



# PONCE DE LEON INLET LIGHTHOUSE ILLUMINATIONS

4931 South Peninsula Drive • Ponce Inlet, Florida 32127 • [www.ponceinlet.org](http://www.ponceinlet.org) • [www.lighthouselocker.org](http://www.lighthouselocker.org) • (386) 761-1821 • [lighthouse@ponceinlet.org](mailto:lighthouse@ponceinlet.org)  
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Dear Members,

I hope this issue of *Illuminations* finds you happy and well. Springtime is always active at the Ponce Inlet Lighthouse on as travelers flock to the Daytona Beach area from far and wide in search of sunshine and sparkling beaches after enduring many long winter months.

In addition to its regular daily offerings, the Preservation Association hosts numerous events throughout the year. Be sure to visit us on Saturday, April 7th for Florida Lighthouse Day. Held annually, this important event celebrates Florida's rich maritime and lighthouse history. Onsite activities will include guided tours of the light station and numerous family-oriented workshops. A complete listing of events scheduled for April, May, and June can be found in the Calendar of Events on page six.

We are pleased to announce that the Preservation Association is currently planning preservation work on the tower's ironwork. This important scheduled maintenance helps protect the lighthouse from the deteriorating effects of the harsh coastal environment and provides staff the opportunity to conduct thorough inspections of sections of the tower's lantern room and exposed metalwork that are inaccessible under normal circumstances. This necessary work is scheduled to begin later this year and will be completed by professionals specializing in the painting of tall structures under the supervision of lighthouse staff.

Long-time members may recall from previous issues of *Illuminations* how the Preservation Association has been systematically restoring the historic masonry walls of the light station's three keeper dwellings and other buildings for many years. Bricks are held in place with mortar which naturally weathers over time. Repointing is the systematic process of removing deteriorated mortar from between the bricks and replacing it with new mortar as needed. Repointing has been a common repair process at the Ponce Inlet Light Station for well over a hundred years. The first crew to do so arrived aboard a lighthouse tender in the early 1900s. Although their mode of transportation has changed over time, masonry repair technicians have been coming here at regular intervals ever since.

In February, Chuck Spitznagel, owner and operator of Federal Masonry in Maryland, drove down with his crew to repoint some of the station's structures and to assist lighthouse staff with its ongoing research of historic mortars and historic masonry repair. Chuck has decades of experience in the field and his knowledge and guidance in the field of masonry restoration and preservation is always appreciated here at the Ponce Inlet Lighthouse.

As many of you know, November 1, 2017 marked the 130th anniversary of the Ponce De Leon (then Mosquito) Inlet Lighthouse's initial lighting in 1887. Included in this newsletter are envelopes for the Preservation Association's 130<sup>th</sup> Anniversary Fund Drive. I ask that you consider the value of our award winning educational programs which are offered free of charge

to all Volusia County schools, the extensive upgrades to the museum's interpretive exhibits, and the growing costs associated with the ongoing preservation, restoration, and maintenance of this National Historic Landmark when considering how much to give. The Association receives no direct tax-funded support at either the local, state, or national level and relies heavily on the generosity of its members to continue this important work. As a not-for-profit 501(c)(3) corporation your donation is tax deductible.

I ask you consider contributing to this worthy cause. Thanks to your generosity, the association will be better equipped to continue its ongoing mission of preserving and disseminating the maritime and social history of the lighthouse for this and future generations to enjoy. Those wishing to donate may do so online at [www.lighthouse-lighthouse.org](http://www.lighthouse-lighthouse.org), by mailing a check directly to the lighthouse using the envelope provided in this issue of *Illuminations*, or in person by visiting the museum's gift shop. For those who have already contributed to this year's fund raising efforts, I thank you.

Have a wonderful spring season and be sure to visit us soon.

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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*ILLUMINATIONS* is published quarterly by the Ponce de Leon Inlet Lighthouse Preservation Association, Inc.

Subscription is a benefit of membership in the Association. *ILLUMINATIONS* welcomes letters and comments from our readers.

## REGULAR HOURS OF OPERATION

SEPT 5, 2017 – MAY 27, 2018

OPEN DAILY FROM 10:00 AM UNTIL 6:00 PM  
(LAST MUSEUM ADMISSION SOLD AT 5:00 PM)

MAY 28, 2018 – SEPT 3, 2018

OPEN DAILY FROM 10:00 AM UNTIL 9:00 PM  
(LAST MUSEUM ADMISSION SOLD AT 8:00 PM)

## SPECIAL HOURS OF OPERATION

MEMORIAL DAY WEEKEND

MAY 25, 26, 27, 2018

(FRIDAY THROUGH SATURDAY)

MUSEUM AND GIFT SHOP OPEN FROM 10:00 AM UNTIL 7:00 PM.

(LAST MUSEUM ADMISSION SOLD AT 6:00 PM)

## SCHEDULED TOWER CLOSURES

MAY 29, 2018 (TUESDAY)

TOWER CLOSED FROM 6:45 PM UNTIL 9:00 PM.

MUSEUM AND GIFT SHOP OPEN UNTIL 9:00 PM

(LAST MUSEUM ADMISSION SOLD AT 8:00 PM)

JUNE 28, 2018 (THURSDAY)

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 16, 2018 (MONDAY)

BOARD OF TRUSTEES AND  
QUARTERLY MEMBERSHIP MEETING  
(OPEN TO GENERAL MEMBERSHIP)

JUNE 18, 2018 (MONDAY)

BOARD OF TRUSTEES MEETING  
(CLOSED TO GENERAL MEMBERSHIP)

MAY 21, 2018 (MONDAY)

BOARD OF TRUSTEES MEETING  
(CLOSED TO GENERAL MEMBERSHIP)

## CLIMB TO THE MOON SCHEDULE

### CLIMB TO THE MOON

APRIL 29, 2018

(SUNDAY)

7:15 PM – 8:45 PM

MAY 29, 2018

(TUESDAY)

7:30 PM – 9:00 PM

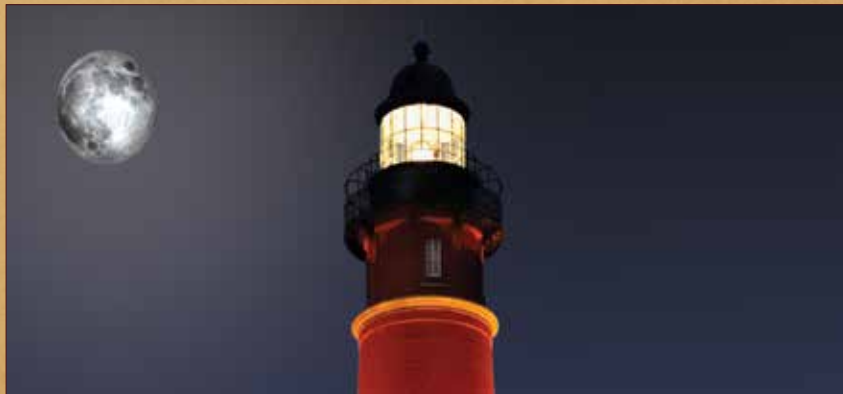
JUNE 28, 2018

(THURSDAY)

7:45 PM – 9:15 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 on the eve of each full moon, this special event is limited to 25 participants only. Tickets must be purchased in advance by calling Angel at (386) 761-1821 ext. 10 or via email at [admin@ponceinlet.org](mailto:admin@ponceinlet.org). Prices are \$35 for non-members and \$30 for members.





**The Connection**

Harvey & Connie Bach  
Ponce Inlet, FL

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Raymond James &  
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Ponce Inlet, FL  
*(Endowment Fund Donor)*

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Kenneth Dunne  
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Dennis & Patricia Engel  
Mesa, AZ

Julius Erlenbach  
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John & Beth Fitzgibbons  
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James Morris  
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Howard & Lois Paritsky  
Ponce Inlet, FL

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Port Orange, FL

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Alec Rhodes  
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Gordon Russell  
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Gahanna, OH

Lisa & Stuart Sixma  
Ponce Inlet, FL

Sharon E. Smyth  
Daytona Beach Shores, FL

Earl Stutzman-Miller  
Port Orange, FL

Wayne & Joanne Thaller  
Port Orange, FL

Mary Jane Thompson  
Port Orange, FL

Deborah Tolomeo & Karen Zetes  
Mountain View, CA

Patio R. Vagts  
Ponce Inlet, FL

Pam Williams  
Gainesville, FL

**APRIL 7, 2018, SATURDAY, 10:30 AM TO 2:30 PM ..... FLORIDA LIGHTHOUSE DAY**

Celebrate our state's rich maritime and lighthouse history by visiting the Ponce Inlet Lighthouse 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.

**MAY 10, 2018, THURSDAY, 10:00 AM TO 2:00 PM..... SPRING HOMESCHOOL DAY**

Join us on May 10th for the museum's Spring Homeschool Day! A bi-annual event that draws homeschooling students and their parents from far and wide, Spring Homeschool Day is one of the lighthouse's most popular educational offerings. This year's spring event explores weather at the Ponce Inlet Lighthouse and other light stations and lightships around the world. Participants will learn how HAM radio communications helps regions when power outages occur. Students will also learn how to capture wind speed readings from the top of the tower.

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](http://www.lighthouselocker.org) starting April 10th at 1:00 pm. Please contact Mary Wentzel at [mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org), or (386) 761-1821 ext. 18, for more information.

**MAY 19, 2018, 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 recent adventure visiting the lighthouses of the Baltic region.

**MAY 26-28, 2018, SATURDAY, SUNDAY & MONDAY, 12:00 TO 2:00 PM ..... MEMORIAL DAY WEEKEND**

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 inactive military personnel will be admitted free of charge on May 28th with proof of service.

**JUNE 16, 2018, SATURDAY, 10:30 AM TO 2:30 PM ..... FLAG DAY**

Join us at the lighthouse in celebration of Flag Day! 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 that's yours to keep.

**JULY 4, 2018, WEDNESDAY ..... INDEPENDENCE DAY CELEBRATION**

Celebrate Independence Day at the Ponce Inlet Lighthouse! Explore our historical exhibits and climb the tallest lighthouse in Florida.

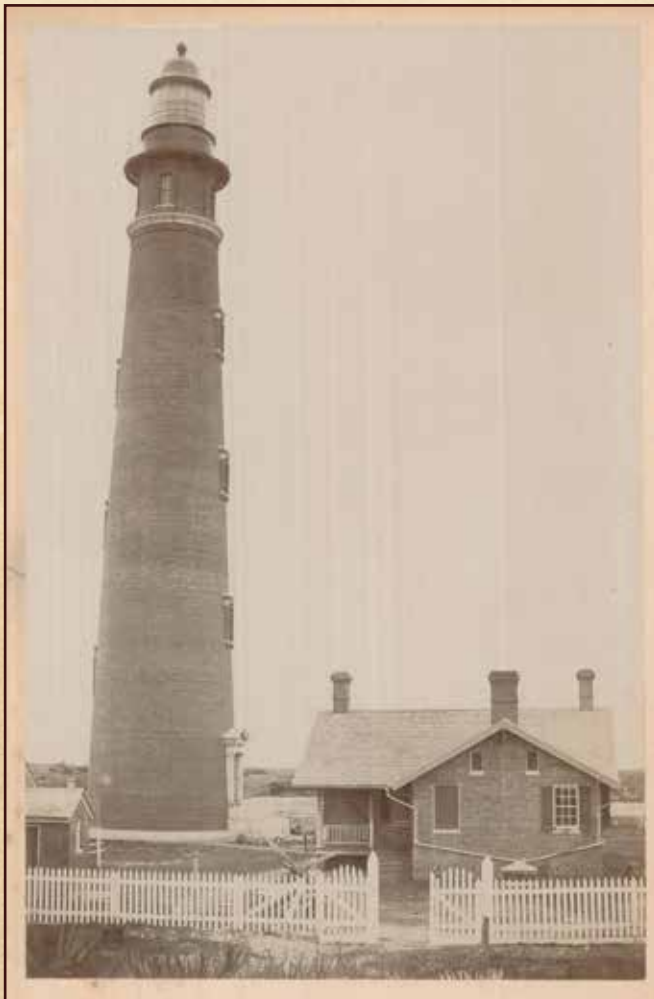
*Visit us online at [www.ponceinlet.org](http://www.ponceinlet.org) to learn more about these and other upcoming scheduled events at the Ponce Inlet Lighthouse and Museum.*

**ATTENTION READER: All activities are included with regular or member admission and without advanced reservations unless otherwise noted. Additional information regarding upcoming events can be found online at [www.ponceinlet.org](http://www.ponceinlet.org) under the Calendar of Events tab. Individuals wishing to learn more about these and other museum offerings may contact Programs Manager Mary Wentzel by phone at (386) 761-1821 ext. 18, or via email at [mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org) for additional information.**

## The Ponce Inlet Lighthouse 130th Anniversary Spring Ask Event

As many of you know, November 1, 2017 marked the 130th anniversary of the Ponce De Leon (then Mosquito) Inlet Lighthouse's initial activation in 1887. Since its inception, this historic lighthouse has guided mariners along Florida's east coast and through the treacherous inlet for which it is named. It is a mission that the lighthouse continues to fulfill to this day.

Regarded as one of the most pristine, authentic, and complete historic light stations in North America, the Ponce Inlet Lighthouse was described in 1928, by Lighthouse Service Inspector Thomas H. Gregg as "the best proportioned and most beautiful tower in the District."



Well maintained by the US Light-House Establishment's (Service's) resident keepers from 1887, until the agency's dissolution in 1939, little had changed to alter Mr. Gregg's earlier assessment of the lighthouse until the US Coast Guard (which had absorbed the duties of the former Lighthouse Service in 1939) decided to automate the beacon and turn the light station into an unmanned facility. With no resident keepers to maintain the grounds and protect it from vandals, the historic site quickly fell into a state of disrepair.

Subjected to infrequent maintenance and ongoing neglect, the lighthouse continued to deteriorate through the 1960s. Decommissioned in 1970, the derelict station was declared surplus property two years later.

Acquired by the Town of Ponce Inlet in 1972, responsibility for the ongoing restoration, preservation and operation of the light station was immediately transferred to Ponce De Leon Inlet Lighthouse Preservation Association. With little to no funding to support its initial efforts, the then all-volunteer group began the arduous task of restoring the station to its former glory. Thanks to the tireless efforts of its founders and those who followed them, the Preservation Association has transformed this once dilapidated facility into what is now considered the most complete, authentic, and best preserved light station in the country. Designated a National Historic Landmark in 1998, the Ponce Inlet Light Station is one of twelve lighthouse facilities in the country to have been awarded this prestigious nomination.

In honor of the lighthouse's 130<sup>th</sup> anniversary and the 46<sup>th</sup> year of the Preservation Association's stewardship, we cordially ask you to consider making a donation in support of this important National Historic Landmark and the association's ongoing efforts to preserve and interpret the maritime and social history of the Ponce De Leon Inlet Light Station for this and future generations. Those wishing to contribute to this fund drive may request that their donation be directed towards the General Operating Fund, the Lighthouse Endowment Fund, or both.

**General Operating Fund:** The Ponce De Leon Inlet Lighthouse Preservation Association is nonprofit 501(c)(3) organization

that currently receives no direct tax-derived support at either the local, state, or national levels. Funded primarily through gift shop merchandise and admission sales, private donations, and annual membership dues, the association relies heavily on private and corporate donations to help fund its ongoing operations which include general maintenance, planned restoration and preservation work, educational program development, and more. Donations to this fund can be used immediately to help finance the important work performed by the association's staff and volunteers on a daily basis.

**Lighthouse Endowment Fund:** Unlike donations to the General Operating Fund, financial contributions to the Lighthouse Endowment Fund are held in perpetuity. Endowment Fund donations are invested in their entirety with only a portion of the fund's average annual return allowed for restoration and preservation work. To guard against the eroding consequences of inflation, the remaining investment return is added to the principle to ensure that the fund maintains its value over time. Thus, a donor who creates an endowed gift today can be confident that it will grow and continue to support the Ponce Inlet Lighthouse in the years to come. Endowment Fund capital helps establish a strong financial foundation that will safeguard the Preservation Association from the rising cost of long-term preservation and restoration and allow the organization to utilize membership, merchandise, and admissions based revenue for ongoing educational programming and facility operations. As such, the importance of building the Lighthouse Endowment Fund could not be more important. Endowment Fund donations can take many forms including cash, stocks, mutual funds, and even real estate.

In these uncertain times, financial security is the key to ensuring future success. This fact is especially true for museums and historic sites which are financed primarily by heritage tourism dollars. Only through the generosity of members like you can the association hope to strengthen its financial security. Those wishing to contribute to either the General Operating Fund or Lighthouse Endowment Fund may do so online at [www.lighthouselocker.org](http://www.lighthouselocker.org) with either a debit or credit card (Visa or MC only please) or by check using the donation form and envelope found in this issue. Cash donations are accepted onsite only. Please make checks



payable to the Ponce Inlet Lighthouse. For your security, please do not submit any credit card information by mail.

Individuals wishing to learn more about the General Operating Fund or Lighthouse Endowment Fund may do so by visiting us online at [www.ponceinlet.org](http://www.ponceinlet.org) and selecting the appropriate link with the **Support Us** tab. Pertinent information includes a brief summary of the Endowment Fund. You may also contact the Association's Executive Director Ed Gunn via email at [edgunn@ponceinlet.org](mailto:edgunn@ponceinlet.org), or by phone at (386) 761-1821 ext. 15.

For those who have recently contributed to either the Lighthouse General Operating Fund or Endowment Fund, thank you for your generous support.



# ALEXANDER HAMILTON

## THE FATHER OF AMERICA'S LIGHTHOUSES

Not long after President-elect Donald Trump tweeted that the cast of a Broadway show “should immediately apologize to Mike Pence for their terrible behavior,” renowned presidential historian Doris Kerns-Godwin was quoted as saying, “Well, here goes Alexander Hamilton, up to his old tricks again, some two hundred years after another vice president shot him in a duel. Not much has changed.” She and Trump were referring to events related to the hip-hop musical *Hamilton* which had taken Broadway by storm and the less-than-flattering reception afforded to Vice-President Mike Pence when he and his wife attended a showing of the play on November 18, 2016.



by Pulitzer Prize winning historian Ron Chernow, *Alexander Hamilton* is a riveting, landmark work that debunks many long-accepted myths about one of America's most influential historical figures.

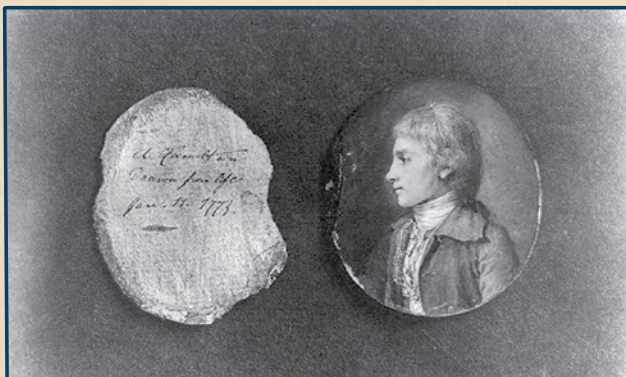
In his time, after, and even now, Hamilton can be credited with shaping, galvanizing, inspiring, and even scandalizing America. His accomplishments and his aspirations were myriad. Among them, but infrequently cited, was his passionate advocacy for the building of lighthouses and other aids to navigation along the dark and dangerous coasts of the newly created United States. This was at a time when only twelve lighthouses and an inconsistent system

Beyond all that, the smash-hit *Hamilton* focuses renewed attention on Alexander Hamilton, the early American statesman who is widely regarded as one of America's most controversial and outspoken Founding Fathers. He was a Revolutionary War veteran who served as General George Washington's aide-de-camp from 1777 until 1783, and then as President George Washington's secretary of the treasury from 1789 to 1795. Interest in Alexander Hamilton's life has exploded exponentially over the years due in part to the Broadway production that bears his name and the equally absorbing 2004 biography that inspired it. Written

of channel markers and buoys existed. Truly, Hamilton's life can be summed up in one “metro-lyric” from the show authored by Lin-Manuel Miranda, “Well, there's a million things I haven't done, but just you wait.”

Alexander Hamilton's story begins on the island of Nevis, in the British West Indies on January 11, 1755 (or 1757). One of two illegitimate sons born to a Scottish merchant named James Hamilton and a St. Croix divorcee named Rachel Fawcett, Alexander's early childhood was less than idyllic. His parents did not get along and separated in 1765. Abandoned by his father after the “divorce,” Alexander became a ward of his mother's family following her death from tropical fever three years later.

Although lacking a formal education, Alexander was incredibly intelligent and his own personal desire to learn coupled with his mother's earlier tutelage served him well. Recognizing his potential, Hamilton's relatives secured a position for him with a local St Croix trading company where he was put to work as an apprentice clerk. Armed with an exceptional work ethic, Alexander quickly caught the attention of his employer, a wealthy



A. Hamilton, Drawn from Life, January 11, 1773

>> CONTINUED ON NEXT PAGE

**ALEXANDER HAMILTON, THE FATHER OF AMERICA'S LIGHTHOUSES** (continued)



General George Washington and his aide-de-camp Colonel Alexander Hamilton during the Revolutionary War.

Caribbean businessman named Nicholas Cruger who was so impressed with the young man that he became his mentor. As Hamilton's knowledge of the import/export business grew so too did his responsibilities. By the age of seventeen, Alexander was in charge of charting Cruger's ships' courses, tracking their freight, converting currencies, and managing the bookkeeping for the company.

Cruger paid his young protégé's passage to Boston in 1775, hoping that Hamilton, after receiving a more formal education, would return to manage his businesses. After a short stay in Boston, the young Hamilton journeyed to New York City and enrolled in Kings College (now Columbia University) where he was greatly influenced by the revolutionary zeal of his fellow students. He was remembered by teachers and classmates for delivering what were regarded as electrifying anti-British speeches in the college quadrangle. Galvanized in his commitment to helping forge a new nation free of British rule, Hamilton never returned to his childhood home on St. Croix.

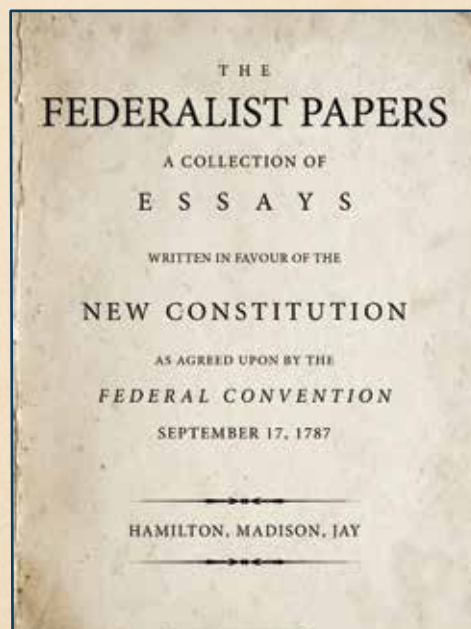
When American independence was declared on July 4, 1776, Hamilton, like many other patriots, enlisted in the newly formed Continental Army. Commissioned a captain in the Provincial Company of the New York Artillery, the 20-year-old junior officer served with great distinction under General Nathaniel Greene throughout the first year of the war; fighting in numerous actions against the British including the battles of Long Island, Harlem Heights, White Plains, and the New Jersey Campaign. Hamilton's outstanding performance did not escape the notice of his superior officers. In 1777, he was appointed to General

George Washington's personal staff and promoted to the rank of colonel. Hamilton served as Washington's irreplaceable logistical aide-de-camp for the remainder of the war, distinguishing himself throughout the entire conflict by his bravery on the field and, more to the point, his exceptional command of organizational management and supply.

After Cornwallis' surrender at Yorktown in 1783, Hamilton returned to New York, studied law, and eventually worked as an attorney in New York City and in Albany. At the same time his future nemesis, Arron Burr, also practiced law in New York. Their mutual hatred and political enmity was non-existent until much later, and Hamilton and Burr cooperated as co-attorneys on several cases, defending the same clients.

**ALEXANDER HAMILTON:  
FOUNDING FATHER OF  
THE UNITED STATES**

The State of New York selected Hamilton to serve as its representative during the Constitutional Convention which was held in Philadelphia, PA from May 25<sup>th</sup> to September 17, 1787. Backed by many like-minded individuals in attendance, Hamilton championed the Federalist Cause which supported the idea of a strong centralized government rather than a weak one. Many of the nation's founding fathers challenged this concept, particularly Thomas Jefferson and John Adams, who envisioned



Published in 1788, the Federalist Papers were a collection of 85 persuasive essays that argued the merits for a constitution that would establish a strong central government.

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## ALEXANDER HAMILTON, THE FATHER OF AMERICA'S LIGHTHOUSES (continued)



Howard Chandler Christy's famous painting *Scene at the Signing of the Constitution of the United States* featured Hamilton whispering into the ear of Benjamin Franklin.

America as an agrarian republic of “freeholding yeoman farmers.” Hamilton held the larger view that the economy needed to be more evenly divided between agriculture and manufacturing. Goods manufactured and shipped to other countries or even other states were part of his idea to develop and populate the interior of the country and grow the port cities.

Hamilton had fashioned his ideas about a robust and vigorous centralized government long before the Constitutional Convention. His early business experience in the Caribbean, coupled with the difficulties he encountered while managing the poorly funded and ill-equipped Continental Army during the Revolutionary War, had forged his belief that a decentralized country, lacking the means of manufacturing its own products or supplying its army with domestically-sourced supplies, was doomed to failure. However, delegates from other states questioned the need for the Constitution at all, much less the need to write it. Hamilton viewed this discord, along with the weakened state of the Federal Government under the Articles of Confederation, as a direct threat to both the success of the convention and the nation itself.

In response to this turmoil, Hamilton, along with James Madison and John Jay, wrote a series of eighty-five persuasive essays promoting the ratification of the Constitution. Hamilton personally wrote about sixty of the essays which he shared with George Washington. Seventy-seven

were printed serially in the *Independent Journal*, the *New York Packet*, *The Daily Advertiser*, and other newspapers around the country between October, 1787 and August, 1788. A two-volume compilation of these and eight other papers was then published in 1788 as *The Federalist: A Collection of Essays, Written in Favour [sic] of the New Constitution, as Agreed upon by the Federal Convention, September 17, 1787*. On the strength of their arguments, opposition to adopting the Constitution began to fade. Eventually, all thirteen states approved the United States Constitution which was officially ratified on June 21, 1788.

In addition to his tireless efforts in drafting the US Constitution, Hamilton spent considerable time convincing General Washington that his role as a public servant had yet to be completed. Having spent far more time away from his beloved wife Martha and his Mount Vernon plantation than he would have liked, Washington wanted nothing more than to spend his final years in quiet retirement. However, Hamilton's persistence won out and Washington reluctantly accepted the nomination, winning the election by unanimous vote in 1788. Inaugurated as the nation's first president in April, 1789, Washington selected Alexander Hamilton as the country's first secretary of the treasury shortly thereafter.

### **ALEXANDER HAMILTON: THE NATION'S FIRST SECRETARY OF THE TREASURY**

Hamilton was Washington's first cabinet appointment. Joining him were Thomas Jefferson as secretary of state, Henry Knox as secretary of war, and Edmund Randolph as attorney general. As an aside to later conflicts, the outgoing and outspoken Hamilton got along well with the reserved, amiable, and erudite Jefferson. Working together, the two cabinet members persuaded Washington run for a second term, rather than retire at the conclusion of his first.

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**ALEXANDER HAMILTON, THE FATHER OF AMERICA'S LIGHTHOUSES** (continued)



President Washington and his original cabinet members General Henry Knox, Alexander Hamilton, Thomas Jefferson, and Edmund Randolph.

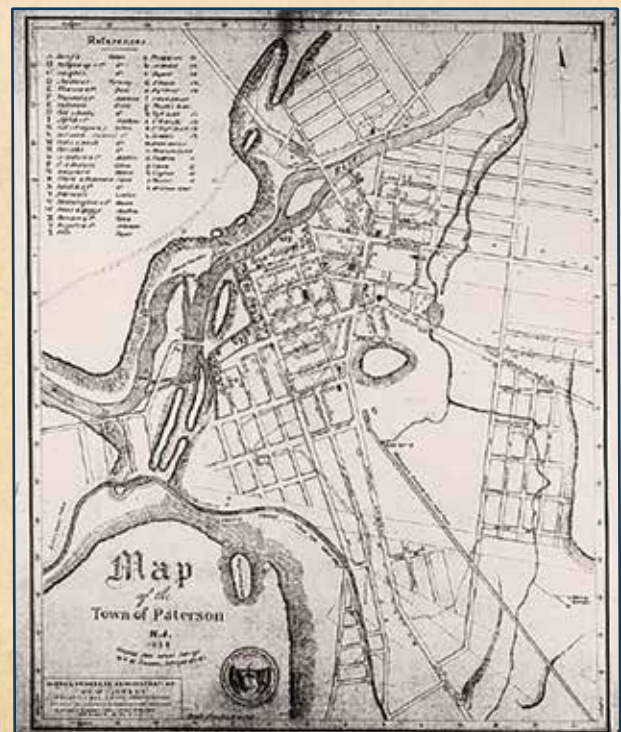
One of Hamilton's first challenges as secretary of the treasury was convincing members of Congress that the Federal Government should assume responsibility for paying off each state's outstanding war debt. His proposal to do so by expanding federal taxes was opposed by many, especially those representing southern states where the concept of a strong national government was viewed with great apprehension. To break the deadlock, Hamilton worked with Jefferson and James Madison to forge an agreement that would allow the Federal Government to assume financial liability for the combined war debt while simultaneously establishing the nation's capital, to be named the District of Columbia, firmly in the south. Known as the *Compromise of 1790*, this piece of legislation was a stroke of political genius regarded "as one of the most important bargains in American history."

Hamilton's tenure as head of the Treasury Department spanned from September 11, 1789 to his resignation in late January of 1795. During that time he created the National Bank of the United States, the Bank of New York, the first Federal Mint, the anti-slavery New York Manumission Society, *The New York Evening Post*, and encouraged stock market trading in the country's major cities. Hamilton's early *Report on Manufactures to Congress* coupled with his foresight in seeing the need for internal improvements such as roads and canals, and advancing technical education for innovation and invention, was prophetic.

He also suggested that a practice of "industrial espionage" was useful in competing with Britain's early lead in mass production. Finally, his creation of Patterson, New Jersey, as America's first planned industrial area using the 85-foot Great Falls of the Passaic River as a power source is acknowledged as the beginning of the Industrial Revolution in the United States. Even after his tenure as head of the Treasury Department ended, his contributions continued to shape our country as we know it. The last letter in a life-long correspondence between Washington and Hamilton, written just two days before the former president's death in 1799, notes Washington's compliments to Hamilton

for his "continued advocacy and recommendation of the establishment of a national military academy at West Point."

**ALEXANDER HAMILTON: FIRST SUPERINTENDENT OF UNITED STATES LIGHT-HOUSE ESTABLISHMENT**



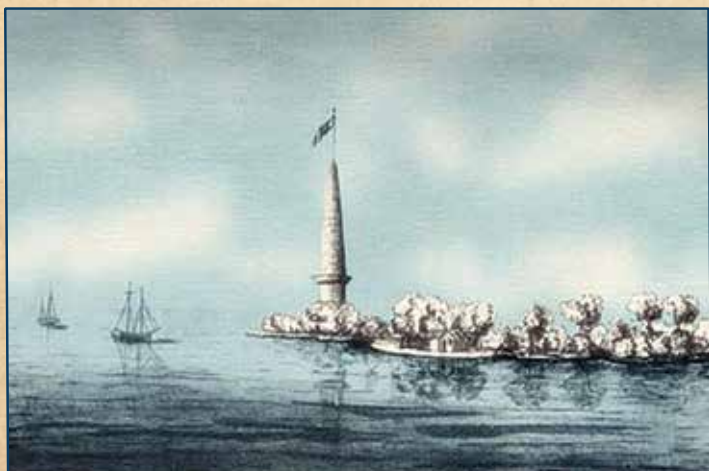
The brainchild of Secretary of the Treasury Alexander Hamilton, Patterson, NJ, was home to America's first water-powered industrial complex.

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## ALEXANDER HAMILTON, THE FATHER OF AMERICA'S LIGHTHOUSES (continued)

The very first Colonial-Era aid to navigation was a stone tower built in 1673 near the southern approach to Boston Harbor. Located at Point Allerton near Hull, Massachusetts, this early tower was capped with an unsheltered platform and equipped with an open-air brazier that burned "fier-bales of ocum or pitch." Funded by the community's citizen-merchants, the tower could not be classified as a lighthouse due to its lack of a glass-enclosed lantern room. The first "true" Colonial-Era lighthouse was erected by the Province of Massachusetts on nearby Little Brewster Island in 1716, at the cost of 2,285 pounds.

The collector of customs for Boston Harbor managed the lighthouse using "light dues" based on the tonnage of ships and their cargo. Additional lighthouses were erected in other colonies as well. Typically built of rubble stone or wood prior to the Revolutionary War, these early Colonial-Era towers included: Massachusetts' Nantucket Island's Brant Point Light (1746), Great Point Light (1784), Cape Ann's Thacher Island Light (1771), Plum Island Light (1788), and Plymouth Light (1768); Rhode Island's Narragansett Bay Light (1749); Connecticut's New London Light (1761); New Jersey's Sandy Hook Light (1764); South Carolina's Charleston Light (1767); Delaware's Cape Henlopen Light (1767); and New Hampshire's Portsmouth Light (1771). An additional tower built on Tybee Island on the Georgia coast was commissioned by Governor George Oglethorpe in 1736, however, there is a question whether it was ever lit or used only as a day mark. Of these early American lighthouses, only Sandy Hook remains.



View of Tybee [sic] Island day mark at the entrance of Savannah River, GA, Dec. 1764 by W.J. De Renne. From Letters of Joseph Clay Merchant of Savannah 1776-1793. Image source: Georgia Historic Society.

Hamilton envisioned the United States as a major financial, manufacturing, and maritime power. Washington shared this vision and worked with Hamilton to bring it to fruition. The two men discussed at great length the need to establish new aids to navigation. Colonial-Era lights, for the most part, had only

been constructed near the entrances to major ports like New York and Boston. Hamilton recognized the future safety and security of the nation's maritime fleet relied not only on the placement of beacons near major ports, but along the length of the trade routes connecting them as well. One of their first steps to realizing this goal was the passing of the *Tariff Act of 1788*. Designed to "support the federal government... allow for the discharge of the debts of the United States... and encourage domestic manufacturing," the act levied import and excise taxes on all foreign goods. Approved by the First United States Congress in 1789, and established by Secretary Hamilton on August 4, 1790, the Revenue-Marine (later called Revenue Cutter) Service was charged with the collection of these taxes.

Hamilton's dream of molding American into one of the world's premier maritime nations was advanced by Washington's signing of the *Ninth Act of the First United States Congress* on August 7, 1789. Essentially the country's first public works act, this important piece of legislation created the US Light-House Establishment, a quasi-military organization charged with the ongoing "support, maintenance, construction, and repair of all lighthouses, beacons, buoys, and public piers erected at the entrance of, or within any bay, inlet, harbor, or port of the United States." This bill, so heavily endorsed by Hamilton and commonly called "*The Lighthouse Act*," gave the secretary of the treasury jurisdiction and responsibility over all 12 existing Colonial-Era lighthouses and all that would follow. In another part of the bill, a provision was made for creating



Founded in 1789 by Ninth Act of Congress at Hamilton's urging, the US Light-House Establishment would later be known as the US Light House Service.

**ALEXANDER HAMILTON, THE FATHER OF AMERICA'S LIGHTHOUSES** (continued)

a lighthouse, “near the entrance of Chesapeake Bay.” How important to the new nation were lighthouses? It is interesting to note that the *Eighth Act*, passed immediately before the *Lighthouse Act*, established the Department of Foreign Affairs (now the State Department), while the *Tenth Act* created the Department of War (now the Defense Department).

Within three weeks of becoming the secretary of the treasury, Hamilton directed the customs collectors and port wardens of the nation's harbors to assess the condition of the lighthouses, buoys, and other aids to navigation for which they were in charge. Hamilton compiled the information provided by his subordinates and submitted a detailed report to George Washington in January, 1790 that included the locations of the existing structures, estimates of expenses for maintenance, and other recommendations. It was Hamilton's sincere belief that lighthouses created, “*Good and safe trading conditions essential to creating a prosperous economy for the country, and serve as the underpinning of the country's financial future.*” Lighthouses made good fiscal sense. Only when ships safely reached their destinations could the federal government collect the import and excise taxes needed to pay off the war debt. The meticulous attention to detail that Hamilton applied to his stewardship of the US Light-House Establishment is evident in the voluminous amount of correspondence written between Hamilton, Washington, and others regarding the lighthouses in his care.

### ***THE CAPE HENRY LIGHTHOUSE - THE NATION'S FIRST PUBLIC WORKS PROJECT***

In many respects, the Cape Henry Lighthouse is one of the most important stories of the republic, as it is linked to many firsts in American history. Commissioned by Congress in 1778, Cape Henry was the first federally-funded lighthouse and the nation's first public works project. The 90-foot octagonal truncated pyramid was also the first federal building to be built of Aquia sandstone sourced from the same quarry that would later supply the blocks used to construct the US Capitol Building and White House. The Cape Henry Lighthouse also stands near the “First Landing,” the location where English settlers initially walked ashore in 1607.

Situated at the mouth of the Chesapeake Bay in northern Virginia, Cape Henry is the entry point to the ports of Norfolk, Newport News, Baltimore, and Washington D.C. Long considered one of the most important maritime regions on the Atlantic Seaboard, Cape Henry was of vital importance to the new nation. Well before the newly-formed United States took on the task, the colonies of Virginia and Maryland struggled with the British Board of Trade to fund a light to mark this treacherous headland in an effort to reduce the number of shipwrecks that occurred there. An earlier 1775 attempt to build a lighthouse there failed due to the Revolutionary War.



The “Old” Cape Henry Lighthouse constructed during Hamilton's tenure as secretary of the treasury and head of the US Light-House Establishment stands beside its “replacement” the “New” Cape Henry Lighthouse.

Secretary Hamilton was personally involved in nearly every phase of the Cape Henry Lighthouse project. He investigated the suitability of the construction site, requested the appropriation of \$12,500 from Congress, purchased the land from the State of Virginia, and hired John McComb to design and build it. One of the most highly respected architects of his day, McComb was responsible for many of New York's most notable 18th and 19th century landmarks including the Montauk Point Lighthouse in 1796, Eatons Neck Lighthouse in 1798, the magnificent New York City Hall, the Archibald Gracie Mansion, Castle Clinton at Battery Park, St. Mark's Church in-the-Bowery,

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**ALEXANDER HAMILTON, THE FATHER OF AMERICA'S LIGHTHOUSES** (continued)

and even Hamilton's own home The Grange, in upper Manhattan, The Cape Henry Lighthouse project proved difficult for McComb, but according to Hamilton's representative at the site, McComb was, "highly motivated and uncomplaining." McComb did, in the end, receive another \$2500 dollars for his efforts, but was forced to lay the foundation seven feet deeper than expected to support the tower.

First lit on October 1, 1792, the Cape Henry Lighthouse remained in

near-continuous service for approximately 80 years. An inspection of the tower after the Civil War reported the existence of "*troubling structural damage*" consisting of large cracks in six of its eight walls, some extending from the base to the lantern. The immediate recommendation was to build a new first-order tower, "*as the existing tower was in danger of being thrown down by some gale.*" Appropriating \$75,000 from Congress in 1778, and additional \$25,000 the following year, replacement of the "Old Cape Henry Lighthouse" commenced in 1879 with development of architectural drawings and the acquisition of six acres of land adjacent to the old light station. Built atop a massive concrete foundation capped with stone, the new 170-foot segmented cast-iron tower was completed in 1881 and the old 1792 lighthouse constructed under Hamilton was deactivated. Although the Light-House Board had predicted the original tower was on the verge of collapse, the quality of McComb's work stood the test of time. Celebrating its 225th anniversary in 2017, the "Old" Cape Henry Lighthouse continues to stand alongside its successor to this day.

**THE TYBEE ISLAND LIGHTHOUSE**

Following the completion of the Cape Henry Light, Secretary Hamilton turned his attention to the Tybee Island



The current Tybee Island Lighthouse was originally erected under the direction of Secretary of the Treasury Alexander Hamilton. Originally measuring 100 feet in height at the time of its completion, the tower's height was later increased to 154 feet.

day mark, a Colonial-Era tower located on the Georgia coast that had been badly damaged by fire a few months earlier. President Washington directed Hamilton to repair the tower and bring it to a height of 100 feet. As a civil engineer, Washington's input in early federal construction projects carried great weight. His suggestion to Hamilton that a "plain wooden stair case" be constructed in the tower rather than a more expensive circular "hanging" set of stairs was followed. A new lantern room was crafted in Philadelphia and candles with reflectors were used. This early candelabrum was eventually replaced by a Winslow Lewis lighting apparatus that used whale oil for fuel. The Tybee Island Lighthouse continued to operate uninterrupted until the Civil War when it was partially destroyed by Confederate forces to prevent it from being used by their northern adversaries. In 1867, the lighthouse was repaired, its height was increased to 154 feet, and its antiquated Winslow Lewis optic was replaced with a modern first order Fresnel lens.

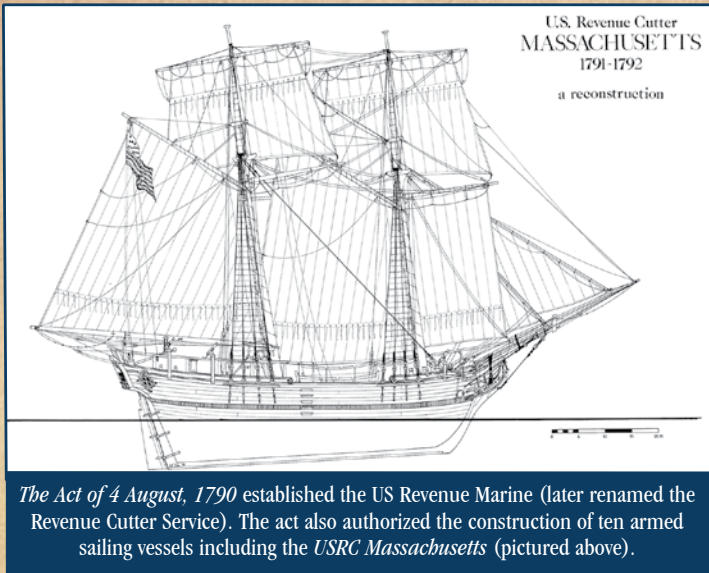
**THE PORTLAND HEAD LIGHTHOUSE**

Hamilton's third lighthouse project as secretary of the treasury was the Portland Head Lighthouse in Falmouth, Massachusetts (now Portland, Maine). By the mid-1780's, Falmouth Harbor had grown to become America's sixth largest port, yet it possessed no lighthouse to help ships navigate its narrow approach. Between 1787 and 1791, work on a lighthouse at Portland Head was started and stopped on several occasions. One of the delays occurred when the tower was judged by the masons to be too short



The Portland Head Lighthouse was completed in 1791 while Hamilton was still secretary of the treasury. The tower's height was later raised an additional 20 feet and multi-story keeper dwelling was constructed.

**ALEXANDER HAMILTON, THE FATHER OF AMERICA'S LIGHTHOUSES (continued)**



*The Act of 4 August, 1790 established the US Revenue Marine (later renamed the Revenue Cutter Service). The act also authorized the construction of ten armed sailing vessels including the USRC Massachusetts (pictured above).*

at 58 feet after they climbed to the top and realized they could not see beyond the headlands to the south. The tower was subsequently raised 20 feet. Finally, in 1790, Massachusetts Governor John Hancock ordered the state treasury to complete a keeper's residence at the site. That order, coupled with an appropriation of \$1500 from Congress at Hamilton's request, facilitated the final completion of the Portland Head Light Station and its initial activation on January 10, 1791.

***THE SHELL ISLAND (OCRACOKE) LIGHTHOUSE***

There is an urban legend or myth which grew around Hamilton's belief that marking these sea routes was of utmost importance to the safety of ships and those who sailed on them. It is said that the original 1794 Cape Hatteras Lighthouse (not the brick giant that exists today), was built as a result of the scare Hamilton had at age 17 while traveling aboard the *Thunderbolt*, the sailing ship that carried him from the Caribbean to New York. In one version of the story, the ship almost sank after crashing into the Diamond Shoals along the Outer Banks of North Carolina. In another, Hamilton became violently seasick during a storm after the ship's sails were either torn off or caught fire in the wind. According to the myth, Hamilton was credited with coining the term "Diamond Shoals" to describe the Outer Banks' navigational hazards. However, none of these stories, no matter how well they might have explained Hamilton's fervent support for lighthouse construction, are true.

In truth, Hamilton did address the suitability of a "light of the first rate" at the Outer Banks in 1784 "at Ocracoke Island, or elsewhere near the Ocracoke Inlet;" however, he did not do so as a result of some earlier childhood trauma but because it simply made sense. That first Outer Banks lighthouse, a wooden pyramid shaped tower standing 65 feet in height, was constructed on Shell Island in 1794. This early beacon served its purpose until the 1820s when coastal currents shifted the main channel and deposited enough sand in front of the tower to place it a mile inland. No longer capable of effectively serving as a coastal aid to navigation, the old Shell Island tower was replaced by a new beacon on nearby Ocracoke Island in 1823.

***ALEXANDER HAMILTON: FATHER OF THE UNITED STATES COAST GUARD***

In addition to his oversight in the construction of the lighthouses at Cape Henry and Shell Island and his enthusiastic involvement in the rebuilding of the Tybee Island tower and completion of the Portland Head Light, Alexander Hamilton was instrumental in the creation of the US Revenue Marine. Renamed the US Revenue-Cutter Service in 1794, the Revenue Marine was established by the *Act of 4 August, 1790*. Signed into law by Washington himself, the bill allowed for the construction of ten revenue cutters and even stipulated how the cutters should be manned and its crews compensated. The officers selected to command these vessels were typically drawn from the rosters of the former Continental Navy which had successfully preyed on British merchant shipping and won several victories over British warships during the Revolutionary War. Lacking a navy at the time, the United States desperately needed these cutters not only for the collection of tariffs and enforcement of customs laws, but to combat acts of piracy on the high seas and along the nation's extensive coastline.



The newly-established Revenue-Cutter Service was also tasked with supporting the US Light-House Establishment

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**ALEXANDER HAMILTON, THE FATHER OF AMERICA'S LIGHTHOUSES** (continued)

which did not possess vessels of adequate size or number to effectively tend to the ongoing needs of its lighthouses and other aids to navigation. Sharing this responsibility with privately owned ships under government contract, the Revenue Cutter Service continued to perform these lighthouse-related duties until the 1840s, when the US Light-House Establishment had commissioned enough lighthouse tenders to perform the job on its own.

Lighthouse and other organizational chains of command were important to Hamilton. Hard to imagine now-a-days, but keepers and their local "superintendents," then the local port customs collectors, were issued handwritten directives by Hamilton, who personally outlined their responsibilities.

Letters to Benjamin Lincoln, the first US customs collector in Boston, strongly suggested that Lincoln was assigned as the first superintendent of lighthouses for the state of Massachusetts. He was instructed to keep "*in good repair the lighthouses, beacons, buoys, and public piers, and furnish them with necessary supplies.*" Lincoln was also told to confirm the appointments of keepers already stationed at the Boston Harbor, Plumb Island, Nantucket, and Plymouth (Gurnet) lights, and set their salaries at what the Colony of Massachusetts had been paying them.

Known today for its mostly humanitarian mission, the United States Coast Guard can trace its roots to the Revenue Marine created by Alexander Hamilton in 1790. Founded in 1915, this highly respected branch of the US Military is actually the amalgamation of five historic maritime-related bureaus or services including: the US Revenue-Cutter Service (formerly Revenue Marine), the US Life-Saving Service, the US Lighthouse Service (formerly Light-House Establishment), the US Steamboat Service, and the US Bureau of Navigation.

***ALEXANDER HAMILTON  
LEAVES PUBLIC SERVICE***

Alexander Hamilton resigned as secretary of the treasury in 1795, citing that he could not live off his meager \$3,500 government salary. He returned to New York City where he



Outraged by Hamilton's continued meddling in his political and professional affairs, Aaron Burr mortally wounded Hamilton during a duel in 1804.

practiced law, focusing mainly on cases related to finances, commerce, and insurance. Although he remained a close advisor to Washington throughout the remainder of his presidency, Hamilton would never again assume the mantle of a civil servant. Apparently, his annual earnings of \$12,000 a year as a practicing attorney gave him 8,500 reasons not to.

Although no longer serving as a government official, Hamilton's heavy-handed approach to politics had won him few admirers over the years. His vision of a strong central government overseeing the affairs of subordinate states had also made him the enemy of those who felt threatened by the idea, fearing such a system too closely resembled the absolute and centric power of a monarchy – a form of government that they had just overthrown. Hamilton was a double threat to many: a theorist and also a pragmatist, one who could administratively turn abstract theories into practical programs. Few figures in American history have aroused such visceral hatred or devotion. Known for his overbearing ego and quick temper, Alexander Hamilton had proven himself ambitious, proud, and often ruthless in his dealings with others.

In July of 1798, Hamilton was commissioned Major General when war threatened to break out with France. He was

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## ALEXANDER HAMILTON, THE FATHER OF AMERICA'S LIGHTHOUSES (continued)

incredibly proud of his rank and served in the military for almost two years. Returning to civilian life in 1800, Hamilton renewed his long-time feud with John Adams whom he despised, by publishing an attack on Adams' presidency. Hamilton aggravated the political situation again and again, and his personal life was considered a mess. Angering his own supporters, Hamilton supported Thomas Jefferson in 1800 over his running mate Aaron Burr, and then used his New York Post newspaper to vilify Burr who was running for Governor of New York in 1804. Burr was so angered that he and Hamilton met at the dueling grounds on The Palisades at Weehawken, New Jersey, on July 11, 1804. Both fired their pistols. Hamilton, shot in the stomach, was mortally wounded. He died the next day at age 47.

Hamilton's genius was rarely recognized during his lifetime or for many years following his untimely death. Thomas Jefferson, John Adams and other political enemies took advantage of their longevity and eloquence to disparage his memory by spreading defamatory anecdotes and accusations about him. John Adams suggested that Hamilton was a "closet monarchist," and actually referred to Hamilton as "The Foreigner," and the "Bastard Brat of a Scottish peddler. His ambition, restlessness, and grandiose schemes, I'm convinced comes from a superabundance of secretions... whores couldn't absorb." Jefferson, an advocate of an agrarian democracy, called Hamilton a proponent of "devilish contrivances like banks, factories, stock exchanges, tax systems, budgets, and sewers also called cities." Noah Webster called him, "a Machiavellian intriguer and an evil genius." These sobriquets stuck. Even one hundred years later, Woodrow Wilson called him, "a very great man, but not a great American."

Alexander Hamilton is buried in the historic Trinity Church graveyard, located on grounds which once housed King's College. Fittingly, Trinity Church lies in the shadow of the New York Stock Market and the Freedom Tower of the World Trade Center. A few blocks away, the nation's busiest port, New York Harbor, is one of the



The body of Alexander Hamilton rests under this obelisk in New York's Trinity Church graveyard.

world's safest thanks in part to Hamilton's advocacy for navigational aids.

In 1789, only 11 Colonial-Era lighthouses and an unknown number of minor aids existed to mark the nation's navigable waterways. By the mid-twentieth century, that number had increased to include an estimated 1500 lighthouses, range lights, and pier lights, 120 lightship stations, and channel markers and buoys numbering in the tens of thousands. Hamilton's vision for America as a powerful maritime nation equipped with an aids to navigation system that was second to none had become a reality.



This 1872 souvenir medal was minted in commemoration of the centennial anniversary of Patterson, NJ; the industrial area that Secretary of the Treasury Alexander Hamilton helped establish in 1782.

The Ponce Inlet Lighthouse educational department had a very busy winter season. On January 6th, more than 50 young women participated in the museum's semiannual Girl Scout Day. The winter event provided the girl scouts the opportunity to earn their coveted Lighthouse Badge by learning what life was like for turn-of-the-century keepers and families that once called the Ponce Inlet Lighthouse home. The scouts participated in numerous hands-on activities, played a variety of early 19th century kid's activities, and performed a lighthouse play based on the popular children's book by Peter and Connie Roop, *Keep the Light Burning Abbie*. A great time was definitely had by all!

In January and February, over 485 students attending Spruce Creek High School and University High School participated in the lighthouse's Science of Light educational outreach program. Developed by lighthouse staff and volunteers, the Science of Light was inspired by the National Science Foundation's STEM Initiative and centers around a forty-five minute interactive video that allows ample time and opportunity for group discussion, elaboration, and experimentation. Narrated by a voice-over, question and answer dialogue between a lighthouse keeper and a young lighthouse visitor,



Lighthouse docent Steve Oshinski presents the Science of Light and Lighthouse Illumination to a group of 9th graders at Spruce Creek High School in Port Orange, FL.

the program uses animation, graphics, and hands-on manipulatives to illustrate, explain, and explore scientific theories and historic facts that many students, and quite a few adults, find difficult to fathom.

The weather was on our side for the 14th Annual Beach Racing Day which was held on the grounds of the Ponce Inlet Lighthouse on Sunday, February 11, 2017. Developed in collaboration with the Legends of Auto Racing Museum, this popular event provides race fans the unique opportunity to examine historic race cars that once ran on the sands of the World's Most Famous Beach and



Basilia Brown, Vice President of VyStar Credit Union (left) poses with NASCAR radio personality Chocolate Myers (center) and VyStar Member Relationship Specialist Elizabeth Hotz (right) during the lighthouse's 14th Annual Beach Racing Day event.

to talk with former owners, drivers, and mechanics who participated in the wild and wooly days of early stock car racing. VIPs in attendance included Sirius XM's 24-7 NASCAR Satellite Radio color commentator "Chocolate" Myers, who shared his unique, behind the scenes, experiences as a member of both the Richard Childress and late Dale Earnhardt racing teams; William Lazarus, author of *Sands of Time, the definitive history of beach racing*, who gave his insight into the early days of beach racing in Daytona Beach, and; Eddie Roche, the former archives manager for ISC/NASCAR, who shared his extensive knowledge of auto racing.

The Preservation Association would like to offer its sincere appreciation to Vystar Credit Union of Port Orange, FL for sponsoring this year's Beach Racing



Visitors examine Barry D. Roy's #63 race car during the lighthouse's 14th Annual Beach Racing Day.

Day, and its Vice President Basilia Brown, who was onsite throughout the event to greet visitors and even collect a few autographs herself. A strong advocate of the association and Corporate Member, VyStar's support helps the association continue its ongoing mission to preserve and disseminate the maritime and social history of the Ponce De Leon Inlet Light Station. We can't thank them enough.

Just as the roar of the race car engines fade, Bike Week events ramp up and rumble. The Ponce Inlet Lighthouse is always a great destination for those riders looking to take in the beauty of the Ponce Inlet Lighthouse and the surrounding town of Ponce Inlet. Motorcycles were a big part of the coastal region's beach racing history.

The museum has a full schedule planned for the upcoming 2018 spring season. These educational events include: Florida Lighthouse Day on Saturday, April 7th; Spring Homeschool Day on Thursday, May 10th; International Museum Day on Saturday, May 19th; Memorial Day Weekend events scheduled from Saturday, May 26th through Monday, May 28th; and Flag Day on Saturday, June 16th. All activities are scheduled between the hours of 10:30 am and 2:30 pm on these dates. Please refer to the Calendar of Events found on page six of this issue of *Illuminations* for details or contact programs manager Mary Wentzel via email at [mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org) or by phone at (386) 761-1821 X 18 for more information.

# VOLUNTEERS NEEDED!

The museum's volunteer corps plays an important role in making the Ponce Inlet Lighthouse an attractive and fun destination for its annual visitors. Committed to helping the Preservation Association interpret this important National Historic Landmark, this dedicated group of men and women is always looking for new things to learn about Ponce De Leon Inlet Light Station and surrounding community. The programs department schedules monthly volunteer workshops to help them achieve just that. For those interested in attending, the next training session will be on Tuesday, April, 10, 2018.

The Preservation Association is always looking for individuals interested in becoming lighthouse volunteers. Those wishing to learn more about current volunteer opportunities and scheduled volunteer training sessions can contact Programs Manager Mary Wentzel by email at [mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org) or by phone at (386) 761-1821 ext. 18. Additional information can also be found on the museum's website at [www.ponceinlet.org](http://www.ponceinlet.org).

## BOATSWAIN'S MATE PETTY OFFICER SECOND CLASS (PO2) CHRISTOPHER PHILLIP RE-ENLISTS

The Ponce De Leon Inlet Lighthouse Preservation Association often collaborates with personnel attached to the Coast Guard Station on the south side of the inlet. These interactions sometime occur in the form of support of the Coast Guard's mission of lending aid to those in distress. For example, in 2015 the Coast Guard station contacted the lighthouse to ask a member of the lighthouse's staff to climb the tower and search for a sailboat that was long overdue. Running to the top of the tower with binoculars in hand, visitor monitor Matt Ricco searched the horizon until he spotted the vessel wallowing in the distant ocean swells with its mast down. Administrative staff contacted the duty officer to inform him that the boat had been spotted and the Coast Guard went to the rescue.

The museum's collaborative relationship with the Coast Guard most often focuses on non-emergency related activities including flag raisings, educational programs, and important moments in the service members' lives. On December 26, 2017, Boatswain's Mate Petty Officer Second Class Christopher Phillip, a 2004 graduate from Astronaut High School in Titusville, FL, re-enlisted at the top of the Ponce Inlet Lighthouse. PO2 Phillip first enlisted in the Coast Guard in April of 2016. Following recruit training in Cape May, NJ he was assigned to Station New Orleans in Louisiana. From there he transferred to the Maritime Security Response Team in Chesapeake, VA. Chris then took to the sea aboard the CGC CONFIDENCE out of Port Canaveral, FL. Currently, he serves as the Operations Petty Officer at Coast Guard Station Ponce De Leon Inlet in New Smyrna Beach, FL where he resides with his wife Lauren and their nine month old daughter, Madeline. The Ponce Inlet Lighthouse Preservation Association was proud to share this special occasion with Christopher Phillip. Congratulations PO2 Phillip and THANK YOU for your continued service!



Boatswain's Mate Second Class Christopher Phillip re-enlists in the lantern room of the Ponce Inlet Lighthouse

## UNITED STATES LIGHTHOUSE SOCIETY BOARD OF DIRECTORS VISIT PONCE INLET

The United States Lighthouse Society is dedicated to aiding in the restoration of America's lighthouses as well as researching and chronicling the history of the US Light-House Establishment/Service and US Coast Guard. The Society's Board of Directors recently met for a formal business session on the weekend of February 26<sup>th</sup> in St. Augustine. Following the conclusion of this meeting the board chose to travel to the Ponce Inlet Lighthouse to visit what Lighthouse Society President Wayne Wheeler describes as "Hands down, the most complete and well-interpreted lighthouse and museum in the country."

The Society, with a dozen affiliates, is one of the largest, oldest, and most prestigious lighthouse organizations in the world. The society's board, which is particularly aware of the Ponce Inlet Lighthouse Preservation Association's commitment to education, spent several hours touring the facility and talking with lighthouse staff and volunteers about Ponce's extensive educational offerings. Society Director Jeff Gales remarked that the "investment that Ponce Inlet makes in its educational outreach program is huge, but will over time be considered reasonable compared to the amount of exposure it brings to lighthouse history, technology and preservation."



Ponce Inlet Director of Operations Mike Bennett (left) and Executive Director Ed Gunn (center) talk with Executive Director of the US Lighthouse Society Jeff Gales during the society's tour of the Ponce Inlet Lighthouse on February 25, 2018.

## JACKIE MANN

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 its dedicated corps of volunteers to provide quality educational programming to museum visitors and others throughout the community. Each quarter, the Preservation Association recognizes a docent who exemplifies the spirit of volunteerism. In this issue of *Illuminations* the Preservation Association is pleased to recognize Jackie Mann as its Volunteer of the Quarter.

Jackie grew up in the Victorian town of Belvidere by the Delaware River in northern New Jersey. Graduating from West Virginia Wesleyan College in 1965 with a degree in psychology and sociology, she went on to teach 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup> graders for thirty-five wonderful years. “I am forever grateful that I found my passion in teaching, and that I had so much fun watching the children grow and learn,” Jackie says.

Jackie met her husband John Mann when he came to her school district in Jackson Township, Ocean County, New Jersey with a group of graduate students. Jackie added, “This was a time when 20-somethings got together in groups to socialize.” At the end of the school year John proposed and three weeks later they were married. This June, Jackie and John Mann will celebrate their 50<sup>th</sup> wedding anniversary.

Jackie describes how she infected John with her lighthouse bug on a fateful day in the spring of 1992. “I took John to Sandy Hook on a Sunday afternoon in preparation of upcoming field trip. We visited the Sandy Hook Lighthouse while we were there, climbed the tower, and learned about its history. That was the beginning of a shared love affair with lighthouses that continues to this day.” John and Jackie have traveled all around the world to see lighthouses. When asked how many she has seen Jackie replied, “We have traveled up and down the east and west coasts, the great lakes, and many rivers photographing lighthouses across the country. Canadian lights were next with a wonderful trip to Nova Scotia, Prince Edward Island, and the Gaspé Peninsula. For the last ten years we traveled to England, Ireland, Scotland, Wales, France, Spain, Portugal, Italy, Latvia, Estonia, Finland, Poland, Germany, Denmark, Sweden, and Norway in search of lighthouses. This year we hope to add Greece. She jokingly states that “so many lighthouses, so little time,” has become their mantra.

Living in New Smyrna Beach is a dream come true for Jackie for many reasons including its close proximity to their all-time favorite beacon, the Ponce De Leon Inlet Light Station. Jackie proclaims, “We have traveled far and wide, and we have found that “our” lighthouse is the most complete and well-preserved of any others that we have seen.”

Volunteering is an important part of Jackie’s life. “Volunteering at the lighthouse has given me the opportunity to work with others who are creative and helpful. Over the years they have become wonderful, caring friends. I particularly enjoy volunteering to do kids’ crafts which include miniature lighthouses and lightships, paper dolls of the keeper’s family, lighthouse banners, clove stuffed oranges and glittery pine cones for the holidays.” She also enjoys participating in *Read Across America*, an annual nation-wide program that is held on the anniversary of Dr. Seuss’s birthday, facilitating “Women Who Kept the Lights” during Girl Scout Day, and reenacting the famous female lighthouse keeper Ms. Ida Lewis.

Jackie is also very active with some of the important behind the scenes projects at the lighthouse. “A number of years ago, I designed a lesson to help children understand how the science of light was related to the Fresnel lens. This basic program was developed into a very sophisticated workshop called the *Science of Light and Lighthouse Illumination* that volunteers present at local schools. It has been so successful that John, Mary Wentzel, and I took it to the National Docents Convention in Montreal where it was well-received by attendees from all over the United States and Canada.”

When Jackie has some time at home she enjoys creating miniatures (dollhouses). Jackie spends hours constructing the buildings and decorating the interiors in a one inch to one foot scale. “Currently, I am working on a little red, one room

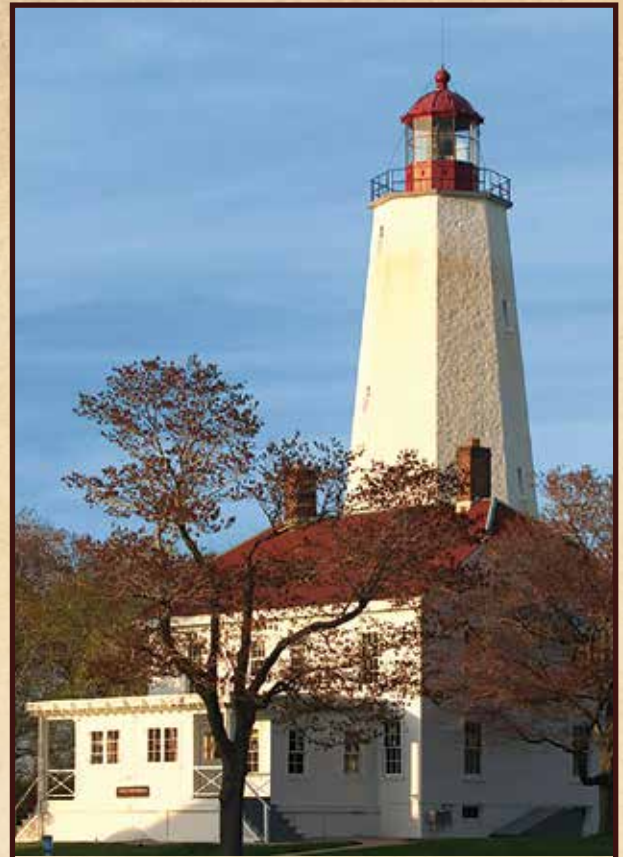


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schoolhouse.” Jackie adds. “ I am making tiny books and lunch bags, decorating very small bulletin boards and designing furniture which is challenging and fun.” Some other projects Jackie has been working on is an old-fashioned kitchen room box, a two turret castle, and a girlie pink bathroom with a bubble bath. John and Jackie also worked together on a dollhouse sized lighthouse with a separate keeper’s residence.

In addition to the lighthouse, Jackie is very involved with volunteering with the New Smyrna Beach Middle School’s art program. “I volunteer one day a month at the school, where my friend and I arrange to have a local artist teach the six art classes.” Jackie adds, ”The students get a different perspective: that all art is not a 17<sup>th</sup> century painting on a wall, and these artists, who may have a shop here in town, make their living doing their art.” The friends buy and prepare the materials, arrange for volunteers to assist the students, and do the clean-up. Jackie states, “In this program, sponsored by Atlantic Center for the Arts, we have exposed thousands of young people to many different art forms.” Recently, Jackie taught a lesson on M.C.Escher, who is a fascinating graphic artist. She was impressed by the thought-provoking and enthusiastic participation from the kids. Jackie shares, “This was a very rewarding experience for me. “

Since retirement in 2000, Jackie’s life has been filled with activities involving children, art activities, and extraordinary trips. “I treasure the wonderful friends I have made and the experiences I have had at the Ponce Inlet Lighthouse.” Jackie shares. The Ponce De Leon Inlet Lighthouse Preservation Association is proud to name Jackie Mann as its April, 2018 Volunteer of the Quarter.



The Mann’s mutual love affair with lighthouses began at the Sandy Hook Lighthouse in 1992.



Things are always looking up for Jackie Mann when it comes to lighthouses and children.



Lighthouse docent Jackie Mann reads *Nelly, the Lighthouse Cat* to a group of Coronado Elementary School students during *Read Across America*

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