



PONCE DE LEON INLET LIGHTHOUSE ILLUMINATIONS

4931 South Peninsula Drive • Ponce Inlet, Florida 32127 • www.ponceinlet.org • www.lighthouselocker.org • (386) 761-1821 • lighthouse@ponceinlet.org
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Ponce De Leon Inlet Light Station
February, 1943



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Dear Members,

As many of you who are familiar with our history may know, we are fast approaching the 130th anniversary of the Ponce Inlet Lighthouse initial lighting on November 1, 1887. For nearly 130 years, this iconic beacon has guided mariners navigating the treacherous waters just offshore, saving countless lives in the process.

As this momentous date in our history approaches, I would be remiss if I did not acknowledge the important contributions of both the Board of Trustees and Advisory Committee towards the Association's ongoing mission to preserve and disseminate the maritime and social history of Ponce De Leon Inlet Light Station.

Chaired entirely by Ponce Inlet residents, the Board of Trustees is the Preservation Association's governing body. With the aid of the Advisory Committee, Board members work together to ensure the Association never deviates from its stated mission and that the organization continues to work towards achieving the Board's established goals and objectives. It is a responsibility that they pursue with passion and integrity. On behalf of the entire staff here at the Ponce Inlet Lighthouse, I convey my sincere thanks and gratitude to each member of the Board of Trustees and Advisory Committee for their unwavering commitment to this important National Historic Landmark.

I am sad to report the recent resignation of former Board President Tami Lewis from the Association's Board of Trustees. However, I am happy to announce that Advisory Committee member Tony Goudie has been selected to fill the vacancy created by her departure. A long-time resident and lighthouse advocate, we are excited by Mr. Goudie's appointment and look forward to working closely with him in the years to come.

Recruited by Tony Girolami; one of the Association's most beloved former Board members; Tami began her official affiliation with the lighthouse first as a general member, then as a volunteer, and eventually as a member of the Advisory Committee. Replacing the legendary Ayres Davis following his transition to emeritus status, Ms. Lewis joined the Board in 2002; the same year that the \$1,150,000 restoration of the lighthouse was completed.

Tami has faithfully served the Preservation Association in that capacity ever since, chairing numerous committees and holding several officer posts including that of Vice-President from 2004 to 2011, and as President from 2011 until November, 2014. Appointed the honorary status of Trustee Emerita by unanimous vote in January, Ms. Lewis has moved to north Florida to pursue her personal dreams but will remain a valuable Lighthouse advocate and advisor in her new role.

As the Light Station's 130th anniversary approaches, I would ask that you consider donating to the Lighthouse Endowment Fund. Endowment funds, which are held in perpetuity, protect the Light Station by providing financial security for long-term preservation and restoration efforts. Individuals and organizations wishing to learn more about the Lighthouse Endowment Fund may do so by visiting us online at www.ponceinlet.org. Select the Support Us tab from the top navigation bar and proceed to the Endowment Fund page by selecting the appropriate link. Pertinent information includes a brief summary of the Endowment Fund including its purpose, use, and restrictions, a PDF of the Endowment Fund Resolution in its entirety, commonly asked questions, tax information, and ways to give. You may also contact me via email at edgunn@ponceinlet.org, or by phone at (386) 761-1821 ext. 15.

On behalf the Lighthouse Board, Advisory Committee, staff, and volunteers; I wish you a happy and productive spring season.

With Warm Regards,

Ed Gunnlaugsson

Ed Gunnlaugsson
Executive Director
Ponce Inlet Lighthouse

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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. ILLUMINATIONS welcomes letters and comments from our readers.

REGULAR HOURS OF OPERATION

Sept. 6, 2016 – May 28, 2017
OPEN DAILY FROM 10:00 AM UNTIL 6:00 PM
(LAST MUSEUM ADMISSION SOLD AT 5:00 PM)

May 29, 2017 – Sept 4, 2017
OPEN DAILY FROM 10:00 AM UNTIL 9:00 PM
(LAST MUSEUM ADMISSION SOLD AT 8:00 PM)

SPRING 2017 SPECIAL HOURS OF OPERATION

Memorial Day Weekend
May 26, 27, 28, 2017
OPEN DAILY FROM 10:00 AM UNTIL 7:00 PM
(LAST MUSEUM ADMISSION SOLD AT 6:00 PM)

SCHEDULED TOWER CLOSURES

JUNE 9, 2017 (FRIDAY)
TOWER CLOSED FROM 7:00 PM UNTIL 9:00 PM
MUSEUM AND GIFT SHOP OPEN UNTIL 9:00 PM
(LAST MUSEUM ADMISSION SOLD AT 8:00 PM)

JULY 9, 2017 (SUNDAY)
TOWER CLOSED FROM 7:15 PM UNTIL 9:00 PM
MUSEUM AND GIFT SHOP OPEN UNTIL 9:00 PM
(LAST MUSEUM ADMISSION SOLD AT 8:00 PM)

UPCOMING MEETINGS

APRIL 17, 2017 (MONDAY)
BOARD OF TRUSTEES AND ANNUAL MEMBERSHIP MEETING
(OPEN TO GENERAL MEMBERSHIP)

JUNE 19, 2017 (MONDAY)
BOARD OF TRUSTEES MEETING
(CLOSED TO GENERAL PUBLIC AND MEMBERSHIP)

MAY 15, 2017 (MONDAY)
BOARD OF TRUSTEES MEETING
(CLOSED TO GENERAL PUBLIC AND MEMBERSHIP)

CLIMB TO THE MOON SCHEDULE

CLIMB TO THE MOON

April 11, 2017
Tuesday
7:15 pm – 8:45 pm

May 10, 2017
Wednesday
7:00 pm – 8:30 pm

June 9, 2017
Friday
7:30 pm - 9:00 pm

Journey to the top of the Ponce Inlet Lighthouse and experience this National Historic Landmark in all its glory. Join the Old Lighthouse Keeper on a personal tour of lighthouse and lantern room, and enjoy breathtaking views of the Atlantic Ocean, Ponce Inlet, and scenic inland waterways.

Toast the setting sun with a sparkling beverage and enjoy delicious hors d'oeuvres by the light of the full moon with your significant other and friends. Offered only on the eve of each full moon, this special event is limited to 25 participants only. Tickets must be purchased in advance by calling Karen at (386) 761-1821 ext. 10. Prices are \$25 for non-members and \$20 for members.



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**Brian & Kasey Layman
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(Endowment Fund Donor)

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**Rue & Ziffra, PA
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***Mosquito
(now Ponce de Leon)
Inlet Lighthouse
circa 1906***

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APRIL 8, 2017, SATURDAY, 10:30 AM TO 2:30 PM FLORIDA LIGHTHOUSE DAY
 Celebrate the state's rich maritime history on Florida Lighthouse Day! Tour the historic grounds, climb to the top of Florida's tallest lighthouse, and participate in family-oriented activities and workshops. Be sure to stop by the Principal Keeper's office to talk with the "Old Lighthouse Keeper" about his many light keeping duties as well as Florida's historic light stations. All activities are included with the price of regular admission. No advance reservations required.

APRIL 15, 2017, SATURDAY, 10:30 AM TO 3:00 PM ARTIFACT CONSERVATION WORKSHOP
 Have you ever wondered about the best way to preserve and to conserve your precious items and family heirlooms, including the best way to store and display historic papers and photographs and how and when to conserve paintings and other artifacts and artworks? Join us on April 15th to meet with conservator Alexandra VonHawk who will be onsite to answer all of your preservation and conservation questions and concerns. On the day of the event, just bring those smaller items, or snapshots of larger items, that you would like to discuss. Each participant will have the opportunity to meet with Ms. VonHawk individually or in small groups. The price to participate in the event is \$10 for lighthouse members and students with current school ID, and \$15 for non-members. The price also includes admission to the lighthouse on this day. Advance tickets may be purchased online at www.lighthouselocker.org. Please contact Mary Wentzel at mwentzel@ponceinlet.org, or (386) 761-1821 ext. 18, for more information.

MAY 11, 2017, THURSDAY, 10:00 AM TO 2:00 PM SPRING HOMESCHOOL DAY
 Join us on May 11th for the museum's Spring Homeschool Day! A biannual event that draws students and parents from far and wide, Homeschool Day is one of the lighthouse's most popular educational events. The theme for this year's spring homeschool day event is *Unique for Their Time: Personalities in and around the lighthouse*. Special admission prices apply for this event. Limited to 75 participants, advanced reservations are required. Parents may register their student(s) online at www.lighthouselocker.org starting April 11th at 1:00 pm. Please contact Mary Wentzel at mwentzel@ponceinlet.org, or (386) 761-1821 ext. 18, for more information.

MAY 20, 2017, SATURDAY, 10:30 AM TO 2:30 PM INTERNATIONAL MUSEUM DAY
 Museums are the story tellers of mankind's collective knowledge and experiences. Observed annually by museums around the world, International Museum Day celebrates these important centers of learning. Participate in fun, hands-on activities and workshops designed for children and their families, and meet with lead docent John Mann at 11:00 as he discusses his extensive travels visiting lighthouses all around the world. All activities are included with regular admission, no advance registration required.

MAY 27-29, 2017 (SAT, SUN, & MON) MEMORIAL DAY WEEKEND
 Join us at the historic Ponce De Leon Inlet Light Station and climb to the top of Florida's tallest lighthouse! Explore one of the nation's largest surviving light stations and discover the fascinating history of the US Light-House Establishment/Service, Ponce Inlet, and Florida's rich maritime heritage. In honor of our men and women in uniform, all active and prior military personnel will be admitted free of charge throughout the day with proof of service.

JUNE 17, 2017, SATURDAY, 10:30 AM TO 2:30 PM FLAG DAY
 Join us at the Lighthouse on Flag Day and participate in numerous family-oriented workshops and activities! Explore the historic Ponce De Leon Inlet Light Station and climb to the top of Florida's tallest lighthouse! Scheduled hands-on activities include; learning how semaphore flags were used by mariners to communicate with other ships at sea and with those on shore, discovering what life was like for lighthouse keepers and their families more than 100 years ago, and a making your very own lighthouse pennant or flag! All activities are included with regular admission, no advance reservations required.

JULY 1ST – 4TH, 2017 (SAT, SUN, MON, & TUES) INDEPENDENCE DAY CELEBRATION
 Join us at the Ponce Inlet Lighthouse and Museum in celebration of Independence Day! Explore our historical exhibits and climb the tallest lighthouse in Florida. All activities are included with regular admission, no advance reservations required.

ATTENTION READER: *Additional information regarding scheduled events can be found online at www.ponceinlet.org under the Calendar of Events tab. Individuals wishing to learn more about these and other scheduled events may contact Programs Manager Mary Wentzel by phone at (386) 761-1821 ext. 18, or via email at mwentzel@ponceinlet.org for additional information.*

THE BRICK GIANTS OF THE 1850s: RISE OF THE BRICK GIANTS PART III

A FOUR-PART SERIES ON THE EVOLUTION OF AMERICA'S LIGHTHOUSES
AND THE BIRTH OF HER GIANT BRICK TOWERS.

In 1842, the coast of the United States was considered one of the poorest lit of any seafaring nation. Although equipped with 256 lighthouses and 30 light vessels, the quality and effectiveness of the country's aids to navigation system were poor at best. Generally short in stature, poorly constructed, and furnished with optics that were far inferior to those employed in Europe, the performance of the United States Light-House Establishment under Fifth Auditor of the Treasury Stephen Pleasonton, was the subject of much ridicule within the maritime community.



Admiral William B. Shubrick, first president of the US Light-House Board.

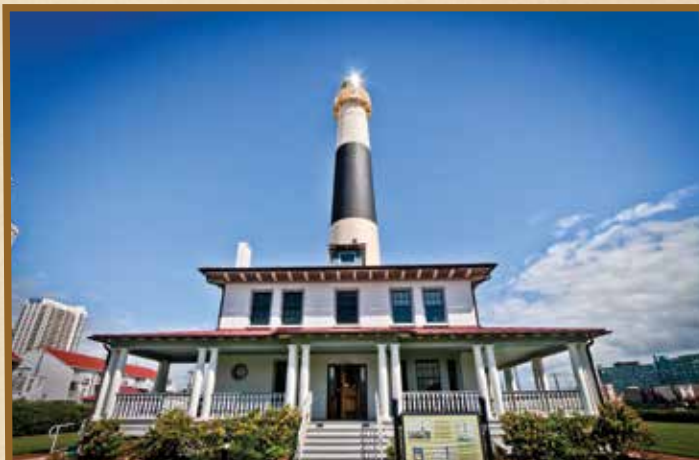
By 1850, complaints regarding the country's beacons had grown so intense that Congress ordered that a panel of experts drawn from the military, scientific, and maritime communities be assembled to assess the the nation's aids to navigation system and provide suggestions on how it could be improved. Completed in 1851, the panel's findings were submitted in a report that made specific recommendations for improvements. It was a scathing assessment that revealed just how inadequate the country's lighthouses truly were.

Alarmed by the report and possibly surprised by how badly the US Light-House Establishment (USLHE) had been managed under Stephen Pleasonton, Congress passed legislation in 1852 that transferred control of the agency to the newly established US Light-House Board. A governing body essentially composed of the same group of men who had conducted the earlier investigation, the Board wasted little time in addressing one of the major issues discussed in the 1851 report; the inadequate height of many of the nation's existing towers.

Typically restricted to a height of 65 feet or less under Pleasonton, most of the nation's lighthouses lacked the stature required to project a light more than ten miles offshore. Recognizing that these stubby structures were incapable of performing the job for which they were built, especially in the southeast where shipping lanes were farther offshore and the coastline was flat, the Board made construction of taller masonry lighthouses in low-lying locations one of its top priorities. Commonly referred to as "brick giants" each of these soaring structures would house a Fresnel lens capable of producing a beacon so bright that the height of the tower's focal plane would be the only architectural factor that would limit its visible range. Measuring 100 to 193 feet in height, the Light-House Board successfully constructed 30 of these "brick giants" between 1857 and 1910, beginning with the Absecon Inlet Lighthouse in present-day Atlantic City.

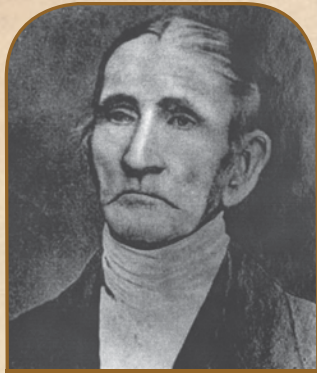
ABSECON INLET LIGHT STATION (Est. 1857):

Prior to the Revolutionary War, Atlantic City's Absecon Inlet had already developed an infamous reputation among mariners who plied those treacherous waters. Rife with hidden shoals and other unseen hazards, the southeast coast of New Jersey was already littered



The first of the "brick giants", the Absecon Lighthouse sits in the heart of Atlantic City, NJ.

RISE OF THE BRICK GIANTS (CONTINUED)



5th Auditor of the Treasury and Head of the US Light-House Establishment until 1852, Stephen Pleasonton

with the rotting timbers of hundreds of ships long before the colonies had won their independence.

Although the frequency of such incidents continued to occur well into the 1800s, Stephen Pleasonton remained steadfast in his refusal to erect a beacon at Absecon Inlet despite already being authorized \$5000 to do so. Maintaining that sufficient need did not exist to justify the expenditure of the appropriated funds,

the well-known pinch-penny remained unmoved even though the number of maritime mishaps continued to grow. In fact, a concerted effort to erect a beacon at that location would not commence until control of the Light-House Establishment had been transferred to the US Light-House Board in 1852.

Absecon was the first of the true brick giants erected in the United States. Planning began in 1855 under the supervision of US Army Corps of Topographical-Engineers Major Hartman Bache, one of three great-grandsons of Benjamin Franklin. Bache, however, was soon replaced as chief engineer by a newly promoted army captain named George Meade.

A rising star within the lighthouse community, Meade had established himself as one of the Establishment's most competent engineers. Reviewing Bache's construction plans, Meade quickly went to work redesigning the Absecon Lighthouse. True to his military engineering roots which emphasized the importance of "form following function," Meade's new concept lacked frivolous ornamentation of any kind.

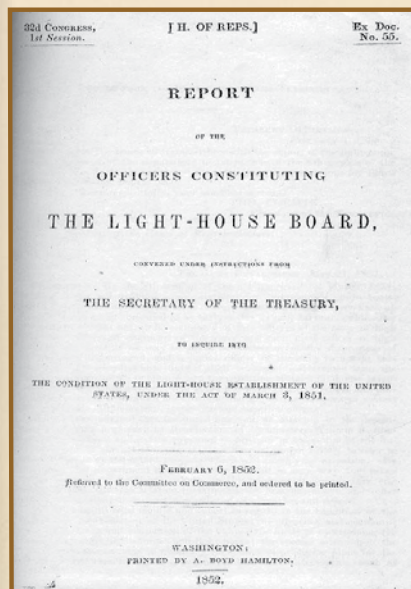
The new plans called for a 171-foot lighthouse consisting of a ten-foot diameter brick cylinder nestled within a conical brick tower tapering from 27 feet in diameter at its base to 15 feet at its parapet. Separated by a hollow space in between, the two masonry walls were connected by brick "spokes" which gave the structure incredible strength and structural integrity. Access to the top of the tower was provided by a spiral staircase consisting of

228 cast iron steps and a wrought iron railing system. At the top of staircase sat a watch room equipped with a few storage cabinets and the support pedestal for the tower's fixed, first order Fresnel lens. Entered from the watch room below, the prefabricated lantern room was encased by large glass panels through which the beacon's light could shine. Encircling the exterior of the watch room and supported by a simple set of cast iron support brackets, a gallery deck provided keepers with a high perch from which to search for ships in distress. Ten narrow windows provided keepers with their only source of natural light as they climbed and descended the lofty structure. In addition to the tower, the light station also included several service buildings, an oil storage house, and two multi-story keeper dwellings.

Recognizing that the material, shipping, and labor costs for constructing the light station would far exceed the meager \$5000 project budget authorized by Congress in 1835, Meade wasted little time sharing his financial misgivings, "I am not aware on what data the amount appropriated for this work was based. There is no doubt,

however, that it was entirely inadequate for a work of the magnitude now being erected." Following a review of Meade's figures, the Light-House Board petitioned the government for additional funds. In 1855, Congress approved the request and raised the construction budget to \$35,000. This amount was increased to \$47,436 at Meade's request as the Absecon Light Station neared completion.

In addition to material and labor costs, Meade also voiced his concerns about shipping



This report on the status of the nation's aids to navigation system submitted to Congress in 1851 ended the rule of Stephen Pleasonton as the head of the Lighthouse Establishment and initiated a period of unprecedented lighthouse construction under the newly established US Light-House Board.

RISE OF THE BRICK GIANTS (CONTINUED)

the materials to the construction site. In the same letter the engineer stated, *“The place, though within forty miles of Philadelphia, is entirely without resources. There are no wharves or conveniences of any kind for landing materials or for handling them after landing. Hence, it resulted from a reliable calculation that transportation on the railroad was the most economical mode, notwithstanding its excess over ordinary water transport.”*

Construction of the Absecon Lighthouse proved a slow and arduous process due to numerous natural obstacles and conditions that initially interfered with the delivery of the project’s much needed building materials and later with its construction. Surrounded by coastal marshes, Meade’s first engineering hurdle was to overcome the problem of water constantly filling the pit being dug for the tower’s foundation. Unable to stem the continuous flow using bucket brigades and hand pumps, Meade solved the problem by employing a 12,000 gallon-per-hour steam engine-driven pump to keep the water out long enough to allow the construction crew to lay the tower’s masonry foundation.

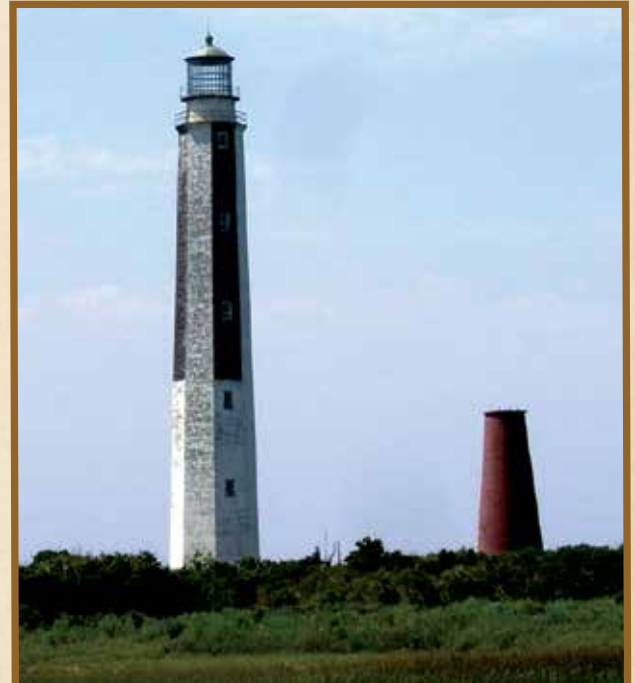
Illuminated for the first time on January 15, 1857, Pleasanton’s earlier arguments that insufficient need existed for equipping Absecon Inlet with a beacon were quickly disproved. After less than a year of continuous operation, the Light-House Board proudly wrote of the lighthouse’s performance, *“It is a fact worthy of remark that on this part of the coast of hitherto frequent and appalling shipwrecks, since the exhibition of this light, a period of about ten months[sic], there have been no wrecks in its vicinity.”*

A MODEL FOR MASONRY LIGHTHOUSES TO COME

Since the Light-House Board did not establish a central design unit until after the American Civil War, each tower built prior to the conflict could reflect the personal style of the individual engineer tasked with its construction. However, with minor deviations, Meade’s plain and practical design for Absecon was acknowledged as a go-to standard for the brick giants to follow. Changes to the plan generally focused on one or more considerations, including: the necessary height of the beacon’s focal plane as determined by its required visible range, the

type of foundation needed, the size of the lantern room, the specific order (i.e. size) of Fresnel lens to be used, the complement of personnel required to operate the station, and so on.

CAPE ROMAIN LIGHT STATION (EST. 1858)



Completed in 1858, the 150 foot Cape Romain Lighthouse still stands next to its 65-foot predecessor constructed under Winslow Lewis’s supervision in 1827.

Extending seven miles into the Atlantic Ocean, the shoals surrounding Cape Romain on the North Carolina coast are notoriously treacherous. Erected on Raccoon (now Lighthouse) Island five miles east of McClennanville, NC, the first lighthouse to mark this dangerous coastal region was erected in 1827 under the supervision of Winslow Lewis. As a 65-foot conical brick tower housing a poorly made lighting apparatus of Lewis’s own design, the lighthouse soon proved itself far too short and its beacon far too dim to be of any practical navigational use.

In 1852, the Light-House Board determined that a new first order light was needed on Raccoon Island. Begun in 1857, the design of the Cape Romain tower was unique

>> CONTINUED ON NEXT PAGE

RISE OF THE BRICK GIANTS (CONTINUED)

in that it incorporated an octagonal shaped outer wall with a cylindrical inner core. Constructed of brick (using mostly slave labor), the newly completed Cape Romain Lighthouse soared 150 feet above the North Carolina coast. Equipped with an impressive first order Fresnel lens that produced a light that could be seen from more than 18 miles away, the lighthouse was officially activated on January 1, 1858. Unlike its predecessor, the new beacon was quite effective and the numbers of shipwrecks were dramatically reduced.

Falling into Confederate hands during the Civil War, Cape Romain's lantern room and lens were both destroyed to ensure the lighthouse could not be used by Union forces. The beacon would remain inactive until 1866, when the Light-House Establishment was finally able to restore the lighthouse to operational status. Both the original 1827 tower and its 1858 replacement exist side by side to this day.

BARNEGAT INLET LIGHT STATION (Est. 1859)



Completed in 1859, the Barnegat Inlet Lighthouse was the second "brick giant" constructed in the United States.

The first lighthouse marking Barnegat Inlet was designed and constructed by Winslow Lewis in 1834. Housing the

former ship captain's much maligned lighting apparatus, the original Barnegat Lighthouse was a squat 40-foot masonry structure incapable of casting its beacon more than ten miles out to sea on the clearest of nights. Complaints about the lighthouse's poor performance mirrored those made about other towers erected during Pleasonton's 32-year reign as general superintendent of lights. Poorly constructed and lacking both the height and necessary luminescence to be of any practical use as a navigational aid, a ship's crew was better off "*ignoring its presence altogether*" than relying on it in time of need.

Acting on the advice of captains, the Light-House Board sent Meade to Barnegat in 1855 to inspect the tower and to report back on its condition and effectiveness. What he discovered was cracking mortar, missing bricks, sub-standard building materials, and buckling walls. Based on these findings, Meade recommended that a new lighthouse of sufficient height and visible range be constructed at Barnegat based on his design for Absecon. The Board agreed and appropriated \$60,000 to establish a new beacon at that location appointing Meade as the project's initial lead engineer and supervisor.

Construction of the first order light commenced in the summer of 1856. Due to continuing erosion, the building site was located about 900 feet south of the original tower which had toppled into the sea in the summer of 1857. Nearly identical in design to Absecon which stood only two feet taller, the only true distinguishing feature between the two towers was their day marks. Where Absecon was a white tower adorned with a single black band three quarters of the way up, the bottom half of Barnegat was painted white and the upper half red. Illuminated for the first time on January 1, 1859, the new 168-foot tower boasted a focal plane 163 feet above sea level and housed a massive first order Fresnel lens that produced a flashing white light visible up to 19 miles away.

FIRE ISLAND LIGHT STATION (Est. 1858)

The first Fire Island Lighthouse was an 74-foot octagonal tower that marked the eastern entrance to New York's lower bay. Constructed from Connecticut River blue stone in 1826, the hollow structure was

RISE OF THE BRICK GIANTS (CONTINUED)



Replacing an earlier tower built of blue stone, the 1858 Fire Island Lighthouse guided ships into New York Harbor.

capped with a soapstone disk that served as the lighthouse's lantern room floor. Accessed through a hole bored through the center of the stone deck, the tower's lantern room housed a revolving Winslow Lewis lighting apparatus consisting of 18 oil lamps with 15-inch diameter reflectors that produced a dim beacon 89-feet above sea level.

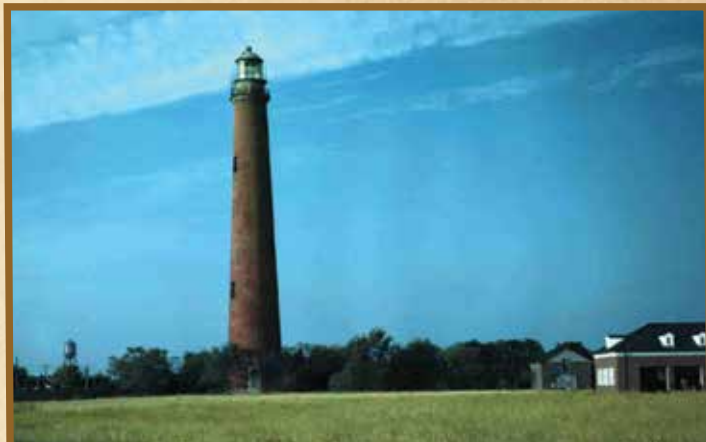
Lacking the necessary range for a beacon of such importance, the Light-House Board deemed the original Fire Island Lighthouse inadequate for its intended purpose and ordered Lieutenant J.C. Duane of the Corps of Engineers to begin drafting plans for a replacement. A former professor at the US Military Academy and accomplished lighthouse engineer in his own right, Duane estimated the cost of constructing a new light station on Fire Island at \$32,345 plus the expense of a new optic. Petitioning the United States Congress for funding, the Board was granted \$40,000 to build a new first order beacon in 1857. Lieutenant James St. Clair Morton, also of the Corps of Engineers, was put in charge of the project.

Similar in design to the ABC lighthouses in New Jersey (Absecon, Barnegat, and Cape Romain), the Fire Island Lighthouse featured a central brick cylinder interlocked with a conical outer wall coated in a protective layer of concrete, a prefabricated lantern room, a watch room, a gallery deck, and an interior spiral staircase consisting of 192 cast iron steps.

Located approximately 200 yards northeast of the original tower, the new 168-foot lighthouse was built atop a

foundation constructed of blue stone taken from its predecessor. Additional structures included an oil storage building and a multi-story dwelling made of granite to serve as the primary residence of the principal keeper and his two assistants. Housing a rotating, first-order Fresnel lens that produced a flashing white beacon visible from more than 19 miles away, the new Fire Island Lighthouse became an active aid to navigation on November 1, 1858.

SHINNECOCK INLET
(Great West Bay)
LIGHT STATION
(Est. 1858)



The only "brick giant" not to have survived the intervening years since its completion, the 1858 Shinnecock Inlet Lighthouse was demolished by the US Coast Guard in 1948.

At the behest of the Light-House Board, captains of transatlantic vessels provided recommendations regarding how the US Light-House Establishment could better serve their needs. In response to this request, Captain C.R. Mumford of the packet-ship Wisconsin submitted the following observations and suggestions regarding the northern approach to New York Harbor in 1851:

"Within the last few years a great number of vessels have been stranded between Montauk Point light and Fire island [sic] light, on Long Island; and in many instances there has been a great loss of life, as many of them were vessels loaded with emigrants; and I would most respectfully suggest that a powerful flashing light be placed on some

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RISE OF THE BRICK GIANTS (CONTINUED)

elevated position about halfway between Montauk and Fire island[sic] lights. This last light is but a very indifferent one, and at a distance of ten miles, shows about as large as a star of the fourth or fifth magnitude."

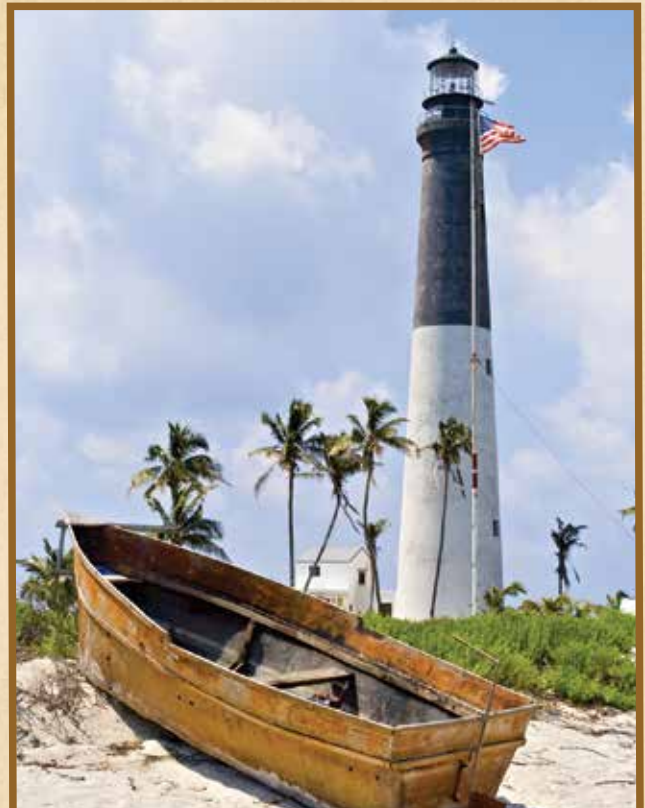
Recognizing that a beacon was needed to bridge the 67 mile gap between the Montauk and Fire Island light stations, the Board applied for the necessary funding to construct a first order light at Great West Bay (now Shinnecock Inlet). Congress approved the Board's request in 1854, providing \$35,000 to begin the project and an additional \$12,000 in 1856 to complete the work.

In 1855, the Light-House Establishment purchased ten-and-a-quarter acres of land from local residents John H. Foster and Edward H. Foster. Located on the tip of Ponquogue Point more than a mile from the beach, the site was further from the coast than the Board would have liked but soil samples from the preferred location near the mouth of the inlet had revealed the sand too unstable to support a tower of such magnitude.

Appointing Army Corps engineers J.C. Duane and James St. Clair Morton the task of designing the lighthouse and supervising the project, construction of the Shinnecock Lighthouse began with a ten-foot deep hole filled with perpendicular layers of pine logs over which concrete was poured. Capped with large granite blocks, the massive foundation supported the weight of the estimated 800,000 bricks used to build the tower. Utilizing the same structural design employed in other "brick giants," the Shinnecock Lighthouse possessed an inner cylindrical masonry core connected to an outer conical wall by internal brickwork, a prefabricated lantern room, an exterior gallery deck accessed from the watch room, and spiral cast-iron staircase. Additional structures included a pair of two-and-a-half story keeper's dwellings that were connected to the tower by a covered walkway. The western residence was used by the head keeper, while the two assistant keepers occupied separate floors in the second building.

Exhibiting a white light produced by a fixed, first-order Fresnel lens, the Shinnecock Lighthouse became an active aid to navigation on January 1, 1858. Unaware of its existence, many mariners were initially confused by the beacon, mistaking it for the Montauk Point Light which had until a month earlier, also exhibited a fixed

white light. Unfortunately, lives were lost as a result of this confusion. On February 19, 1858, the sailing vessel *John Milton*, returning from a 15-month round trip journey to San Francisco, ran aground not far from the newly activated beacon. Having been away for more than a year, the captain had no way of knowing that the Shinnecock Lighthouse existed when he mistook it for the light at Montauk and turned his vessel west into what he believed was New York Harbor. Running aground not far from the newly established light, the ship broke up and all 31 crewmembers perished.



Replacing Winslow Lewis's often criticized 65-foot tower located on Garden Key, the 157-foot Loggerhead Key Lighthouse has withstood more than 150 years of the worst abuse mother nature could through at her.

LOGGERHEAD KEY/DRY TORTUGAS LIGHT STATION (Est. 1858)

Rounding the southern tip of Florida in March of 1513, Juan Ponce De Leon explored the region of low-lying mangrove islands and exposed coral reefs now known as the Florida Keys. Naming the chain of islands "Las Tortugas" because of their resemblance to partially

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RISE OF THE BRICK GIANTS (CONTINUED)

submerged turtle shells, the westernmost islands belonging to this group are called the Dry Tortugas due to their lack of fresh water springs.

In 1821, a survey was conducted for possible sites for lighthouses in the Florida Keys to help mitigate the navigational hazards that had plagued the region since the 1500s. The first lighthouse in the Dry Tortugas was located on Garden Key, a small fourteen acre island located approximately 70 miles from Key West. Designed by Winslow Lewis and fitted with a lighting apparatus consisting of 23 oil lamps and 14 inch reflectors, the 65-foot tower was first lit on July 4, 1826.

The maritime community's reaction to Winslow Lewis's lighthouse on Garden Key was less than inspiring. If nothing else, Lewis proved himself consistent when it came to quality control as complaints began to pour in. Citing that the tower was located too far away from the reefs to be of practical use and that the visible range of its beacon was insufficient to provide adequate warning, many considered relying on the light at Garden Key a risk they could ill afford to take.

Time would prove the maritime community right as the number of ships driven onto the nearby reefs continued to climb. Alarmed by the frequency of these events, the Light-House Board determined that a new beacon was needed to mark the hazardous waters around the Dry Tortugas and directed army engineer Captain David Woodbury to design the new light station and supervise its construction. Although slave labor was used extensively in its construction, Woodbury employed a steam engine to hoist the bricks up the tower mechanically rather than by hand.

Constructed two-and-a-half miles west of the old Garden Key lighthouse on nearby Loggerhead Key, the double-walled conical tower enclosed a spiral staircase consisting of 203 granite steps leading from the ground floor to the entrance to the watch room. A gallery deck supported by flared brickwork encircled the top the tower and provided access to the outside of the lantern room above. Additional brick structures at the light station included a two-story duplex that served as the principal and first assistant keepers' living quarters, a two-store building that housed the second assistant keeper and a communal kitchen, a free-standing oil storage house, and two cisterns that collected rainwater for drinking.

Soaring 157 feet above the turquoise waters below, a new "brick giant" replaced the Winslow Lewis tower as the primary navigational light with its activation on July 1, 1858. The new tower boasted a focal plane of 151 feet above sea level and housed a fixed, first order Fresnel lens (later replaced by a rotating second order bivalve) that produced a light visible from more than 18 miles away. Downgraded to a harbor light, the Garden Key Lighthouse would remain standing for another 15 years.

Hurricanes damaged the new lighthouse in 1873, and plans were drawn up for a replacement. However, a rebuild of the top ten feet and re-anchoring of the lantern room solved the problem and a third tower was not needed. When the Loggerhead Key light was electrified in 1932, it is recorded that it became the most powerful light in America with more than three million candle power. When a steamship bound from Key West passed within 53 miles of lighthouse its crew reported that they could see the glow from its powerful beacon on the distant horizon.

CAPE MAY LIGHT STATION (Est. 1859)



One of the lighthouse based on George Meade's original design, the current Cape May Lighthouse is the third tower built on this southernmost tip of New Jersey's coast.

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RISE OF THE BRICK GIANTS (CONTINUED)

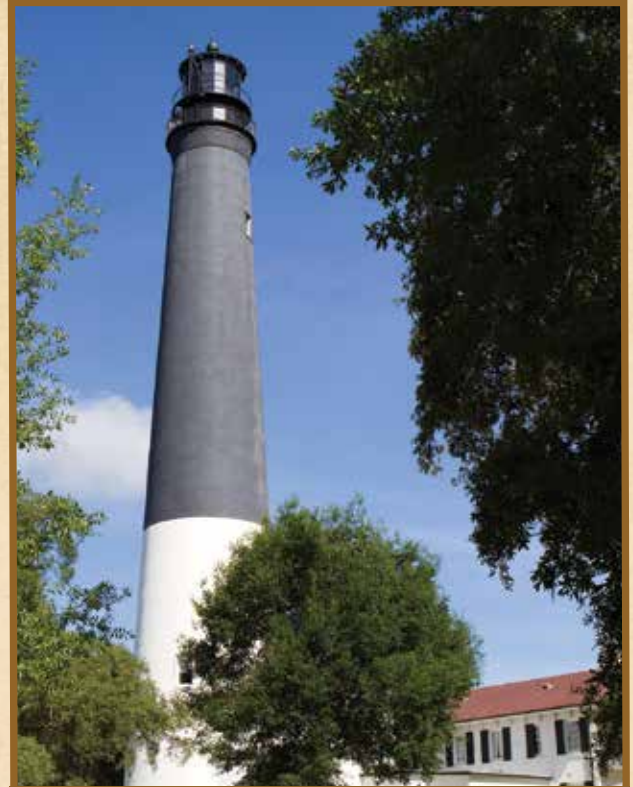
In addition to serving as the basis for Barnegat's design, Absecon also served as the template for New Jersey's third brick giant. Located thirty miles south of Atlantic City, the present Cape May Lighthouse is the third documented tower to occupy that site.

Completed in 1823, the first beacon to mark the northern entrance to Delaware Bay was a 65-foot brick tower housing a Winslow Lewis lighting apparatus with a reported focal plane of 88 feet above sea level. First lit in October of 1823, the original lighthouse stood approximately 1700 feet west of the current tower. In operation for more than 22 years, the effects of continuous beach erosion eventually led to water lapping against its base, forcing its closure in 1847.

Built by contractors Samuel and Nathan Middleton, the second Cape May Lighthouse was located 1760 feet inland from the original tower. As if taking a page from Winslow Lewis's own handbook, the Middleton's 78-foot replacement was shoddily constructed and made from even shoddier materials. An inspection of the tower five years after its completion in 1847 revealed a long list of problems including rough wood work, unpainted surfaces, rusty iron, and plate glass windows that were far too thin to withstand the stormy conditions that plagued the area throughout the year.

In 1857, Congress set aside \$40,000 to erect a new first order masonry tower at the site. Although Meade did not directly engineer or supervise its construction, his colleagues Captain William F. Reynolds and Major Hartman Bache did; borrowing heavily from his Absecon Lighthouse design. Illuminated for the first time on Halloween night, 1859, the newly completed Cape May Lighthouse stood 157-feet tall and exhibited a flashing white beacon that was visible from up to 19 miles away. Boasting a focal plane 165 feet above sea level, the new light station required three individuals to maintain and operate it, resulting in the construction of several keeper dwellings the following year. The bottom portion of the second tower, which had been cut down to avoid confusing mariners, was utilized for various purposes until it succumbed to the same tidal forces that claimed its predecessor.

PENSACOLA BAY LIGHT STATION (Est. 1859)



Located at the entrance to Florida's Pensacola Bay, this impressive 159-foot brick giant, completed in 1859, is one of the state's most iconic lighthouses.

In an area originally inhabited by the Muskogean Indians, Pensacola Bay has long been considered one of Florida's most important natural ports. The region has been ruled by five different governments throughout its history (Spain, France, Great Britain, the United States, and the Confederacy) and has changed hands seven times.

In March of 1823, Congress authorized \$6,000 for a lighthouse to be constructed near the entrance of Pensacola Bay. Located less than a mile west of Fort Barrancas, the new tower was constructed by Winslow Lewis who also supplied the beacon's lighting apparatus consisting of ten oil lamps with attached 14 inch reflectors mounted to a rotating framework. Illuminated for the first time on December 20, 1824, the 40-foot lighthouse exhibited a flashing white beacon with a reported visible range of about ten miles.

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RISE OF THE BRICK GIANTS (CONTINUED)

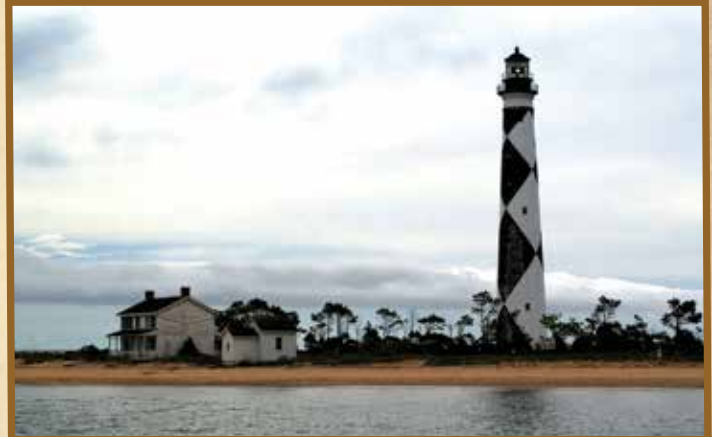
As with most of Lewis’s creations, the new light’s performance was less than stellar. By 1850, regular complaints were starting to be voiced regarding the lighthouse. Trees on Santa Rosa Island were said to block the light, and the beacon was considered too dim and its range too short for practical use.

In 1852, the newly established Light-House Board had recommended that a “first-class seacoast light” no less than 150 feet in height be built at Pensacola. Congress allocated \$25,000 for the lighthouse in 1854, and an additional \$30,000 in 1856. Constructed under the direction of army engineer John Newton, the new 159-foot tower featured the same structural design elements as the other “brick giants.”

Completed in 1858, the new Pensacola Lighthouse was officially activated on January 1, 1859. Temporarily extinguished in 1861, after Confederate forces removed its first order lens, the tower was reactivated by the Union with the installation of a captured fourth order lens in December, 1862. Recovered after the Civil War, the original first-order Fresnel lens was restored to the tower in 1869, the same year the station’s two-story keepers’ quarters were constructed and the tower’s day mark altered to its current configuration: the lower third

painted white to contrast with surrounding trees with the upper two-thirds painted black, to stand out against the sky.

**CAPE LOOKOUT LIGHT STATION
(Est. 1859)**



Located within the Cape Lookout National Seashore Preserve, this impressive 163-foot masonry lighthouse is one of the most easily recognized beacons on the east coast due to its diamond patterned daymark.



The first tower to mark Cape Lookout, this 96-foot octagonal lighthouse was unique in its design. (source: NPS)

The Cape Lookout National Seashore is 56 miles of undeveloped barrier islands that run from Ocracoke Island to Beaufort Inlet. Considered one of the most hazardous stretches of coastline on the Outer Banks, an act of Congress on March 20, 1804 provided funds “to erect a lighthouse at or near the pitch of Cape Lookout, in the State of North Carolina.” Construction, however, would not commence for another eight years due to bureaucratic red tape.

Erected by Benjamin Beal, Jr., Duncan Thanter, and James Stephenson of Boston, the original Cape Lookout beacon was unlike any other lighthouse being constructed at the time. Breaking away from the traditional double or single walled towers made exclusively of brick or cut stone, the 96-foot Cape Lookout Lighthouse featured an inner brick cylinder nestled within a wooden octagonal structure sheathed in cedar shakes.

Originally equipped with spider lamps, complaints that the lighthouse was too dim to use led the US Light-House Establishment to install a 13-lamp

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RISE OF THE BRICK GIANTS (CONTINUED)

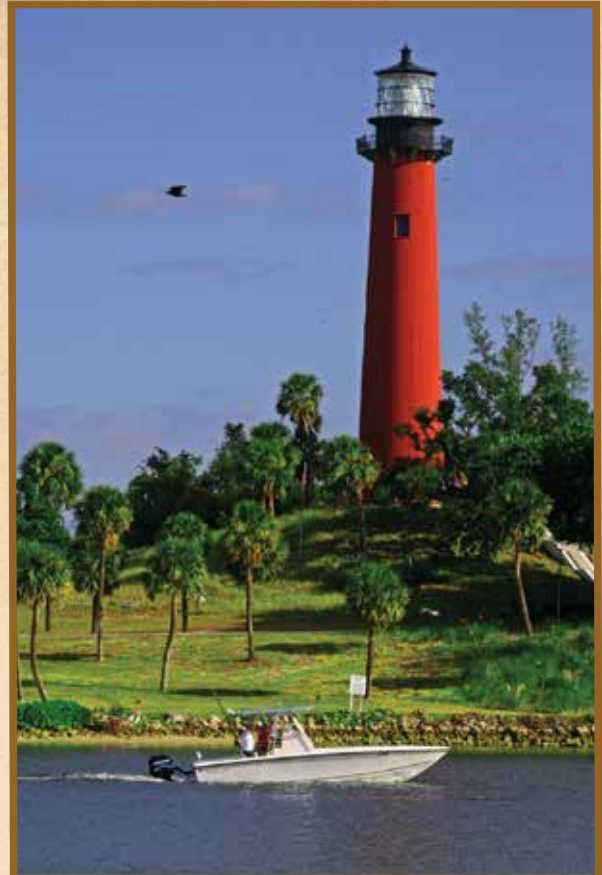
Winslow Lewis lighting apparatus in the tower's lantern room in 1815. Although better than the spider lamps, the new lamps had little effect on the beacon's overall intensity or visible range. Complaints about the lighthouse's poor performance continued until the Light-House Board authorized the installation of a new first-order Fresnel lens in 1856. Although rectifying the issue of intensity, the new optic could not solve the problem of inadequate range which was a factor of the tower's limited height.

Threatened by ongoing structural deterioration and a rapidly eroding coastline, the decision was made in 1857 to replace the aging structure with a masonry tower of sufficient height to produce a beacon visible from more than 18 miles away. Completed in 1859, the 163-foot conical brick tower was constructed by the Army Corps of Engineers under the supervision of William Henry Chase Whiting. The double-walled tower had a base diameter of 28 feet and a focal plane of 156 feet above sea level. Accessed from below by a wooden staircase that would eventually be replaced with one made of cast-iron, the lantern room housed the same first-order Fresnel lens that had been installed in the 1815 tower three years earlier. Exhibiting a flashing white beacon, new Cape Lookout Lighthouse could be seen from more than 18 miles away.

JUPITER INLET LIGHT STATION (Est. 1860)

The last of the "brick giants" constructed in the 1850s, the Jupiter Inlet Lighthouse was built atop a 47 foot shell midden on the north side of the waterway for which it was named. Authorized by Congress in 1853, with an anticipated cost of \$35,000, the original building plans were drawn by then Lieutenant Meade prior to his transfer to Philadelphia. Calling for a relatively short single walled conical tower, Meade's plans were later revised by Lieutenant William Reynolds who increased the structure's height to 105 feet and added a second wall for added strength and stability.

Scheduled to begin in 1854, construction of the light station was delayed by the silting in of the inlet following a major coastal storm. Denied an outlet to the sea, the waters around the building site became stagnant creating



Built atop a 47-foot prehistoric shell mound, the Jupiter Inlet Lighthouse boasts a focal plane of 146 feet above sea level.

the perfect breeding ground for mosquitos and a localized malaria epidemic. Although scheduled to resume in 1855, the project was postponed a second time by the Third Seminole War which had erupted across south Florida following an unprovoked attack on a banana plantation owned by Seminole Chief Billy Bowlegs. The ensuing conflict prevented any progress from occurring at the construction site until in 1858.

Collectively designed by Meade and Reynolds, and overseen by civilian contractor Edward Yorke, the Jupiter Inlet Lighthouse was completed in May of 1860. Boasting a focal plane of 146 feet above sea level, the red conical brick lighthouse situated atop the ancient shell midden displayed a white flashing beacon that was visible from more than 18 miles out to sea.

Continued in the next
issue of *Illuminations*:
The Brick Giants of 1860 - 1874.

FROM THE DESK OF THE PROGRAMS MANAGER

The museum's 13th Annual Beach Racing event on February 19th was a day full of "motor-head" fun as more than twenty former drivers, mechanics, and owners displayed their vintage beach racing cars at the base of the tower and regaled lighthouse guests with tales of chasing the checker flag on the "World's Most Famous Beach".



FORMER BEACH RACING PARTICIPANTS (LEFT TO RIGHT) EDDIE SPURLING, BROWNIE KING, AND BLACKIE WANGERIN SIGN AUTOGRAPHS FOR RACING FANS ATTENDING THIS YEAR'S BEACH RACING DAY AT THE LIGHTHOUSE.

Visitors had an opportunity to listen to NASCAR Sirius-XM radio personality Danny "Chocolate" Myers share his stories about his time as the "gas-man" on Dale Earnhardt's #3 pit crew and his 20 years with Richard Childress Racing. Our guests also had the opportunity to hear author and historian William P. Lazarus discuss the early days of beach racing. Mr. Lazarus signed his books alongside some of the men and women who personally lived for the thrills of racing cars on the sand. For all, it was a great day to revisit the past and learn about our local racing history.

We are gearing up for a very busy spring season at the lighthouse. Upcoming educational events include: Florida Lighthouse Day on Saturday, April 8th; Meet Conservator Alexandra VonHawk on Saturday, April 15th; the Lighthouse's annual Spring Homeschool Day Event on Thursday, May 11; International Museum Day on Saturday, May 20th; the Memorial Day Weekend Celebration, Saturday through Monday, May 27th – 29th; Flag Day on Saturday, June 17th; and our Independence Day Weekend Celebration, Saturday thru Tuesday, July 1st – 4th.

As I reflect on the past activities and look ahead to the next round of scheduled events, I am reminded of how valuable

our volunteer corps is to the Preservation Association. Each call I receive from a school or community group eager to visit the lighthouse triggers in me a great appreciation for the dedication and hard work of our Ponce Inlet Lighthouse volunteers. Becoming a dedicated volunteer requires a level of commitment and selflessness found in very few people. For those who embrace it, the spirit of volunteerism is something that has played a significant role in their lives since an early age, often during high school or college.

Michael Ferraro is a college intern who has recently joined our lighthouse family for the spring semester. A University of Central Florida senior, Michael is a history major who drives all the way from Orlando to assist museum Curator/Registrar James Powell. Dr. Scott French, the Director of Public History at UCF, encouraged Michael to become an intern at the Ponce Inlet Lighthouse to gain real world experience in a museum setting.

Michael is assisting Mr. Powell with several important projects including; reorganizing the museum's extensive collection of artifacts, developing Civil War and US Lighthouse Service timelines for inclusion in existing exhibits, and researching information about the famous female beach racing driver Louise Smith.

When asked about his experience at the lighthouse so far, Michael stated, "I can't say enough about the joy I have derived from coming to the lighthouse every week. I have learned a great deal during my time here at the museum. This internship has surpassed all my expectations." After graduation, Mr. Ferraro hopes to



FORMER BEACH RACERS JOHNNY ALLEN AND REX WHITE

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FROM THE DESK OF THE PROGRAMS MANAGER (CONTINUED)



UNIVERSITY OF CENTRAL FLORIDA SENIOR AND LIGHTHOUSE INTERN MICHAEL FERRARO

enter a graduate program focusing on either education or public history.

Becoming a lighthouse volunteer in July of 2016, Dillon Little is a Spruce Creek High School junior and a resident of Ponce Inlet. An outstanding student, Dillon participates in the Dual Enrollment program and is enrolled in both high school and college courses. Dillon is taking his college courses at Daytona State College. Dillon's initial goal for volunteering was to complete the 75 required volunteer hours to qualify for the Bright Futures Scholarship. Long after completing the required hours, however, Dillon continues to volunteer to expand his knowledge of the Ponce Inlet Lighthouse and local community.

Through the course of his volunteer work Dillon has learned the basics of a properly functioning museum. Most of his activities have involved helping the museum's Curator/Registrar James Powell. Together Dillon and Mr. Powell have completed the museum's yearly collections inventory and continue to reorganize the museum's artifact storage space. When asked what he has learned from his time here at the lighthouse, Dillon replied, "From volunteering with this organization, I have discovered a great deal about the history of the town of Ponce Inlet, while also learning about proper storage of museum artifacts." Dillon continues to volunteer weekly, and has used his experience with the lighthouse to prepare for future professions.

High school and college students gain valuable experience shadowing professionals in various career fields and by participating in tasks that take place "behind the scenes".

This experience can be used to help evaluate potential career paths, and to develop skills that will be useful in the future, no matter the chosen vocation.

The Ponce De Leon Inlet Lighthouse Preservation Association is always looking for individuals interested in accepting the challenge and becoming a lighthouse intern. Those wishing to participate are encouraged to contact Programs Manager Mary Wentzel by email at mwentzel@ponceinlet.org or by phone at (386) 761-1821 X 18 to sign up. You can also learn more about volunteering opportunities online at www.ponceinlet.org.



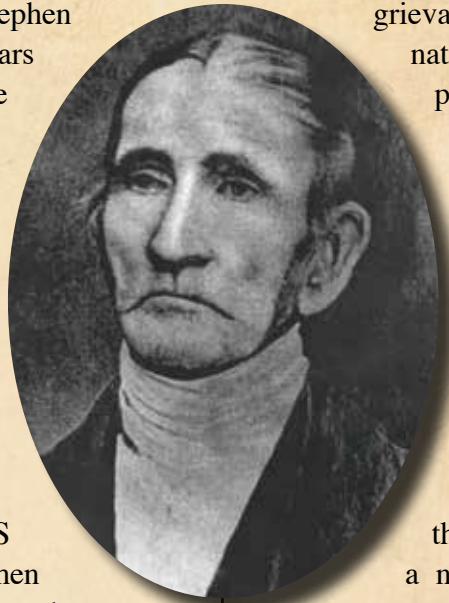
SPRUCE CREEK HIGH SCHOOL JUNIOR AND LIGHTHOUSE VOLUNTEER DILLON LITTLE

READING BETWEEN THE LINES: A LETTER FROM THE FIFTH AUDITOR OF THE US TREASURY STEPHEN PLEASONTON TO FORMER PRESIDENT MARTIN VAN BUREN

To someone just learning about Stephen Pleasonton, history's view of him appears uneven and mixed. He served in the US government for many years and successfully maneuvered through the often viscous Washington political scene while simultaneously fathering several children including two future military leaders, Alfred and Augustus Pleasonton. Perhaps most notably, Pleasonton is credited with saving original copies of many of the nation's most important documents including the Declaration of Independence, the US Constitution, and the Bill of Rights when the British burned Washington D.C. during the War of 1812.

Most important to lighthouse historians, Pleasonton headed the US Light-House Establishment as general superintendent of lights while holding the office of 5th Auditor of the US Treasury from 1820 to 1852. It is here that history's view of Pleasonton becomes less favorable. Critics universally cite Pleasonton's miserly obsession with cutting costs as the primary reason for the Light-House Establishment's inability to build and maintain an effective aids to navigation system throughout the first half of the nineteenth century.

Viewed with unveiled and often hostile contempt by many within the maritime community, the nation's aids to navigation system under Stephen Pleasonton was widely considered one of the worst in the world. Universally equipped with Winslow Lewis's often criticized lighting apparatus, mariners complained that America's lighthouses were far too dim, and their range far too short, to be of any practical use. By the late 1840s, the number of complaints had grown to such an extent that in 1850, Congress ordered that a panel of experts drawn from the military, scientific, and maritime communities be formed to investigate these

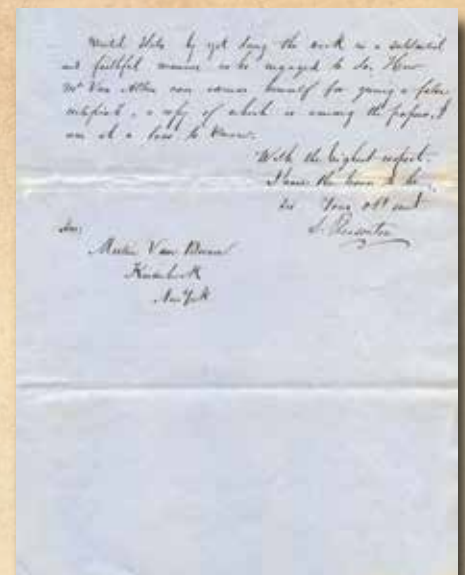
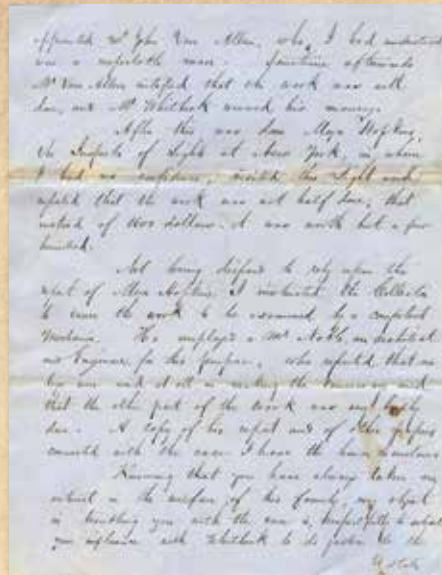
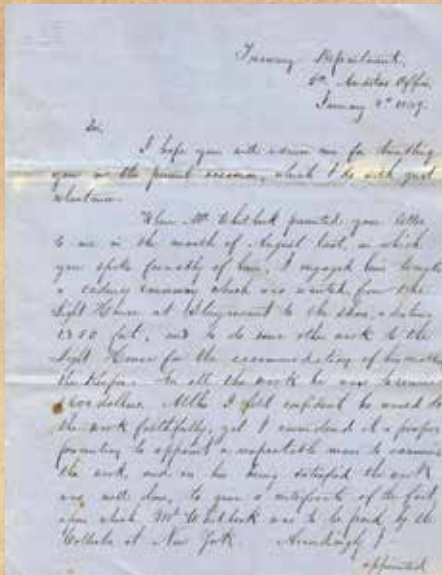


grievances, evaluate the current condition of nation's aids to navigation system, and provide recommendations on how best to proceed.

The newly-created Light-House Board researched and published a report on their findings in 1851, and recommended that an expanded Light-House Board should be created, and that this new board should govern the US Light-House Establishment. On October 9, 1852, congress approved the report's recommendations, and a new nine-member Light-House Board was created. This action ended Stephen Pleasonton's years as head of the Light-House Establishment, and began an unprecedented era of lighthouse upgrades and new construction improvements.

The Ponce De Leon Inlet Lighthouse and Museum has recently acquired an important piece of historic correspondence from this time. It is a letter concerning work done at the site of the Stuyvesant Lighthouse, also called the Kinderhook Lighthouse, located on the Hudson River in New York. It is addressed to former President Martin Van Buren, who lived in the vicinity of the lighthouse at his retirement home in Kinderhook, NY (Now a National Historic Site administered by the National Park Service). Written by Pleasonton in 1849, the letter chronicles the details of work done at the lighthouse by a contractor recommended by Van Buren, and the inspection, payment, and Pleasonton's request for advice on how to follow up on the project. But even more important than the interesting specifics of the letter, is the first-person glimpse into the workings of Pleasonton's economic concerns and his personal and political mindset at this pivotal time. The following is a transcript of that letter.

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Treasury Department
5th Auditors Office,
January 8th, 1849.

Sir,

I hope you will excuse me for troubling you on the present occasion, which I do with great reluctance.

When Mr. Whitbeck presented your letter to me in the month of August last, in which you spoke favorably of him, I engaged him to make a corduroy causeway which was wanted, from the Light House at Stuyvesant to the shore, a distance of 1,350 feet, and to do some other work to the Light House for the accommodation of his [the keeper's] mother.

For all the work he was to receive 1,200 dollars. Although I felt confident he would do the work faithfully, yet I considered it a proper precaution to appoint a respectable man to examine the work, and on his being satisfied the work was well done, to give a certificate of the fact, upon which Mr. Whitbeck was to be paid by the Collector at New York. Accordingly I appointed Mr. John Van Allen, who I had understood was a respectable man. Sometime afterwards Mr. Van Allen certified that the work was well done, and Mr. Whitbeck received his money.

After this was done Major Hopkins the Inspector of Lights at New York, in whom I had no confidence, visited this Light and reported that the work was not half done; that instead of 1,600 dollars it was worth but a few hundred.

Not being disposed to rely upon the report of Major Hopkins, I instructed the Collector to cause the work to be examined by a competent mechanic. He employed a Mr. Noble, an architect and engineer, for this purpose, who reported, that no logs were used at all in making the causeway, and that the other part of the work was very badly done. A copy of his report and of other papers connected with the case I have the honor to enclose.

Knowing that you have always taken an interest in the welfare of this family, my object in troubling you with the case is, respectfully to solicit your influence with Whitbeck to do justice to the United States by yet doing the work in a substantial and faithful manner as he engaged to do. How Mr. Van Allen can excuse himself for giving a false certificate, a copy of which is among the papers, I am at a loss to know.

With the highest respect,

I have the honor to be,
Sir, Your Obedient Servant
[S. Pleasonton signature]

Hon:

Martin Van Buren,
Kinderhook
New York

Volunteer of the Quarter: Jennifer Gill

Committed to the ongoing preservation and dissemination of the maritime and social history of Ponce de Leon Inlet Light Station, the Lighthouse Preservation Association relies heavily on our fabulously dedicated volunteer corps. These men and women provide quality educational programming to museum visitors and others throughout the community.

Each quarter, the Preservation Association recognizes docents who exemplify the spirit of volunteerism. In this issue of *Illuminations* the Preservation Association is pleased to recognize Jennifer Gill as its Volunteer of the Quarter.

Born in Toronto, Canada, Jennifer is the second oldest of eight children born to a British mother and Irish father. The family moved to Chicago in 1956 to achieve the American Dream, and Jennifer became a citizen at the age of 14. Hating the cold and congestion of the Windy City, she moved to Daytona Beach soon after graduating from high school and has never looked back. As a Florida resident, Jennifer feels as if she has lived her life in semi-retirement. Now, truly retired, she lives in Port Orange, just 5 miles up the river from Ponce Inlet.

Enjoying the beach, sun, and fun, Jennifer married a local boy who shared her love for the Florida outdoors. Together, they developed a passion for many of the activities for which the state is famous including fishing, boating, camping, and bird watching. Sadly, Jennifer became a widow at an early age.

Twenty-five years ago, Ms. Gill was bitten by the volunteer bug while visiting the Daytona Beach Museum of Arts and Sciences (MOAS) with her mother. She soon became so enamored with donating her time that she quickly branched out into other venues in the area. Two and a half decades later, Jennifer still spends most of her free time



working as a volunteer, stating with a wry smile that it has “kept her off the streets.”

In truth, volunteering really has kept her busy through the years. Her initial work at MOAS led to an 18 year professional association with the museum in the curatorial and visitor service departments where she handled art objects with white gloves, conducted research, and performed data entry. One of her favorite duties was learning the region’s rich history and helping visitors discover interesting cultural locations throughout the city. The experience gleaned at MOAS helped her tremendously in her other volunteering endeavors.

Jennifer has been an usher at the Peabody Auditorium and the News-Journal Center for many years. She sells raffle tickets for United Way on Main Street during bike week, assists

the NASCAR Foundation with auctions, is an ambassador at the airport, and transcribes oral histories in the City Island Library’s genealogy department. Jennifer is so addicted to volunteering she regularly scans the newspaper for other additional opportunities to do so, stating “Volunteering gives me the chance to experience activities I could not otherwise face in the work force.”

The Lighthouse is Jennifer’s favorite place to volunteer. She can typically be found sitting at a desk in the administrative building every Thursday from 9:00 to 1:00. Working under Curator Ellen Henry’s tutelage for almost 10 years, she laughingly asserts that she has great job security at the museum because no one else seems to want to transcribe the Association’s collection of historic correspondence, lighthouse keepers’ logbooks, and engineering and inspection reports.

To Jennifer, transcription is an exercise in “solving puzzles while learning local history;” the puzzle component being

Volunteer of the Quarter: Jennifer Gill continued

the challenge of reading historic handwritten documents and deciphering antiquated spellings and phrases. Many of the documents date back to the 1830s and address a wide range of subjects including the original 1835 Mosquito Inlet Lighthouse, the US Light-House Establishment/Service, the US Life-Saving Service and Houses of Refuge, the Seminole Indian Wars, American Civil War, and other pivotal moments in state and local history. The vast majority of the documents transcribed by Jennifer are correspondence between the lighthouse keepers assigned to the Mosquito (now Ponce De Leon) Inlet Light Station and their supervisors in both Charleston and Washington D.C.

The information goes on and on, and Jennifer types on and on. She loves every minute of it. She has accumulated more than 600 service hours since becoming a Lighthouse volunteer. This impressive achievement was recognized during last year's volunteer awards banquet with the installation of a brick in the museum's memorial walkway commemorating her more than 500 hours of volunteer

service to the lighthouse. She prefers to type away quietly in an upstairs corner, but does come out to the occasional Ponce Inlet Lighthouse volunteer meeting when properly coaxed by Programs Manager Mary Wentzel.

Jennifer inherited her parents' wanderlust and has traveled to many countries and 46 states. She is looking forward to completing the remaining four, but not before she cruises to Bermuda this May. She always includes a lighthouse or two in her travels. The most she ever saw on one trip was in Michigan. Her favorite tower is our very own Ponce De Leon Inlet Lighthouse, but a close second is Cape St. Vincent in Portugal, the traditional "land's end" of Europe at the southwestern most point of the continent.

Volunteering has been a life-long vocation for Jennifer and we are thankful for the frigid winds that whip through Chicago that drove her south to sunny Florida all those years ago. We are very proud to recognize Jennifer Gill as the Preservation Association's Volunteer of the Quarter.

DONOR THANK YOU

A Special Thank You to Our Wonderful Donors!

Since our last 'Thank You' article, we have received many wonderful donations. Jean Fine donated several items including two beautiful men's pocket watches. Lighthouse volunteer Cynthia Horn donated three vintage children's story books that were added to the museum's Education Collection. Tom Fitzgerald donated a pair of historic andirons. Tana and Arthur White donated six vintage woodworking tools. Earl and Gladys Davis donated a pair of old loppers and a great original 1945 photograph of the light station's buoy house. Julie Davis donated an historic lighthouse postcard, two juvenile literature books, and an impressive world globe. The books and globe were added to the Education Collection where they will be of greatest value to docents and event attendees. Jimmie Vanover donated two blow torches dated circa 1945, and a modern poster showing shipwrecks along the coasts of Florida. The two blow torches were added to the items on exhibit in the Generator Room. Jeff Nock donated the historic book, *The Sinking of the Titanic* published in 1912. It was placed on exhibit with the lighthouse's historic USLHE traveling library box. Tommy Gooch donated several items related to early female beach racer Louise Smith. Dr. Michael Blais donated several photographs and documents related to the history of Ponce Inlet. And, lighthouse volunteer Allen Bestwick donated a radio direction finder. Thank you to those who made a donation to the light station!

Please keep the lighthouse in mind if you would like to make a donation, especially those historic items related to the light station and Ponce Inlet.

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.lighthouselocker.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: _____

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Begins _____	Ends _____

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!

BOGO!!



**PONCE INLET LIGHTHOUSE
BEACH TOWEL**

SAVE 50%! Enjoy the sunny days of summer on the beach or pool deck with this custom 30"x60" Ponce Inlet Lighthouse microfiber beach towel featuring a full color image of the historic Ponce De Leon Inlet Lighthouse.
Item #: 4059 Price: \$14.99 (+S&H)

Wow!! THAT'S ONLY \$7.50 EACH!

**CUSTOM PONCE
INLET LIGHTHOUSE
SALT & PEPPER SHAKER**

SAVE 50%! Add a dash of fun to your table or your existing collection with these individually hand-painted ceramic salt and pepper shakers modeled after the Ponce Inlet Lighthouse and keeper dwelling.
Item #: 3231 Price: \$16.99 (+S&H)

Wow!! THAT'S ONLY \$8.50 EACH!

BOGO!!

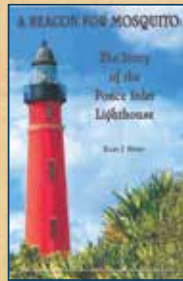


**CUSTOM PONCE INLET LIGHTHOUSE
SUN CATCHER**

Bring a splash of color into the room as you enjoy the long days of summer with this custom sun catcher featuring the Ponce Inlet Lighthouse. Measures 6.5" X 9".
Item #: 0310 Price: \$25.99 (+S&H)

**A BEACON FOR MOSQUITO: THE STORY
OF THE PONCE INLET LIGHTHOUSE**

Written by museum curator Ellen Henry, *A Beacon for Mosquito* chronicles the history of the Ponce Inlet Lighthouse and local area from pre-historic times through the modern era. Learn how the historic Ponce Inlet Lighthouse was almost lost and how a group of concerned citizens saved the light station from an uncertain future with the forming of the Ponce de Leon Inlet Lighthouse Preservation Association in 1972.
Item #: 2588 Price: \$8.99 (+S&H)



**PONCE INLET
HAT/T-SHIRT
COMBO**

Keep cool in the warming spring and summer months while showing off you love of our National Historic Landmark with this custom 100% cotton ball cap and t-shirt combo featuring the Ponce De Leon Inlet Lighthouse. Hat and t-shirt color combinations include; Navy Blue & Khaki, Navy Blue & Gray, Raspberry & Green, and Turquoise & Gray. Shirt sizes come in small through xx-large. All hats feature an adjustable cotton strap to ensure a perfect fit. Please indicate desired color combination and size when ordering.
Price: \$21.99 (small through x-large); \$22.99 (xx-large) (+S&H)



**PONCE INLET LIGHTHOUSE
TERVIS TUMBLERS**

Keep your cold beverages cold and your hot beverages hot with a set of 16 ounce Tervis Tumblers featuring an embroidered patch of the historic Ponce de Leon Inlet Lighthouse. These high quality insulated unbreakable cups are made in the USA, are dishwasher safe, and are guaranteed for life.
Item #: 4106 Price: \$29.99 (+S&H)



PONCE INLET LIGHTHOUSE WIND CHIMES

Relax on the back porch to the sounds of spring with this custom set of bamboo wind chimes featuring Florida's tallest lighthouse! Designed specifically for the Ponce Inlet Lighthouse these one of kind bamboo chimes emit a low soothing melody and measure 23" long.
Item #: 2954 Price: \$12.99 (+S&H)

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PRESERVATION ASSOCIATION, INC.**
4931 SOUTH PENINSULA DRIVE
PONCE INLET, FLORIDA 32127
(386) 761-1821
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**PONCE INLET LIGHTHOUSE
MEMBERSHIP COUPON
20% OFF ANY
SINGLE ITEM**

Limit one coupon per member. Coupon may not be used in conjunction with any other discount. Proof of membership must be shown at time of purchase. Not valid for purchase of Memorial Bricks.
Good from April 1, 2017 - June 30, 2017

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. Customers may also shop online at LIGHTHOUSELOCKER.ORG. Please contact the Gift Shop at (386) 761-1821 ext. 21 or via email at nwarenyk@ponceinlet.org for more information.