



PONCE DE LEON INLET LIGHT STATION

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Mosquito Inlet
Light House
on the Halifax River,
near Daytona, Fla.



I would like to offer my sincere thanks to all the Preservation Association members, volunteers, staff, and Advisory Committee/Board of Trustee members who have worked so hard to help preserve, protect, and interpret this National Historic Landmark for present and future generations. Without your aid and support, none of our past accomplishments would have been possible.

Museum staff recently concluded a period of extensive research into one of Florida's lost lighthouses. First established in 1886, the Volusia Bar Lighthouse once stood at the south entrance to Lake George near the mouth of the St. Johns River. To learn more about this long-lost navigational aid, Association staff visited the site of the former lighthouse and researched the history of maritime trade along the St. Johns River waterway.

Research on the Volusia Bar Lighthouse was used in a July, 2009 Light Station newsletter article and in The Keepers Log, a quarterly publication of the United States Lighthouse Society. The museum plans to unveil its recently completed Lighthouse at Volusia Bar exhibit in the Principal Keeper's breezeway in October, 2010.

A second exhibit, titled *The United States Life Saving Service*, was also unveiled in October. Located next to *Lighthouse at Volusia Bar* in the Principal Keeper's breezeway, the *United States Life-Saving Service* exhibit features artifacts and informative text panels related to the maritime agency's early history.

Scheduled restoration of the tower's exterior drum, widows walk, and cupola continues to proceed according to plan. Located at the very top of the Lighthouse and inaccessible by Association staff, these lofty sections have remained

relatively untouched since the tower's last restoration in 2001. Scheduled work included stripping away old paint, removing and neutralizing existing corrosion, and repainting the tower's drum, exterior decks, cornices, cupola, and vent ball with new protective coatings. Temporary tower closure was necessary to erect the scaffolding and provide a safe barrier for visitors. Additional restoration work completed this past summer included the Principal Keeper's 1921 bathroom addition and assorted historic windows throughout the facility.

The Association, in fiscal year 2009-2010, received no funding from the state's underfunded grant program and no financial support at either the local or federal levels. Although it has remained relatively self-sufficient throughout these tough economic times, the Association depends upon admissions, sales revenue, and the support of its members to fund its ongoing efforts to preserve and disseminate the maritime and social history of the Ponce de Leon Inlet Light Station.

Included in this newsletter are envelopes for our Annual Fundraiser. Please consider the value of the educational programming provided to students, the museum's interpretive exhibits, and the incredible beauty and significance of this historic Light Station in your decision to give. As a non-profit 501(c)(3) corporation, donations to the Preservation Association are tax deductible. In addition to our annual fundraiser, additional donor options include endowment fund contributions and planned giving. Feel free to contact me to discuss your personal needs and donor options.

Thank You,
Ed Gunnlaugsson

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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UPCOMING MEETINGS:

- Oct 13, 2010
WEDNESDAY Budget Finance/Endowment Fund Committee Meeting
 - Oct 18, 2010
MONDAY Board of Trustees and Quarterly Membership Meeting
 - Nov 15, 2010
MONDAY Board of Trustees Meeting
 - Dec 20, 2010
MONDAY Board of Trustees Meeting
- ALL MEETINGS ARE HELD IN THE GIFT SHOP CONFERENCE ROOM.

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LIGHTHOUSE EVENTS OCTOBER–DECEMBER 2010

OCT 9 (SAT)

10:00 AM – 2:00 PM

MARCONI WIRELESS DAY

Come to the lighthouse and celebrate a day devoted to Guglielmo Marconi, the father of modern radio communications, and the man who changed the way the world communicates. Learn about early radios as you participate in communication and lighthouse related activities including kid's crafts and ham radio demonstrations. All activities are included with the price of your regular admission; no advance registration is required.

OCT 14–17 (THU–SUN)

DAILY 12:00 PM – 2:00 PM

BIKETOBERFEST

Examine turn-of-the-century household items at the Artifact Table, enjoy a unique Crystal Radio demonstration atop the 175 foot tall tower, and chat with the "old lighthouse keeper" from 12:00 to 2:00 during this multi-day event. All activities are included with the price of your regular admission; no advance registration required.

NOV 4 (THU)

10:00 AM – 4:00 PM

HOMESCHOOL DAY

Attend educational workshops specifically designed for homeschoolers. Special pricing and on-line reservations will begin on October 6, 2010. Call Bob Callister at 386-761-1821 x18, to be added to the email distribution list.

NOV 26 (FRI)

10:00 AM – 2:00 PM

THANKSGIVING GIFTS

Enjoy family-oriented activities and watch the kids as they make a old-time Christmas ornaments which are theirs to keep. Learn about the Cape Canaveral 1st Order Fresnel Lens, and the maintenance that had to be done every week. All activities are included with regular admission; no advance registration required.

DEC 28 (TUE)

10:00 AM – 2:00 PM

EARLY NEW YEAR'S CELEBRATION

Celebrate an early New Years with a visit to the historic Ponce Inlet Light Station. Enjoy family-oriented activities, a Cape Canaveral Lens maintenance demonstration, and kid's crafts. All activities are included with regular admission; no advance registration required.

CLIMB TO THE MOON EVENT CALENDAR

OCT 22 & 23

5:30 – 7:30 PM

Climb to the Moon at Florida's tallest lighthouse and experience the spectacular sunset and moonrise from atop the Ponce Inlet Lighthouse. 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. Toast the setting sun with sparkling cider, snack on tasty hors d'oeuvres catered by Inlet Harbor Restaurant, and enjoy panoramic views of the ocean, inlet, and inland waterways by the light of the full moon. This special event is limited to 25 participants only. Tickets must be purchased in advance by calling Mary at (386) 761-1821 ext. 10. Prices are \$25 for non-members and \$20 for members.

NOV 21

4:45 – 6:15 PM

DEC 21

4:45 – 6:30 PM

2010 SUMMER & FALL LIGHTHOUSE HOURS

NORMAL HOURS OF OPERATION

OCTOBER 1–DECEMBER 31, 2010 Open daily from 10:00 a.m. until 6:00 p.m. (last admission at 5:00 p.m.)

SPECIAL HOURS OF OPERATION

NOVEMBER 25, 2010 Closed in observance of Thanksgiving Holiday
NOVEMBER 26–26, 2010 Thanksgiving Holiday Weekend Extended Hours
 Open 10:00 a.m.–7:00 p.m. (last adm. at 6:00 p.m.)
DECEMBER 24, 2010 Early Close
 Open 10:00 a.m.–4:00 p.m. (last adm. 3:00 p.m.)
DECEMBER 25, 2010 Closed in observance of Christmas Holiday
DECEMBER 26–28, 2010 Christmas Holiday Extended Hours
 Open 10:00 a.m.–7:00 p.m. (last adm. 6:00 p.m.)
DECEMBER 29, 2010 Resume normal hours of operation

NEWSLETTER CONTRIBUTING WRITERS

Mike Bennett	Bob Callister	Ed Gunnaugsson
Ellen Henry	Tom Zane	

CONSTRUCTION, REPAIRS, AND RESTORATION

In an effort to better understand this National Historic Landmark, the museum staff has embarked on a project to research and record a thorough history of each building including its design, construction, early history, repair record, and current restoration efforts. Every element of a building tells us about the methods and technologies of the past, and how future restorations should be carried out.

The late 1880s were a time of rapid and astonishing change. Vast railway systems were shrinking the world and making standardized time a necessity, altering forever the nature of personal, private time. The invention of the telephone and telegraph made it possible to literally be in two places at once, and now the future was closer than ever. Instead of waiting weeks for a reply by mail, a telegram or phone call could make things happen right away. Details about the past were being lost because they were discussed in conversation and were no longer recorded in letters. Technological advances were increasing the pace of modern life both literally and psychologically.

The few residents who lived near Mosquito Inlet in the 1880s met the outer edges of these sweeping changes in 1884, when the Light-House Board purchased land for a new light station at the Inlet. A high tech facility would soon illuminate this remote location, bringing with it new people, new ideas, and new opportunities.



TRAMWAY AND CONSTRUCTION OFFICE



KITCHEN AND WORKMEN'S QUARTERS

An ordinary mule might provide the initial power for the construction of the lighthouse, but the end result would be a structure built by innovative means and exemplifying the most up-to-date advances in navigational aids. From the unique "working platform" used to construct the tower, to the fire-resistant and well-ventilated building designed especially for kerosene storage, to the brilliant Fresnel lens at the top of the tower, the Mosquito Inlet Light Station represented the finest navigational aid available.

Some of the technological advancements planned for the Station would never materialize. The original optic ordered for the tower was a huge hyper-radial lens which was, shortly before its delivery, discovered to be too large for the lantern room. The tower design itself also underwent changes. Orville Babcock, Chief Engineer of the Mosquito Inlet project, at one point suggested a screw pile lighthouse with an electrified third order lens. But Babcock's original suggestion, a tall masonry tower with a first order Fresnel lens, prevailed with only a single alteration. Its proposed concrete foundation was changed to brick, a less expensive material.

The first structures built at Mosquito Inlet were a landing platform on the river shore, a construction office, a kitchen and quarters for the work crew, and a storage building for construction supplies. All but the construction office were removed after the station was completed in 1887. The construction office stood for many years and was used for storage until it was torn down in 1911.

Also built prior to the Station's construction was a mule-drawn tramway from the river shore to a point just west of the tower site. The tramway was disassembled after 1887, and by 1911 its path had been covered by a concrete walkway that still exists today.

Construction of the Mosquito Inlet Light Station began with the tower in July of 1884, shortly after the death of Chief Engineer Orville Babcock, who had drowned in the Inlet. Work was soon interrupted when funding ran out. In March of 1885, Congress approved another \$40,000 for the Station, but work was delayed until after the summer "sickly season" had passed. The new Chief Engineer, Jared Smith, appointed Herbert Bamber as superintendent of construction, and Bamber invented a new type of adjustable, moveable "working

platform" which increased the efficiency of the masonry work and became the new standard for lighthouse construction.

Another work delay involved problems with the delivery of bricks. The Light-House Board had suggested that all bricks on hand be used to construct the dwellings, while a new source of brick



TOWER UNDER CONSTRUCTION



INSTALLATION OF LANTERN ROOM. NOTE HOIST LADDER ATTACHED TO TOWER.



CARPENTER'S SIGNATURE ON LIVING ROOM FIREPLACE MANTEL, SECOND ASSISTANT KEEPER DWELLING

keeper dwelling were completed by February, and the top of one cistern had been covered with a protective layer of plaster. The Principal Keeper's cistern was completed in March, and in April all the cisterns were fitted with ventilating tops. One woodshed wall, probably that of the Second Assistant Keeper, had been completed.

January 1887 saw the tower at 120 feet, and some of the stones of the belt course were laid. The service room window frames were installed. In February, the tower masonry was completed and the iron work up to the lantern room had been installed, except for the watch room and service room stairs.

As of March 10, 1887, the tower was completed to the lantern room floor and the installation of the lantern room had begun. According to an April 9, 1887 report, the lantern frame had been set and part of the copper roofing had been riveted on, and the Oil Storage Building was nearly complete. By May, the lantern room roof was completed and the lantern room glass had been glazed. The Principal Keeper dwelling walls were finished, and by June the brickwork was complete, the roof and gutters were on, and some interior partitions had been built. As of July, the tower was finished except for the tile floor.



TOWER WITH HALYARD, 1899

As the summer of 1887 began, the Principal Keeper dwelling walls were up, and the brickwork for the detached kitchen was finished. The roof and gutters were on, and some interior partitions had been built.

By June 10, 1887, the Second Assistant dwelling was ready for plastering. The First Assistant dwelling's brickwork was nearly done except for the hearths, and the roof had been completed.

In July, the exterior walkways were laid. The brickwork for all the woodshed/privy buildings was complete, and the privies had been roofed. The Oil Storage Building was finished except for the

installation of wooden shelving for the 5-gallon kerosene shipping cans. Also in July, J. C. Mallery replaced James E. Gregory as the Chief Engineer for the Sixth Light-House District, and Gregory left to become the new Engineer Secretary of the Light-House Board.

In August, the carpenter was finished in the Second Assistant and Principal Keeper dwellings. All the dwellings and outbuildings were in the final stages of plastering. The tower floor had been tiled and the ironwork was being painted.

The carpentry of the First Assistant Building was completed in September. The tower stairway painting was finished, and the lens apparatus was installed. The Principal Keeper house and its lightning conductor system were finished in September, and the installation of the battery-operated call bell system for the houses and the tower was underway. Also in September, the inner picket fence and an outer barbed wire fence were in place, and the gates and pickets were being whitewashed. The official *Notice to Mariners* went out in September, announcing that the tower would go into service in two months.

On November 1, 1887, the beacon was illuminated for the first time. A few days later, the Station was considered complete and was turned over to the keepers. Even though the technological marvel was finished, repairs and changes were not long in coming.

In 1898, the Light-House Board ordered unspecified repairs and upgrades for the tower. A spar with halyards for ship to shore communication was added to the balcony rail. An 1899 report on the Light Station indicated that the entire facility was in good condition, although some pointing repairs to the tower's mortar joints should be made during the upcoming year.

The usual procedure for Station repairs was to obtain three bids from local sources, and one of these bids would be selected. Less often and only for larger or more technical repairs, supplies would be sent to Mosquito Inlet via a lighthouse

>> CONTINUED ON PAGE 6



ORIGINAL 1902 THATCHED BOAT HOUSE



1907 WHARF AND BOAT HOUSE

for the tower was sought. But work on the tower continued instead, and by December it stood about four feet above its 12-foot foundation. As of July 8, 1886, the tower had been completed to the third landing. The second landing window and second flight of stairs were also done. Work on the dwellings did not begin until 1886, with the majority of the work being accomplished in 1887.

In August 1886, Congress had approved another \$50,000 for construction, but at the end of the month the Great Charleston Earthquake rocked the construction site, and work was again suspended. At this point, the tower was about 100 feet high. The work stoppage was caused not so much by the earthquake as by difficulties the men were having with the foreman, William Strachan. Strachan resigned and was replaced by George A. Rains. The Treasury Secretary cancelled Rains' appointment, leading to an uncomfortable year of staff changes.

Despite these issues, by October all the dwelling foundations were constructed up to the subfloors. One month later, the entrance to the tower, the stairways, and the window recesses were finished, and, as of December 8, 1886, the tower was up to 114 feet and the landing brackets were set.

By this time, the locations for the cisterns had been chosen. Each cistern would be placed so that water could be conveniently pumped into the kitchens. The cisterns would be buried only to a depth of 5 feet so they would not be contaminated by "soil water" (probably from the sink drains and privies). All the dwellings were completed up to the floor joists by December and the Assistant Keepers' cisterns were completed by that time, as well.

The Oil Storage Building foundation walls were laid in January, 1887. The woodshed/privy foundations for each



RE-ROOFING THE SECOND ASSISTANT KEEPER DWELLING IN 1907



FIRST ASSISTANT DWELLING WITH WINDMILL AND LAUNDRY SHED, c. 1908

tender, and crewmen from the tender would then help carry out the repairs. In March 1903, bids were solicited from local contractors for repairs and improvements to the Light Station. The nature of these repairs is not known, but E. L. Smith and W. D. Bradshaw of Daytona won the contract. At about this time, a palm-thatched boat house was built on the river shore.

In 1906-1907, the entire Light Station was repaired and renovated, including the addition of a Samson windmill and a cypress wood water tank to the Station's well. The lighthouse tower doors were refinished and repaired in February, and, in March, rust was removed from the main balcony ironwork, and some interior repairs were made. The Second Assistant dwelling received a new roof. All the dwellings had repairs or replacements to the porch railings, uprights, and flooring. A new artesian well was dug at this time, with William E. Ballough of Daytona winning the contract. The thatched boat house was replaced by a more substantial frame building.

In 1909, the technology of the lighthouse beacon was upgraded with the installation of the newly designed incandescent oilvapor lamp system.

Major repairs were again made at the Light Station in 1913, with masonry repointing ordered for the tower. The picket fence was rebuilt and the concrete fence posts, many of which are still in place, were installed to replace the original



WATER TANK



WHARF AND BOAT HOUSE, 1921



SECOND ASSISTANT KEEPER DWELLING WITH CONCRETE APRON INSTALLATION IN FOREGROUND AND RADIO ANTENNA TOWER IN RIGHT BACKGROUND

wooden ones. Mention was made in November of painting the tower Watch Room with "metallic brown."

During 1914, the windmill, which had never worked properly, was removed, and a pump house was constructed in 1915 over the windmill's footprint. Iron supports from the windmill can still be seen inside this structure. Also in 1914, all the chimneys on the Station were repointed, as were the porch pillars on each house. A boat house was added to the Station's wharf. The older boat house on the shore came to be called the Buoy House.

A January 17, 1916, letter from the Lighthouse Bureau's acting commissioner



PRINCIPAL KEEPER DWELLING WITH 1921 BATHROOM ADDITION NEARLY COMPLETED



RESTORATION OF PRINCIPAL KEEPER DWELLING BATHROOM ADDITION, JUNE 2010

stated, "The Bureau calls your attention to the apparent deterioration of the brickwork of the tower at Mosquito Inlet Light Station, Fla., as shown by a recent postal photograph received in this office, and requests you to submit report as to the same." A tender and a crew were scheduled to come to the Station as soon as possible. On March 26, 1916, the Sixth District Inspector replied, stating that the tower showed no recent deterioration of brickwork. Rather, the deterioration had come about nine years earlier, and, during a 1907 repointing, the tower was cement-washed to even out the surface. (Cement wash was typically made of cement, mortar, water, and pigment, and would have been applied with a brush.) This cement surface was flaking away and needed to be replaced, which was done during March, 1917.

An inspection of the tower made at this time revealed that cracks had appeared above the crown of each window arch. The cracks may have resulted from an earthquake centered near Waynesville, North Carolina, and experienced in Florida just three weeks earlier. The keeper was instructed to watch the cracks, but no work was done on them at that time.

Significant repairs were made to the Light Station in 1921, including the addition of bathrooms and indoor plumbing to the dwellings. Supplies for the upgrade were brought on a lighthouse tender, and the crew spent



PRINCIPAL KEEPER DWELLING BEFORE BATHROOM ADDITION



BUOY HOUSE IS FLOATED TO CHIEF MEYER'S FISH CAMP FOLLOWING WORLD WAR II



THE LIGHT STATION SHOWS SIGNS OF NEGLECT, C. 1959



THE FIRST ASSISTANT KEEPER DWELLING UNDER REPAIR IN 2000



GENERATOR BUILDING WITH CARPORT IN 1959



THE OIL STORAGE BUILDING WAS VANDALIZED IN 1970



THE RESTORED OIL STORAGE BUILDING



GENERATOR BUILDING MORTAR RESTORATION, 2007

over a month at the Station, carrying out the work. The tower underwent repointing, the brick walkways were repaired, and a concrete apron was poured at the base of the tower.

In 1923, the Lighthouse Service decided to replace the water pumping system and electrify the keepers' dwellings. A tender crew assisted by an "electric wireman" carried out the work. The dwellings were fitted with the latest in knob and tube wiring, some of which can still be seen underneath the buildings.

In advance of a plan to remove the shelving and install two large oil tanks, the Oil Storage Building received a new concrete floor in 1925, laid directly over the original floor. Two years later, a storm damaged the structure and the roof had to be replaced. The new oil tanks were installed at the same time.

The January, 1928, Description of the Light Station by H. L. Beck stated that the Station was in good condition and well-kept. Beck wrote, "Considered the best proportioned and most beautiful tower in the District." By 1929, the main need for repairs was at the Station's Buoy House on the river shore, and at the Boat House and wharf which needed new pilings.

In 1933, the tower was repaired and painted, and a rotating third order Fresnel lens was installed in the tower as a result of a recommendation to electrify the beacon. This eliminated the need for three resident keepers. The position of Second Assistant keeper was discontinued, and the Second Assistant dwelling was then used for storage. Two electrical generators for the beacon were also installed at this time, probably in the woodshed of the First Assistant Keeper.

During the Second World War, the Light Station underwent a variety of changes. The Principal Keeper dwelling became a barracks, and in 1942 a new floor was laid over the original in the kitchen. A radio beacon station featuring the latest in navigational technology was established in the large bedroom of the First Assistant house, and, in 1943, the woodshed/privy



THE FIRST ASSISTANT KEEPER DWELLING UNDER REPAIR IN 2000

building for the First Assistant dwelling received an addition that would function as a larger and more complete radio beacon shack.

After the war, Florida Power and Light electrified the Station, and by 1953, the beacon was fully automated and resident keepers were no longer needed. The Coast Guard visited only periodically to maintain the lens, and the unoccupied buildings began to deteriorate. When the light was discontinued as a navigational aid in 1970, it seemed as if technology had finally left the lighthouse behind.

During the 1960s, the Ponce Inlet Women's Club did its best to keep the Light Station clean and free of intruders. The Second Assistant dwelling became the town hall, and the wall separating the kitchen and living room was removed to make way for a meeting space. Dark paneling covered the walls where the original plaster had fallen away.

A major act of vandalism occurred in 1970 when the Oil Storage Building was burned and its copper roof was stolen. This building was not restored until 1989 when the walls were partially rebuilt, a new copper roof and wood front door were added, and the oil tanks were sandblasted and placed on new wooden support cradles.

In 1972, the Light Station was deeded to the Town of Ponce Inlet. The Ponce de Leon Inlet Lighthouse Preservation Association took on the management of the site and immediately began a clean-up in preparation for opening the Light Station as a museum. A chain link fence was installed around the property, and a non-navigational light was used to illuminate the tower. City water was connected to the property in 1973.

Historic objects, including buildings, can be preserved as they are, restored to a specific period using new materials when necessary, rehabilitated for updated use, and even reconstructed from old plans and pictures. Conservation is usually the first step in the process of stabilization and is generally reversible, unlike restoration and rehabilitation. Over the years, the Preservation Association has used all these methods to preserve and protect the Light Station, often applying the technology of the past to return the site to the most authentic state possible. The goal is always to remove or change as little of the historic fabric as possible, and today's visitors may



THE LIGHT STATION TODAY

notice that restoration does not mean making something look new.

One place where visitors can often observe this type of restoration is on the painted surfaces of the historic wood elements of each building. Only cracked and peeling paint is replaced, and new paint is applied directly over the surface without disguising the "holes" where old paint layers have been removed. To the untrained eye, this may appear as a mistake, since a smoothly painted surface with no craters is desirable on new construction, but this is not appropriate in restoration work. Other places where an observant visitor can see remains of the past are the "ghosts" of original hardware installations on doors, windows, and on some walls. These are usually left visible in order to document original construction methods and materials.

Many of the Preservation Association's earliest efforts were directed at the tower, and in 1976 the tower and grounds were opened to the public on a daily basis. In 1978, restoration of all the metal work at the top of the tower was begun and continued through 1982, when the beacon was returned to service by the Coast Guard. Further interior and exterior restorations followed, culminating in a full-scale tower restoration in 2001. Regular maintenance keeps it in excellent condition, and a treatment plan was established in 2008 to

map out these repairs for the future.

Of course, each keeper dwelling and outbuilding has also seen its share of restoration and rehabilitation work, and every structure has its own treatment plan for the future. The Principal Keeper dwelling received a new roof in 1973 and exterior restoration in 1975. The interior was restored and the bathroom facilities made operational. The building was rewired in 1976, and some exhibits were installed. By 1982, the nature trail paths were being installed in the woods behind this dwelling. In 1983, track lighting was installed. New shutters, new track lights, and new air conditioning were all added in 1985, and the floors were refinished. The porch floor joists, rails, and uprights were repaired in the same year. At some point in this building's history, the kitchen breezeway had been screened and doors were added. In the mid-1990s, new doors and etched glass windows replaced the old screen doors. In 2005, the 1921 bathroom was restored and a viewing window installed between it and the north bedroom. The Principal Keeper's office, which had been used as a storage area for many years, was restored in 2009, and a restoration of the porch addition's exterior is currently underway. Exterior mortar repairs have been ongoing since 2005.

The First Assistant dwelling received a new roof in 1973, and, in 1975, the

exteriors of all the dwellings were restored. The First Assistant dwelling underwent an interior restoration in 1976, and its 1921 bathroom was made operational. At some point in the early 1980s, windows were cut into the original living room entrance doors on both Assistant Keeper dwellings. The interior of the First Assistant house was furnished as it would have been in the 1890s, and flower boxes were installed in front of this and the other two dwellings. In 1984, the laundry shed area was restored, and, in 1985, new shutters were installed on all the buildings. In 1986, more exterior restoration took place with the repair and replacement of rotted porch rails and floor joists. The First Assistant dwelling was re-roofed in 1987, and two years later a new air conditioning unit was also installed. The roof was reshingled again in 2000. Exterior mortar restorations were begun several years ago and are ongoing. A full-scale restoration of the interior is scheduled to begin in late 2010 or early 2011.

The woodshed and privy for the First Assistant Keeper had become known as the Generator Building, and since the 1930s (and possibly earlier) generators had been installed in the woodshed portion of the building. During World War II, radio beacon equipment was also installed in the woodshed until 1943, when the Coast

Guard added a radio beacon room to the north side of the structure. In the 1950s, a carport was attached to the side of this building but has long since been removed. The building was damaged in 2002, when a nearby retention pond undermined the foundation. The structure was stabilized, and in 2007, exterior mortar repairs were made to cracks that had opened between the original woodshed and the 1943 addition. Between 2006 and 2007, the radio beacon shack interior was restored.

The Second Assistant dwelling, besides being altered in the 1960s for its role as the town hall, has undergone other changes. The exterior was restored in 1975, and it received new shutters and new air conditioning in 1985. In 1987, central air was installed, partially in the attic, and the system leaked causing areas of the ceiling to collapse. Much of this building's interior was restored in 2007-2008.

The Second Assistant woodshed was rehabilitated in 1989 to serve as a small theater, and the privy was repaired and a viewing window installed. In 1998, the 1921 bathroom additions were removed from both Assistant Keeper dwellings, and handicap access ramps were added to all the houses at that time.

The pump house roof was replaced in 1975 and an assessment of this building was carried out in 2006. A major

restoration of the pump house, including the replacement of siding, studs, and the roof, took place in 2008. Further repairs and repainting took place in 2009.

Some original or early buildings are, of course, no longer standing. The construction buildings were torn down after the station was completed. A small horse stable once stood near the current entrance to the grounds. The 1907 windmill was removed in 1914, and the water tank was demolished in 1952 by the Coast Guard. The wharf and Boat House eroded away after World War II. Need for the Buoy House also ended after the war, and the structure was placed on a raft and floated up the river to the fish camp of Chief Edward Meyer, who had been the last civilian Principal Keeper at the Lighthouse. A corrugated metal garage was built to the north of the tower prior to the 1921 upgrades at the Station. The garage was removed in 1972.

The Light Station continues its function today as a private aid to navigation. The tower is illuminated by its 1933 rotating third order lens, with the old technology still sending out powerful beams to aid coastal sailors. The pace of modern life that was so new in 1887 now seems routine. Thanks to the ongoing processes of repair and restoration, the Light Station continues in both its original

EDUCATION NEWS

Ever wonder how Native-Americans utilized native Florida plants in their daily lives? To find out, the Association invited members of the Central Florida Native Plant Society (NPS) to tour the Light Station's coastal hammock, help identify indigenous plants along the nature walk, and explain how native flora was once used by Florida's original inhabitants.

On July 22, seven members of the Paw-Paw Chapter of the NPS toured the grounds with Lighthouse volunteers and staff. What they helped the Association discover was very enlightening. The experts pointed out more than 15 indigenous plants along the trail including red bay, grape vine, myrtle oak, golden aster, yaupon holly, cabbage palm, coral bean, deer berry, and hog plum. In addition to native Florida flora, the NPS experts also identified a number of non-indigenous plant species along the nature trail that needed to be removed.

Thanks to the Central Florida Native Plant Society's continued assistance, the Association is well on its way to identifying most of the indigenous plants

that currently grow within the coastal hammock and along its winding trails. Educational staff and Lighthouse volunteers will research each of these native species, learn their common names, and discover how each was used by Native-Americans centuries ago.

This fascinating information will be used in the development of future educational workshops like *Native Americans: Hunters and Gatherers of Prehistoric Florida*.

Adult-oriented offerings related to early human usage of Florida Flora will include a special presentation titled *Living off the Land: Native American and Early Florida Pioneers*. Developed in cooperation with Debary Hall for their upcoming Lemonade Lecture Series, additional Lighthouse Lemonade Lecture topics will include the U.S. Life Saving Service, Stephen Crane and the S.S. Commodore, early Florida history, living and working at the Lighthouse, historic



beach racing, and the Meyers/Davis House in Ponce Inlet.

Individuals interested in learning more about upcoming educational events and lectures should visit our online calendar at www.ponceinlet.org or contact Programs Manager Bob Callister at bobcallister@ponceinlet.org or (386) 761-1821 ext.18.

For the first ten days in July and all ensuing Saturdays, volunteers John and Jackie Mann, Art Hahn, Don Garrett, Carroll and JoAnne Hamilton, Theresa Wolf, Blake Derr, Samantha DiSanti, Al Sepa, Claudia Kavanaugh, and Art and Tana White provided Lighthouse visitors with the opportunity to participate in a variety of activities including the artifact table, crystal radio set at the top of the tower, and informal mini-tours. The Association would like to thank these dedicated volunteers for donating their valuable time in order to make our visitors' lighthouse experience even more enriching.

In May, the Preservation Association unveiled an exciting new program that allows visitors the opportunity to watch the sun set and moon rise from atop the historic Ponce Inlet Lighthouse. Titled Climb to the Moon, this recent addition to the Association's list of available programs has been well received and praised by all who have participated. Held once a month when the setting sun and the rising full moon occur within minutes of each other, Climb to the Moon is well on its way to becoming one of the Lighthouse's most popular programs.

Beginning with a tour of the Lighthouse, the Climb to the Moon event includes sparkling cider and hors d'oeuvres at the top of the tower where spectacular views of the moonrise and sunset await. Once the sun goes down, guests are invited to visit the Lantern Room where they can examine the 1933 third order lens as it shines its silvery beams toward the dark horizon. There is



plenty of time for photos, quiet moments with your significant other, socializing, and breathtaking views of the ocean and inland waterways by the light of the full moon. Climb to the Moon it is an experience not to be missed!

Normally scheduled once a month, Climb to the Moon is limited to only 25 participants. Please refer to the Calendar of Events on page 3 for upcoming event dates and times.

The Ponce de Leon Inlet Lighthouse Preservation Association celebrated National Lighthouse Day on August 7th with a variety of workshops designed to educate our visitors and enhance their Light Station experience. Thanks to volunteers John

and Jackie Mann, Art Hahn, Carroll and JoAnne Hamilton, Mariann Elkowitz, Joanne Roberson, Blake Derr and Al Sepa, who entertained visitors with their lighthouse knowledge, this year's National Lighthouse Day proved a resounding success.

Although volunteers only participated as attendees, we would be remiss if we did not mention the very solemn memorial service that took place at the lighthouse on September 11, 2010, to mark the ninth anniversary of the attack on the World Trade Center.

This simple memorial consisted of a moment of silence at 8:46 a.m. (the time when the first plane struck the World Trade Center), a few words by Robyn Hurd (President of the Ponce Inlet Lighthouse Preservation Association), and the lowering of the flag to half staff. The ceremony concluded at 9:30 a.m. and the attendees, absorbed in their own thoughts and memories, left for home.

The Preservation Association is always looking for individuals who are interested in becoming Lighthouse volunteers. Anyone interested in helping the Association preserve and disseminate the maritime and social history of the Ponce de Leon Inlet Light Station are encouraged to contact Program Manager Bob Callister via email at bobcallister@ponceinlet.org or by phone at (386) 761-1821 ext. 18 for more information.



THANK YOU & WISH LIST

Thank you to our long-time donors, Earl and Gladys Davis, for the gift of a 1920s towel rack, shelf, and shaving mug holder. These items were originally used in Daytona's Prince George Hotel. The Prince George, located on Ridgewood Avenue, was built in 1883 and known variously as the Ocean View,

the Holly Inn, the Grand Atlantic, and, finally, the Prince George. It was torn down in 1953.

The Preservation Association would like to thank to Bob Seidler, owner of CR Control Systems of West Lebanon, NH, for donating a lamp changer for one of the buoy lights currently on display in the Oil Storage

Building.

Our wish list currently includes turn of the 20th century furniture, a working player piano, and, for our Education Department, a seamstress or tailor who would be willing to help us develop costumes for our docent volunteers.

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

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 Renewal

2nd Assistant Keeper \$100

1st Assistant Keeper \$200

Principal Keeper \$500

Corporate Lampist \$500

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

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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!



REPRODUCTION DIVE HELMET CLOCK

HAND-CRAFTED FROM BRASS AND COPPER, THIS BEAUTIFUL REPRODUCTION HELMET CLOCK IS MODELED AFTER THE TYPE COMMONLY USED BY DEEP WATER DIVERS IN DECADES PAST. MEASURING 8" HIGH AND 9" WIDE, THIS UNIQUE PIECE IS GUARANTEED TO DELIGHT.
ITEM #: 3961
PRICE: \$99.99

PONCE DE LEON INLET LIGHTHOUSE
PROCLAIM YOUR LOVE FOR THE PONCE INLET LIGHTHOUSE WITH THIS CUSTOM-MADE ILLUMINATED CERAMIC STATUE MODELED AFTER THE HISTORIC PONCE INLET LIGHTHOUSE. MEASURES 8 1/2" TALL. AVAILABLE ONLY FROM THE LIGHTHOUSE GIFT SHOP.
ITEM #: 0625
PRICE: \$19.99



GLASS NAUTILUS

EVERYONE LOVES TO PUT THEIR EAR TO A SHELL TO HEAR THE OCEAN. TAKE YOUR LOVE OF SHELLS AND THE SHORE TO THE NEXT LEVEL WITH THIS BEAUTIFUL HAND-CRAFTED GLASS NAUTILUS MEASURING 6 1/4" LONG.
ITEM #: 2461
PRICE: \$11.99



REPLICA DESK PRISM

ONCE USED AS THE PRIMARY MEANS OF ILLUMINATING INTERIOR COMPARTMENTS ABOARD SHIPS, DECK PRISMS HAVE LONG BEEN CONSIDERED ONE OF THE MOST COLLECTIBLE OF ALL MARITIME ARTIFACTS. ADD A NAUTICAL TWIST TO ANY DESK OR CURIO CABINET WITH THIS REPLICA DECK PRISM. CONSTRUCTED OF MOLDED AQUA COLORED GLASS AND ATTRACTIVELY PACKAGED IN A HANDSOME WOODEN BOX, THIS BEAUTIFUL PIECE WILL SURELY PLEASE ALL WHO LONG FOR THE SEA.
ITEM #: 3114
PRICE: \$27.99



WOODEN MUSIC BOX

FEATURING A PICTURE FRAME IN THE LID, THIS EXQUISITE, FELT-LINED, WOODEN MUSIC BOX PLAYS "ENDLESS LOVE". LIGHTHOUSE PICTURE CAN BE EXCHANGED FOR ANY 4" X 6" PHOTO.
ITEM #: 2178
PRICE: \$29.99



PONCE INLET LIGHTHOUSE TRIVET

SUITABLE FOR USE AS A DECORATIVE TRIVET OR WALL HANGING, THIS UNIQUE HAND-PAINTED CERAMIC TILE FEATURES A BEAUTIFUL IMAGE OF THE PONCE INLET LIGHTHOUSE. TILE INCLUDES CORK BACKING TO PREVENT SLIPPING AND A WIRE HANGER FOR WALL DISPLAY. MEASURES 8" X 8".
ITEM #: 0014
PRICE: \$17.99



BRONZED PELICAN STATUE

MEASURING 14" TALL AND 6" WIDE, THIS BRONZE RESIN PELICAN WILL MAKE A WONDERFUL GIFT FOR BIRD WATCHERS AND LOVERS OF THE SEA.
ITEM #: 3338
PRICE: \$73.99

LIGHTHOUSE PUZZLE

PERFECT FOR RAINY DAYS AND QUIET EVENINGS, THIS 500 PIECE JIGSAW PUZZLE FEATURES AN AERIAL VIEW OF THE HISTORIC PONCE DE LEON INLET LIGHT STATION. PUZZLE MEASURES 14 1/4" X 20 1/4" INCHES WHEN COMPLETED. THE PERFECT GIFT FOR PUZZLE AND LIGHTHOUSE LOVERS EVERYWHERE.
ITEM #: 4447
PRICE: \$10.99



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PRESERVATION ASSOCIATION, INC.**

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(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 UPS 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 October 1, 2010, through December 31, 2010.