1910, a new light station on the southern end of the Tres Montes peninsula on the Gulf of Penas in southern Chile

posed an interesting engineering challenge. Located atop a 150 foot high exposed cliff, the landing of supplies and material needed to construct the tower appeared nearly impossible.

The chief engineer, George Slight from Scotland, resolved this daunting problem by gaining access to the construction site from the rear. By entering Seño Hoppner Bay on the opposite side of the peninsula and sailing southwest up a narrow sea loch for 15 miles it was possible for small vessels to reach a beach only four miles from the lighthouse site. A jetty and a base camp were eventually built there. A special four-mile-long railway was built, complete with steam locomotive, to bring materials and supplies from the narrow sea loch to the lighthouse site.

The Cabo Raper Light Station is a cylindrical 46-foot-tall concrete tower with lantern and gallery, attached to a large 1-story keeper's quarters. It went into service in 1914 and continues as an active aid to navigation, exhibiting a flashing white light with a focal plane of 200 feet.

*Photo courtesy Servicio de Señalización Marítima. Other photos courtesy of: [www.railwaysofbearsouth.co.uk/13elighthouses.html](http://www.railwaysofbearsouth.co.uk/13elighthouses.html)*



## THANK YOU & WISH LIST

We would like to extend our heartfelt thanks to Jacques and Marion Jacobsen for their ongoing and generous donations of artifacts. They have recently provided us with some very rare and special objects including a Seminole War era infantry hat insignia, an authentic lighthouse keeper's uniform jacket, a U.S. Lighthouse Service uniform button, and several U.S. Life-Saving Service items including a belt buckle, uniform button, and hat button. Our collection has been immeasurably enhanced by these two friends of the museum.



Another generous donation was recently made by Mike Noone. Mike's grandfather was an Army Air Corps pilot in the earliest years of that service. His flight

helmet, goggles and other artifacts have been added to our exhibit Lighthouses for Airplanes. Thank you, Mike!

As we look ahead to new exhibits and restorations, we continue our search for furniture, carpets, household items, and clothing that date to 1880-1900. We are also searching for a kerosene-powered range dating to the 1920s-30s. The Education Department is seeking a working player piano. An upcoming exhibit on the history of the United States Life-Saving Service has prompted a search for photographs and objects, especially any related to the Florida Houses of Refuge and Life-Saving Stations.





# 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](http://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!**





**LIGHTHOUSE UMBRELLA**

PREPARE YOURSELF FOR SUMMER RAINSTORMS WITH THIS BEAUTIFUL THREE FOOT DIAMETER COLLAPSIBLE UMBRELLA FEATURING LIGHTHOUSES AND NAUTICAL SYMBOLS. UMBRELLA IS AVAILABLE IN BOTH LIGHT AND ROYAL BLUE AND INCLUDES A CLEAR PLASTIC CARRYING CASE. PLEASE INDICATE DESIRED COLOR WHEN ORDERING.  
ITEM #: 0804 PRICE: \$12.99



**CUSTOM ILLUMINATED LIGHTHOUSE**

PROCLAIM YOUR LOVE FOR THE HISTORIC PONCE DE LEON INLET LIGHTHOUSE WITH THIS CUSTOM ILLUMINATED METAL LIGHTHOUSE MADE EXCLUSIVELY FOR THE PRESERVATION ASSOCIATION. STANDING 15" TALL AND ILLUMINATED WITH A STANDARD CHANDELIER LIGHT BULB, THIS UNIQUE PIECE WILL BE A WELCOME ADDITION TO ANY LIGHTHOUSE ENTHUSIAST'S COLLECTION.  
ITEM #: 0148 PRICE: \$39.99



**THOMAS KINCAID LIGHTHOUSE STEPPING STONE**

CELEBRATE YOUR LOVE OF LIGHTHOUSE WITH THIS BEAUTIFUL STEPPING STONE FEATURING ARTWORK BY THOMAS KINCAID THE WELL KNOWN "PAINTER OF LIGHT". MADE OF HIGH QUALITY RESIN, THIS 12" DIAMETER PIECE FEATURES KINCAID'S LIGHT OF PEACE PAINTING FROM HIS ACCLAIMED SEASIDE MEMORIES SERIES. THIS WONDERFUL PIECE IS GUARANTEED TO BRIGHTEN ANY WALL, CURIO CABINET, OR GARDEN PATH.  
ITEM #: 0269 PRICE: \$24.99

**PONCE INLET LIGHTHOUSE PRINT**

DECORATE YOUR HOME OR OFFICE WITH THIS BEAUTIFUL MATTED PRINT OF THE PONCE INLET LIGHTHOUSE SUPERIMPOSED OVER A NAUTICAL CHART OF PONCE INLET. AVAILABLE IN BOTH 8" X 10" AND 16" X 20" SIZES.  
8" X 10" PRINT  
ITEM #: 0045 PRICE: \$19.99  
16" X 20" PRINT  
ITEM #: 0047 PRICE: \$45



**WHIMSICAL PELICAN STATUETTES**

BRIGHTEN YOUR HOME OR OFFICE WITH THESE HUMOROUS CERAMIC PELICANS. BISK FIRED AND COMICALLY SCULPTURED, THESE WONDERFUL PIECES WILL BRING A SMILE TO FACE OF ALL WHO SEE THEM. EACH PELICAN SOLD INDIVIDUALLY. PLEASE IDENTIFY PELICAN OF CHOICE WHEN ORDERING.  
ITEM #: 0938 PRICE: \$7.99



**LIGHTHOUSE TANK TOP**

GREAT THE HOT SUMMER MONTHS WITH THIS COOL SPAGHETTI STRAP TANK-TOP FEATURING THE PONCE INLET LIGHTHOUSE AND MADE OF A SPECIAL COTTON/SPANDEX BLEND TO WICK MOISTURE AWAY. AVAILABLE IN EITHER BLACK OR PINK, SIZES SMALL THROUGH XX-LARGE. PLEASE SPECIFY DESIRED COLOR AND SIZE WHEN ORDERING.  
ITEM #: 3191 (SM TO XL) PRICE: \$19.99  
ITEM #: 3192 (XXL) PRICE: \$22.99



Gift Shop Sales Associate Ashley R.

**BABY LIGHTHOUSE BODYSUIT**

SHOW THAT THE WORLD THAT YOUR BABY OR GRANDCHILD IS A BUDDING LIGHTHOUSE ENTHUSIAST WITH A GENUINE PONCE INLET LIGHTHOUSE "I'M A KEEPER" BODYSUIT. MADE OF 100% COTTON, THESE COLORFUL "ONESIES" FEATURE SHORT SLEEVES AND A THREE SNAP CLOSER FOR EASY DIAPER CHANGES. AVAILABLE IN NEWBORN, 6, 12, & 18 MONTHS SIZES IN EITHER PINK, LIGHT BLUE, OR YELLOW.  
ITEM #: 2902 PRICE: \$9.99



Isabella and Sophia Bennett  
b. 2/19/10



**KID'S PONCE INLET LIGHTHOUSE RAIN JACKET**

STAY DRY ON STORMY DAYS WITH THIS COLORFUL HOODED RAIN JACKET. CONSTRUCTED OF LIGHTWEIGHT WATER-RESISTANT RIP-STOP NYLON FEATURING THE PONCE INLET LIGHTHOUSE LOGO, THIS WONDERFUL JACKET FEATURES A NETTED LINING TO HELP KEEP YOUR CHILD COOL AND COMFORTABLE ON RAINY SUMMER DAYS. JACKET IS AVAILABLE IN GREEN OR BLUE IN SIZES SMALL THROUGH LARGE. PLEASE SPECIFY DESIRED COLOR AND SIZE WHILE ORDERING.  
ITEM #: 3730 PRICE: \$20.99

**Non-Profit Organization  
U.S. Postage Paid  
Daytona Beach, FL  
Permit 400**

**PONCE DE LEON INLET LIGHTHOUSE  
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](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](mailto: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 July 1, 2010, through September 30, 2010.