



# 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,

Since the dawn of the Industrial Revolution in the 1700s, the world has come to rely on the technological advancements that have transformed human society over the past three hundred years. Prior to the Industrial Revolution, manufacturing was typically done in people's homes or in small workshops by skilled artisans using hand tools or basic human/animal driven machines. Commonly referred to as "cottage industries", hand-crafted goods quickly gave way to mass produced products manufactured by relatively unskilled labor in factories powered first by water wheels and later by coal-fired steam engines.

Limited not only to the manufacturing process, the impact of the Industrial Revolution could be felt across the entire spectrum of human existence and industry including maritime commerce and lighthouse technology. Invented by French physicist Augustin-Jean Fresnel in 1822, the Fresnel lens was one of the most influential of all nineteenth century lighthouse innovations. Unlike anything that had come before it, the Fresnel lens utilized a system of prisms to capture, manipulate, and focus light into concentrated beams that could be seen from distances that far exceeded the maximum range of any beacon that predated it.

Just as Fresnel lenses revolutionized lighthouse technology, the simple steam engine (and later multiple compression variants) revolutionized the maritime industry. No longer limited by the trade winds for propulsion and course direction, the steam engine allowed sea going vessels to travel anywhere on the planet where navigable waters existed. New trade routes were established and areas that had previously been closed to shipping were accessible to maritime commerce for the first time in human history.

Where the Industrial Revolution deeply influenced the way people lived, worked, and viewed the world in the eighteenth and nineteenth, so too has the Digital Age

influenced the way people live, work, and view the world today. Beginning with the introduction of the personal computer in the late 1970s, the digital age has provided access to more information than one would have ever thought possible. Available at any given moment with a few clicks of a mouse, information on nearly any subject imaginable can be researched by anyone with a computer or hand-held device.

Did you know that recent studies estimate nearly 70% of all American adults own smart phones? Introduced in the early 2000s, smart phones improve productivity, allow us to communicate with others almost instantly, and provide near limitless access to anything on the world-wide web. These wonderful devices allow us to shop, work, and multi-task around the clock, most often preventing a true "down time".

Museums are essential community assets, places of learning and reflecting. The Preservation Association takes great pride in its ability to provide visitors the opportunity to experience what life was like for keepers and their families living at the Ponce De Leon Inlet Light Station during the late nineteenth and early twentieth centuries.

Although lighthouse guests encounter a variety of exhibits utilizing digital devices including touch-screen kiosks, interactive computer programs, and video presentations while exploring the museum, the Ponce Inlet Lighthouse and Museum has endeavored to strike a balance in the juxtaposition of modern digital technology with more traditional interpretive exhibit design. In an effort to maintain and accentuate the authenticity of this National Historic Landmark, the Preservation Association has made a conscious effort to limit its use of "high-tech" equipment within the museum and provide a Wi-Fi free zone throughout the facility.

I invite you to leave the gadgets and troubles of modern life behind and enjoy the Ponce Inlet Lighthouse as it was meant to be experienced. We look forward to seeing you in the coming months. I wish you all a healthy and prosperous new year.

With warm regards,

*Ed Gunnlaugsson*

Ed Gunnlaugsson  
Executive Director  
Ponce Inlet Lighthouse



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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 2, 2014 – May 24, 2015**

OPEN DAILY FROM 10:00 AM UNTIL 6:00 PM

(LAST MUSEUM ADMISSION AT 5:00 P.M.)

**May 25, 2015 – Sept 7, 2015**

OPEN DAILY FROM 10:00 AM UNTIL 9:00 PM

(LAST MUSEUM ADMISSION SOLD AT 8:00 PM)

## SPECIAL HOURS OF OPERATION

**MUSEUM AT NIGHT EXTENDED HOURS**

**JANUARY 16, 2015 (FRIDAY)**

LIGHTHOUSE AND MUSEUM OPEN FROM

10:00 AM UNTIL 8:30 PM

(LAST MUSEUM ADMISSION SOLD AT 7:30 PM)

**Bike Week Extended Hours**

**March 12 – 14, 2015 (Thurs-Sat)**

OPEN FROM 10:00 AM UNTIL 7:00 PM

(LAST MUSEUM ADMISSION SOLD AT 6:00 PM)

**Race Week Extended Hours**

**FEBRUARY 13 & 14, 2015 (FRI & SAT)**

**FEBRUARY 20 & 21, 2015 (FRI & SAT)**

**FEBRUARY 23 - 25, 2015 (MON-WED)**

OPEN FROM 10:00 AM UNTIL 7:00 PM

(LAST MUSEUM ADMISSION SOLD AT 6:00 PM)

## WINTER 2015 TOWER CLOSURES

**JANUARY 4, 2015 (SUNDAY)**

TOWER CLOSED FROM 4:15 UNTIL 6:00 PM

MUSEUM AND GIFT SHOP OPEN UNTIL 6:00 PM

(LAST MUSEUM ADMISSION SOLD AT 5:00 PM)

**MARCH 5, 2015 (THURSDAY)**

TOWER CLOSED FROM 5:15 UNTIL 6:00 PM

MUSEUM AND GIFT SHOP OPEN UNTIL 6:00 PM

(LAST MUSEUM ADMISSION SOLD AT 5:00 PM)

**FEBRUARY 3, 2015 (TUESDAY)**

TOWER CLOSED FROM 4:45 PM UNTIL 6:00 PM

MUSEUM AND GIFT SHOP OPEN UNTIL 6:00

PM(LAST MUSEUM ADMISSION SOLD AT 5:00 PM)

## WINTER 2015 PRESERVATION ASSOCIATION MEETING CALENDAR

**January 19, 2015 (Monday) 7:00pm**

**Board of Trustees and Quarterly Membership Meeting**

*Open to general membership*

**February 16, 2015 (Monday)**

**Board of Trustees Meeting**

*Closed to general public and membership*

**March 16, 2015 (Monday)**

**Board of Trustees Meeting**

*Closed to general public and membership*

**All meetings are held in the Gift Shop Conference Room.**





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**JANUARY 10, 2015 (SATURDAY)** 10:00AM TO 2:00PM ..... **GIRL SCOUT FUN PATCH DAY**  
 Calling all Girl Scouts! Come and enjoy the Lighthouse and museum while working on requirements for the new Lighthouse Fun Patch. This year's theme is *Inventors: Building a Light Station*. Special admission price and advanced reservations are required. Registration for this event will only be available online. Online registration will begin one month prior to the event. This special event is limited to 100 participants. Visit us online at [www.ponceinlet.org](http://www.ponceinlet.org) for more information regarding this and other scheduled events.

**JANUARY 16, 2015 (FRIDAY)** 6:30 PM - 8:30 PM ..... **MUSEUM AT NIGHT**  
 Climb the lighthouse at night and enjoy Victorian-era games with re-enactors from the historic Lilian Place in Daytona Beach. Meet our own Captain Murphy and learn about his adventures on the high seas. All active teachers will be admitted free of charge with proof of employment. All activities are included with regular admission, no advance reservations required. Visit us online at [www.ponceinlet.org](http://www.ponceinlet.org) for more information regarding this and other scheduled events.

**FEBRUARY 15, 2015 (SUNDAY)** 10:00AM TO 2:00PM ..... **BEACH RACING DAY**  
 Travel back in time and discover the wild and woolly roots of Stock Car Racing during the 11th Annual Beach Racing Day at the Ponce de Leon Inlet Lighthouse and Museum. See historic beach racing cars from the Living Legends of Racing and talk with drivers, owners, and mechanics who risked life and limb in pursuit of the checkered flag on the World's Most Famous Beach. Visit us online at [www.ponceinlet.org](http://www.ponceinlet.org) for more information regarding this and other scheduled events.

**MARCH 5-7 & 12-14, 2015 (THURS, FRI, SAT)** 12:00PM TO 2:00PM ..... **BIKE WEEK AT THE LIGHTHOUSE**  
 Visit the lighthouse, tour the historical museums, learn about lighthouse life over 100 years ago and climb the largest lighthouse in Florida. A special exhibit exploring the history of motorcycle racing on the World's Most Famous Beach, will be on display during Bike Week. All activities are included with regular admission, no advance reservations required. Visit us online at [www.ponceinlet.org](http://www.ponceinlet.org) for more information regarding this and other scheduled events.

**MARCH 28, 2015 (SATURDAY)** 10:00 AM - 2:00 PM ..... **FLORIDA HERITAGE DAY**  
 Join us at the Ponce Inlet Lighthouse for afternoon of family-oriented activities, interactive workshops, and historic lectures addressing pivotal moments in state history in celebration of Florida Heritage Day. Meet the Old Lighthouse Keeper and explore the museum's many exhibits focusing on Ponce Inlet, lighthouse, and maritime history. Climb to the top of Florida's tallest lighthouse to enjoy spectacular views of the World's Most Famous Beach, coastal wetlands, and inland waterways. All activities are included with regular admission, no advance reservations required. Visit us online at [www.ponceinlet.org](http://www.ponceinlet.org) for more information regarding this and other scheduled events.

## CLIMB TO THE MOON EVENT CALENDAR

January 4, 2015 (Sunday) 4:45 pm – 6:15 pm	February 3, 2015 (Tuesday) 5:15 pm – 6:45 pm	March 5, 2015 (Thursday) 5:45 pm – 7:15 pm
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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



# America's National Historic Landmark Lighthouses Part II

## Lighthouses Constructed from the Jeffersonian Age through Post-Civil War Reconstruction

**What is a National Historic Landmark?** In 1935, the Sixteenth Congress of the United States passed the Historic Sites Act of 1935, a national policy designed to “preserve for public use historic sites, buildings, and sites of national significance for the inspiration and benefit of the people of the United States.” The criteria mentioned in the act defined a National Historic Landmark as:

- A site where events of national historic consequence occurred
- A site where prominent Americans lived or worked
- An iconic symbol of the ideals that shaped the nation
- A place(s) that characterizes a way of life
- A site that serves as an outstanding example of architectural design, construction method
- A site that possesses archaeological significance

Many might assume that the care and preservation of National Historic Landmarks would fall to federal or state agencies like the National Park Service, Department of Forestry, or Department of Natural Resources. In truth, nearly half of the country's 2,500+ National Historic Landmarks are managed by private not-for-profit organizations like the Ponce De Leon Inlet Lighthouse Preservation Association.

Since the 1607 founding of the Jamestown Colony, an estimated 1400 light stations, large and small, have been constructed along our nation's coasts and inland waterways. Built solely for the benefit of the country's maritime industry, these lighthouses have collectively aided mariners for more than 300 years.

Although each of these light stations has contributed to the tapestry of events that constitute our nation's history, some played a larger role in regional, state, and national events than others. In doing so, these individual light stations became historically significant themselves.

Of the estimated 680 light stations that have survived to this day, 455 have been placed on the National Register of Historic Places. Of these 455, only a handful have met the stringent requirements established by the Department of the Interior to be recognized as National Historic Landmarks, the most elite of all historic designations in the United States.

The Ponce De Leon Inlet Light Station joined the ranks of this distinguished assemblage of historically and culturally significant sites in 1998. In addition to the Ponce De Leon Inlet Light Station, eleven other lighthouses have been designated National Historic Landmarks. These noteworthy towers include Massachusetts' Boston Light on Little Brewster Island, New Jersey's Sandy Hook Lighthouse, the Old Cape Henry Lighthouse on the Chesapeake Bay, Rhode Island's Block Island Lighthouse, the magnificent Cape Hatteras Lighthouse in the Outer Banks, the 113-foot tall Grosse Point Lighthouse on Lake Michigan, the unique hexagonal-shaped Thomas Point Shoal Lighthouse near Annapolis, Maryland, the Cape Ann Lighthouse on Thatcher Island to the north of Boston, Massachusetts, the Navesink Twin Lights near the entrance to New York Harbor, Minnesota's Split Rock Lighthouse, and New York's oldest operating beacon, the Montauk Point Lighthouse.

### Navesink “Twin Lights” Lighthouse: A Light Station of Many Firsts

Located atop the Atlantic (or Navesink) Highlands of New Jersey a few miles south of the historic Sandy Hook

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## AMERICA'S NATIONAL HISTORIC LANDMARK LIGHTHOUSES *(continued)*

Lighthouse, the Navesink Lighthouse (or "Twin Lights") was first lit in 1828. Overlooking the southern approach to New York Bay, the Highlands boast some of the tallest elevations along the eastern seaboard of the United States. Archaeological speculation suggests that navigational beacons were lit near the site of the present-day light station prior to the Revolutionary War.

Located near the former national headquarters of the US Lighthouse Service on Staten Island, the Navesink Twin Lights were almost always chosen to assess new technologies for lighthouse equipment. The first Fresnel lenses to arrive in United States were tested here. They were brought to the country from France by Commodore Matthew Perry. Eventually, a Henry-Lepaute first order fixed Fresnel lens was installed in the North Tower and a second order, flashing Fresnel lens, also manufactured by Lepaute, was installed in the South Tower.

Initially fueled by lard oil, the Lighthouse Board experimented with the use of mineral, paraffin, and

kerosene fuel oil at the Twin Lights for two months in 1883. Impressed with the results, the Board permanently converted Navesink's lantern to kerosene later in the year, making it the first light station in the United States to use petroleum based fuel to light its lanterns. Cleaner, brighter, and far more efficient than fat-based oils, kerosene would become the standard fuel for all US lamps for the next forty years.

In 1898, the lens in the South Tower was replaced by a huge first order bivalve lens, one of the largest lenses of that type ever produced. That seven-ton south lens, also a product of Henry Lepaute's workshop in Paris, was the first ever to be powered in the United States by electricity. A special generator activated the electric arc lamp on June 30, 1898. (Note: General Orville Babcock, Superintendent of Construction for the Mosquito [Ponce De Leon] Inlet Light Station is believed to have proposed that the Ponce Inlet Lighthouse beacon be powered by electricity rather than kerosene. His recommendation may have been



*Twin Lights, Navesink Heights, N. J.*

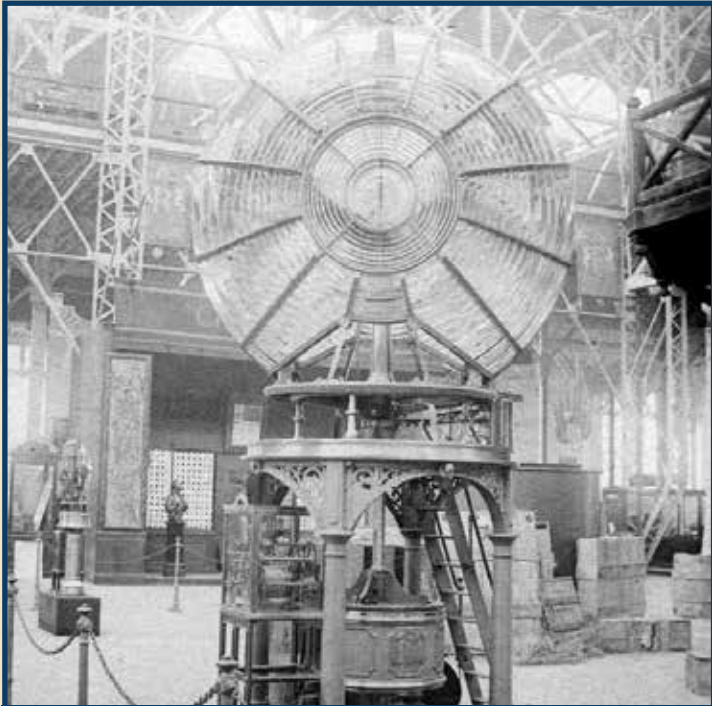
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### *Navesink (Twin Lights) Light Station*

*Navesink's Twin Lights are located on some of the highest elevations along the eastern seaboard of the United States. The south tower is on the left.*

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AMERICA'S NATIONAL HISTORIC LANDMARK LIGHTHOUSES *(continued)***2nd Order Bivalve Lens**

*Exhibited in the 1893 Chicago World's Fair, this magnificent French-made second order bivalve Fresnel lens was installed in the south tower of the Navesink Light Station in 1898.*

dismissed by the Lighthouse Board due to the unreliability of early electric generators, the Light Station's remote location on Florida's east coast, the overly bright nature of early incandescent light bulbs, and ongoing issues with electric lighting at other light stations.)

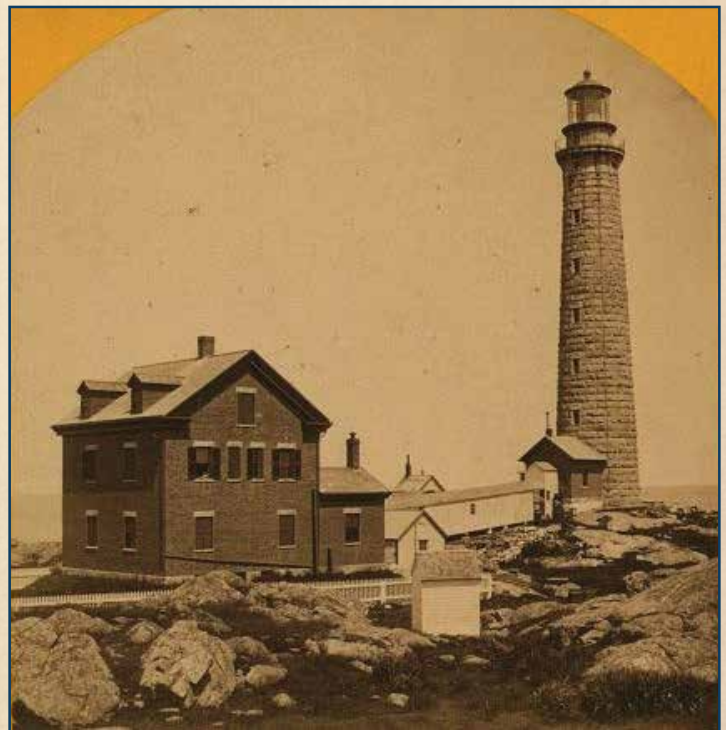
The Navesink bivalve Fresnel lens produced an amazing 25,000,000 candle power. By the far the most brilliant light in the United States, the lens was so powerful neighbors of the lighthouse complained that their chickens stopped laying eggs and their cows refused to give milk. Keepers had to wear goggles similar to welder's safety equipment to work in the lantern room when the light was lit.

The light station at Navesink also saw the first use of wireless telegraphy, when Guglielmo Marconi erected the first antenna mast for commercial transmission on the lawn of the station. Years later, the Twin Lights would host another "first" when experiments in the use of radar were conducted at the lighthouse prior to the nation's entrance into World War II.

Riding the wave of national pride and renewed patriotism fueled by the upcoming World's Columbian Exposition (or

Chicago World's Fair) scheduled in celebration of the 400th anniversary of Christopher Columbus' arrival in the New World in 1492, the Navesink Light Station hosted a historic flag raising ceremony on April 25, 1893. Organized by Newark businessman and founder of the Sons of the American Revolution William Osborne McDowell, the event was attended by a sizeable crowd consisting of international dignitaries, politicians, military leaders, and others. This well-publicized event would be the first of its kind to include the recital of the newly adopted Pledge of Allegiance.

Circling a 135-foot flagpole erected next to the lighthouse and nicknamed the Liberty Pole, attendees watched as Vice President Adlai Stevenson's wife Letitia Stevenson raised the flag which had been shot from the mainmast of John Paul Jones' *Bon Homme Richard* during the Revolutionary War. Offshore, the *USS Miantonomoh*, the last monitor-class ironclad in US Navy, saluted the flag with a thundering report of its guns before the historic standard was lowered and replaced with a standard-size American flag. The Pledge of Allegiance was recited publically for the first time moments later.

**Thacher Island/Cape Ann Light Station**

*The Cape Ann Light Station was the first and still the only station in the US to have two operational lights.*

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## AMERICA'S NATIONAL HISTORIC LANDMARK LIGHTHOUSES *(continued)*

Navesink's powerful light was active for a few years after World War II, until being extinguished in 1949. The property was declared surplus and the control of the site was turned over to the State of New Jersey Park Service. The huge bivalve lens is on exhibit at the lighthouse, now a museum. Navesink became a National Historic Landmark in 2006.

### Cape Ann Light Station – Once and Still a Twin

President Woodrow Wilson was returning home from the 1919 Versailles Peace Conference aboard the passenger liner *America* when a blast from the foghorn at the Cape Ann (Thatcher Island) Lighthouse saved his life. Lost in a thick fog bank that hung above the steel grey waters of Rockport, Massachusetts, the *America* had steered dangerously off course when the blare of the foghorn at Cape Ann warned them of the perilous shoals that lay dead ahead. Reacting swiftly to the alarm, the ship's captain made an emergency course correction that saved both his ship and President Woodrow Wilson's life.

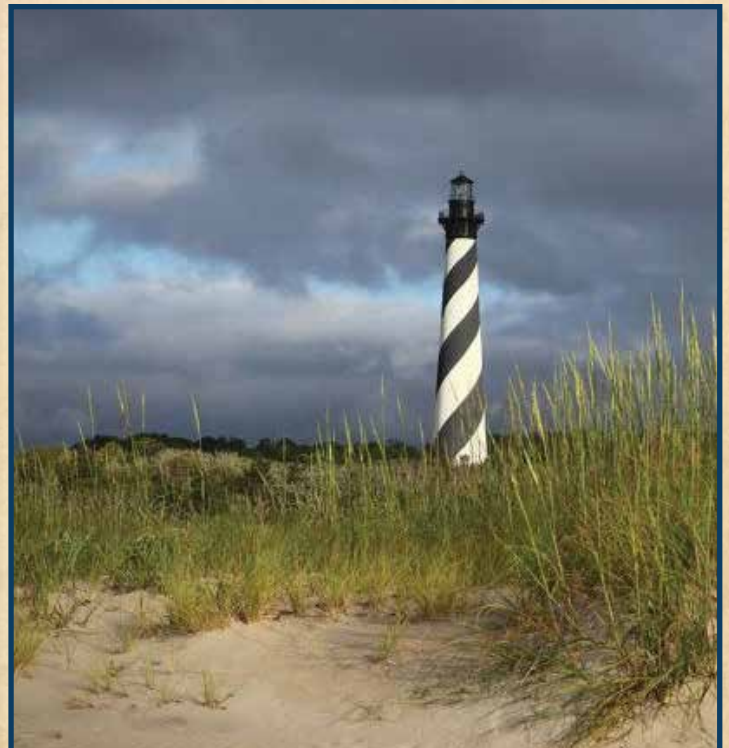
Located one mile east of Cape Ann, Thatcher Island is a fifty acre outcropping of low lying rock located less than a mile offshore of the city of Rockport, Massachusetts. As early as 1635, ships were wrecked on the island. By 1771, Massachusetts Bay Colony purchased the land to erect a light station. Unlike all the other lighthouses built up to that time, the Cape Ann Light Station would be the first station to feature twin towers.

Originally built of wood and stone about three hundred yards apart, the twin towers were octagonal in shape and stood approximately forty-five feet tall. Positioned on a north-south axis to help captains orient their ships due-north and guide them safely past the treacherous island for which it is named, the Cape Ann Light Station is historically significant due to its being the last lighthouse commissioned by the British government prior to the Revolutionary War and as the first light station in the United States to mark a navigational hazard rather than a harbor entrance.

On an interesting historic sidelight, the original towers were the site of an experiment in 1813 by Winslow Lewis to test his first version of the Argand Lamp. That new Lewis Lamp proved much brighter than the previously relied

upon "spider-like" chandelier light. Featuring parabolic reflectors and a glass magnifier to focus light into a concentrated beam, the Lewis Lighting Apparatus was utilized by the United States Light-House Establishment for the first time at Cape Ann in 1815. Although criticized by many within the maritime community as ineffectual, the Lewis Lens would later be installed in all lighthouses within the United States. It would remain the nation's lighthouse optic of choice until being replaced by the far superior Fresnel style lens in the 1850s.

Some five years before the Civil War, Congress approved construction of two new towers at Cape Ann to house two first-order Fresnel lenses. Built of cut granite, the current 124-foot-tall towers were first lit on the evening of October 1, 1861. Initially fueled by whale oil, the beacons at Cape Ann were converted to kerosene fuel in 1884. When the lamp in the north tower was extinguished in 1932, the US Lighthouse Service lost its first and last station to employ twin lights. Later that year, the use of kerosene at the Cape Ann Light Station was abandoned altogether when a new electric beacon, powered from the mainland via an underwater cable, was installed.



*Cape Hatteras Lighthouse*

*Cape Hatteras, called America's Lighthouse, marks the Diamond Shoals off the Outer Banks of North Carolina.*

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## AMERICA'S NATIONAL HISTORIC LANDMARK LIGHTHOUSES *(continued)*

The beacon atop the North Tower was relit in 1986 following extensive renovations to the granite structure. It remains an active private aid to navigation to this day. A flashing red beacon in the South Tower continues to be operated by the Coast Guard as an official aid to navigation, making Cape Ann Light Station once again the only twin lights in official operation within the United States.

The Cape Ann - Thacher Island Lighthouse became a National Historic Landmark in 2001. It is managed by the Town of Rockport and the Thacher Island Association.

### Cape Hatteras Lighthouse: America's Tallest Lighthouse Overlooks the Graveyard of the Atlantic

Featuring black and white spiral bands, a red brick base, and a black lantern room, the Cape Hatteras Lighthouse is the most recognizable of America's lighthouses. Constructed between 1868 and 1870 by the Army of Corps of Engineers, the current Cape Hatteras Lighthouse was built to replace an older, shorter tower that had been in continual service since 1803. Standing 194, 200, 204 or 208 feet high, (an argument persists throughout the lighthouse community regarding how or where to begin and end the measurement of the tower's height), the new Cape Hatteras Lighthouse is the tallest lighthouse ever constructed in the United States.



*Cape Hatteras Lighthouse  
The Cape Hatteras Light Station as it appeared in 1893.*

First lit in December 1871, the Cape Hatteras Lighthouse was built to mark the Diamond Shoals, a treacherous system of sandbars extending nearly 9 miles out to sea from the island's easternmost point. In addition to the hazards presented by Diamond Shoals, maritime traffic along the Outer Banks is also subject to some of the worst sea conditions on the east coast thanks to the mixing of warm waters of the Gulf Stream with the cold waters of the Labrador Current just offshore. Claiming hundreds of ships throughout the years including the Civil War Ironclad USS Monitor, the treacherous area around the Outer Banks has more than earned its signature title as the Graveyard of the Atlantic.

Coastal erosion has threatened the Cape Hatteras Lighthouse since its completion in 1871. In 1919, the high water line rose to within 120 feet of the tower base. By 1935, the encroaching tide was lapping at the tower's base.

Believing the Cape Hatteras Lighthouse was doomed, a new skeletal steel tower was erected to assume the role as the primary aid to navigation and the brick tower was transferred to the National Park Service. Used as a look-out tower during World War II, the iconic brick tower was reactivated in 1950 by the US Coast Guard and a new modern optic was installed.

The most astonishing part of the story comes in 1999, when the Cape Hatteras lighthouse tower was moved by the International Chimney Corporation of Buffalo, New York, from its original location at the edge of the oncoming sea to higher ground about half a mile inland. The "Move of the Millennium" was controversial at the time, with speculation that the 5,000 ton structure would not survive. It did, and in 1998 the venerable Cape Hatteras Lighthouse was designated a National Historic Landmark. Nowadays, the National Park Service operates the lighthouse as an historic structure.

### Grosse Point Lighthouse: Marking the Way to the Windy City

Lake Michigan boasts some seventy lights along the upper and lower peninsulas of Michigan, Wisconsin, Indiana and Illinois. Marking the approach to the busy port of Chicago thirteen miles to the south, Grosse Point Lighthouse is

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## AMERICA'S NATIONAL HISTORIC LANDMARK LIGHTHOUSES *(continued)*

situated on prominent point jutting out into lake. Named by early French explorers to the region, Grosse Point and the surrounding area were first charted by Louis Jolliet and a Jesuit Priest named Jacques Marquette.

The two cartographers recognized the importance of the Chicago River at Lake Michigan for trade and military purposes – and envisioned the whole inland trade route from the Atlantic Ocean to America's interior. As trade grew, so did the importance and the size of Chicago. Mariners had to be particularly wary of the shoreline leading into that great harbor as shallow water shoals sank or stranded many vessels.

The need for a lighthouse to mark the hazardous approach to Chicago was confirmed on the evening of September 8, 1860, when the passenger steamer Lady Elgin collided with the schooner Augusta just offshore. Claiming more than 300 lives, the disaster shocked the entire Great Lakes region. Having watched the survivors struggle ashore and seeing the bodies of those less fortunate wash ashore, the citizens of Evanston, IL petitioned Congress to establish a lighthouse on Grosse Point to aid ships entering and exiting Chicago's busy harbor.



*Grosse Point Lighthouse*

*The Grosse Point Lighthouse warned mariners of the dangerous outcropping of land that jugged out from the shoreline towards the main channel approach to the port of Chicago.*



*Grosse Point Lighthouse in 1914.*

Delayed by the American Civil War, construction of the 113 foot brick Grosse Point Lighthouse did not commence until 1872. Completed two years later, the tower's second order Fresnel lens was lit for the first time on March 1, 1874, the traditional start date of the Great Lakes shipping season. Originally constructed of brick, metal, and glass, the exterior walls were refaced with 3 ½ inches of concrete 1914, to stabilize the structure's deteriorated walls.

At the height of its operation, the Grosse Point light station had three keepers and a day laborer for maintenance to keep the light and the fog signals in operation. In 1923, the lighthouse was electrified and the staff was reduced. Installation of a photoelectric device in 1934, allowed the beacon to be automatically activated and deactivated in accordance with the movement of the sun. The first of its kind to be employed in a US lighthouse, the photoelectric switch automated the beacon, negating the need for resident keepers entirely.

Rendered obsolete in 1939, following the placement of the a lighted bell buoy just offshore, the Grosse Point Lighthouse was deactivated and transferred to the City of Evanston, IL. The light station sat empty until 1944, when it was briefly utilized as a platform for conducting radar experiments by Northern University. In 1946, the beacon was relit as a private aid to navigation by the City of Evanston with Coast Guard approval. The Grosse Point Lighthouse was designated a National Historic Landmark on January 20, 1999.



During the last quarter of 2014, our generous donors again presented us with a number of additions to our collection. From Earl Stutzman-Miller we received an early 20th century peanut tin which can be seen on display in our First



Assistant Keeper dwelling kitchen. From Earl and Gladys Davis came a vintage post card of our lighthouse tower.

Jacques N. Jacobsen, Jr., and his wife Marion donated a number of very special items including a collection of insignia, pins, hats, photographs, and a seed bag from the Civilian Conservation Corps group that was based in Ocala in the late 1930s. The Jacobsens also donated a keeper's white summer hat dating from the transitional period of 1938-1939 when the Lighthouse Service was incorporated into the Coast Guard. Known for his expertise in military uniforms, Jacques Jacobsen also donated a Horstman Brothers catalog of military goods published in 1877 and compiled and edited by Mr. Jacobsen in 1972. He also provided us with copies of the 1872 and 1882



Regulations and Notes for the Uniform of the Army of the United States, also compiled and edited by him. Thank you so much for the generous artifact donations that make our collection so rich and interesting.

Always on our wish list are items related to Florida history and to the history of Ponce Inlet. Photographs of the lighthouse and other Daytona and Ponce Inlet landmarks are deeply appreciated whether they are originals or digital



copies. Images taken by early area photographers such as Edward Harris, W. H. Gardiner, Richard LeSesne, and William Coursen are especially welcome. Family histories of local residents and old newspaper clippings are important, and family photos of the lighthouse, especially from the 1940s-1960s, are also on our list. If you have a pertinent oral history you would like to give, please contact the curator at [ellen@ponceinlet.org](mailto:ellen@ponceinlet.org) or call 386-761-1821, ext. 17.





# THE LIGHTHOUSE EDUCATIONAL PROGRAM ENJOYS A PRODUCTIVE FALL SEASON

The Ponce Inlet Lighthouse had a very successful fall season. We had many guests from all over attending our programs, visiting our museum houses and climbing the tallest lighthouse in Florida. Our VIP Volunteers came out with great gusto to help out with the on-site event for our visitors as well as events on location in other parts of the county. The Port Orange Family Days and the Marine Science Center Bird Release festivals were two of the public events attended by Lighthouse staff and volunteers last quarter.

Our Fall Museum at Night program was held on October 18th. The Ponce Inlet Lighthouse remained open after dark in support of the Museums at Night initiative. The Museum at Night concept began as a national campaign in the United Kingdom as a means of encouraging museum visitation by opening galleries and heritage sites after normal operating hours and hosting special educational events. This idea spread to the United States and has become very popular with museums across the country. Lighthouse participants at the event looked to the sky, enjoying the opportunity to study the stars through high-powered telescopes and learn first-hand about the moon, planets, and constellations from Daytona Beach Museum of Arts and Science Curator Seth Mayo. Mr. Mayo was joined by several members of the Astronomy Club from Embry-Riddle Aeronautical University on this interesting evening of galactic activities. Designated a teacher appreciation event, all Volusia County educators received free admission.

On Saturday, November 1, the Lighthouse hosted its inaugural Girl Scout Earn A Patch Day. The afternoon activities offered girl scouts the chance to earn an official archaeology patch. The Lighthouse educational department, working with the Girl Scouts of Citrus Counsel and the Florida Public Archaeology Network, designed a unique program to teach girls about the wide range of careers in the field of archaeology. Participants learned how Lighthouse staff use primary historical sources like artifacts, documents, keeper's log books, photographs and oral histories to learn about the men,

women, and children who once lived and worked at the Ponce Inlet Light Station.

Kristen Holmes, the registrar at the Ponce Inlet Lighthouse and an alumnus of the Girl Scouts of Citrus Counsel spoke to the scouts about her job at the Lighthouse. Representatives from the Florida Public Archaeology Network shared a great amount of information with the girls about archaeology in Florida and about the job of a public archaeologist. The archaeologists who work with the Florida Public Archaeology Network promote archaeology through public educational outreach throughout the state. Thirty two girls earned their official archaeology badge at the Ponce Inlet Lighthouse on November 1, 2014.

On November 13th, nearly a hundred homeschoolers converged on the Lighthouse for a day of fun educational



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activities. The event included seven stations set up throughout the grounds. Homeschoolers were given a schedule and a journal with extra information and activities to guide them through the day. Activities featured at this year's Homeshool Day included: the Lighthouse Chores Obstacle Course, Hot Inventions in History, Early Games at the Lighthouse, Keeping Healthy at the Lighthouse, Science of Light and Lighthouse Illumination, and Immigration: Building the Lighthouse.

This fall we visited a number of schools, taking our educational outreach programs to the classrooms. Lighthouse staff and volunteers conducted educational workshops at Longstreet Elementary, Westside Elementary, Orange City Elementary, and Forest Lake Elementary. On October 29th, forty-five students from Bronson Middle School traveled from Gainesville to attend a special presentation of our Science of Light and Lighthouse Illumination program at the Lighthouse.

On November 11th, the Pilot Club of the Halifax Area presented the Preservation Association with a generous sponsorship donation to provide 250 Science of Light DVDs to the public schools in Volusia County. A longtime advocate for the Ponce Inlet Lighthouse and Museum, the Pilot Club of the Halifax Area takes great pride in supporting the program department's efforts to deliver educational programming to schools throughout Volusia County.

We have a very exciting winter planned at the Lighthouse. Upcoming educational events include: Girl Scout Fun Patch Day on January 10th, Museum at Night on January 16th, Beach Racing Day at the Ponce Inlet Lighthouse on February 15th, and Florida Heritage Day on March 28th. Take a ride to the lighthouse during Bike Week 2015 (March 5, 6, 7, 12, 13, & 14) and climb the tower, visit our museum, and learn about the history of motorcycle racing on the World's Most Famous beach. A complete list of this quarter's scheduled events can be found on page 6 of this issue of Illuminations.

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*Portraying the "Old Lighthouse Keeper"  
Volunteer John Mann talks with students during a recent visit to  
Longstreet Elementary School in Daytona Beach Shores.*





*Volunteer Janice Lowry portrays Principal Keeper Thomas O'Hagan's wife during Homeschool Day in November.*

In addition to events open to the general public, this quarter's Climb to the Moon schedule can also be found on page 6. Don't miss the opportunity to toast the setting sun with a sparkling beverage and enjoy tasty hors d'oeuvres by moonlight. Limited to only 25 participants per evening, Climb to the Moon events sell out a few months in advance. We suggest you be sure to make your reservations early by calling Karen at (386) 761-1821 ext. 10.

Volunteerism has remained a cornerstone of the Preservation Association's success for more than forty years. Our exemplary volunteers corps is always up to the challenge of learning new information so as to have the tools to teach our visitors about our important National Historic Landmark.

The Preservation Association is always looking for individuals interested in becoming a lighthouse volunteer. Those wishing to do so may contact Programs Manager Mary Wentzel by email at [mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org) or by phone at (386) 761-1821 ext. 18. You can also learn more about volunteering opportunities online at [www.ponceinlet.org](http://www.ponceinlet.org).

## VOLUNTEER OF THE QUARTER

### Tana Lee White / VIP Volunteer of the Quarter

Committed to the ongoing preservation and dissemination of the maritime and social history of Ponce de Leon Inlet Light Station, the Lighthouse Association relies heavily on the dedication of its volunteers to provide quality educational programming to museum visitors and others throughout the community. Each quarter, the Association is proud to recognize a particular individual who exemplifies the spirit of volunteerism that is so critical to helping it achieve its many goals. In this issue of Illuminations the Preservation Association is thrilled to recognize Tana Lee White as its VIP Volunteer of the Quarter.

Tana Lee grew up in the frigid "City of Good Neighbors" of Buffalo, New York. As a child, she remembers the occasional move across the border into rural Canada, where she also lived. Tana remembers struggling to walk through blizzards to get

just about anywhere she needed to go. Tana fondly recalls "learning to swim in the warm pool inside Public School 56" and the great sandy beaches of Lake Erie on the Canadian shore where she enjoyed the summer days.

One of the first teachers who inspired Tana to become an educator and encouraged her great interest in history was 8th grade social studies teacher Mr. Schaumbers. Tana recalls, "Mr. Schaumbers kept me spellbound with his stories and great command of American history." Tana went on to attend Nardin Academy, a very small, all girl private high school. Tana recalls, "My class of only 45 girls had a warm, accepting, and encouraging environment. Our teachers were Catholic nuns, Daughters of the Heart of Mary, who dressed in ordinary clothing and had the patience of saints in tolerating the emotional swings of their flighty teenage charges."

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After high school Tana married the love of her life, Arthur O. White. “I was mesmerized with his ability to tell stories, recant history and of course make me laugh,” Tana shares. “We married when I was eighteen and Arthur was 21.” Tana and Art have had a “good and productive 51 years of marriage.” Tana shared that much of her early adult years concentrated on being a mother to two baby girls born less than a year apart. She also helped Arthur with his historical research which led to dissertations, many publications, and books.

In 1970, Tana and Art moved to Gainesville, Florida; this was the beginning of their “Florida sojourn.” While Art was teaching at University of Florida, Tana began attending Santa Fe Community College and then the University of Florida where she received her BA in Education. Her first teaching post was at Archer Community School in rural Alachua County. It was



*Volunteer of the Quarter Tana Lee White and the Programs Manager's son Noah Douberg embrace their inner thespian with the puppet theater.*

then that Tana realized her love of teaching, and went on to receive her Master's degree. “Thirty-four years later I look back on a glorious career, and the magical moment when I was honored by my colleagues as Teacher of the Year.”

Tana began volunteering at the Ponce Inlet Lighthouse in 2005 because she enjoyed learning about history. She shares that “history is investigation and discovery and I love sharing the unique Lighthouse story with others. The Lighthouse staff has made it very easy to participate and become involved. There is a positive educational atmosphere with the goal of sustaining this pristine, beautiful place.” She feels that it is quite remarkable that the Preservation Association, founded entirely by volunteers, was able to do such an amazing job with the rehabilitation and restoration of what is now a National Historic Landmark. She says, “I wanted to become a part of that worthwhile group. All the Lighthouse volunteers and staff are a big part of why I wanted to volunteer at this very positive worthwhile organization.”

Tana has no idle time in her life, as she also volunteers in the hospital emergency room. Tana describes her duties as being “the legs for nurses.” These duties include: delivering specimens to the lab, stocking supplies, folding sheets, and cleaning and making the beds so that the nurses can spend more time with their patients in need. She also has the opportunity to talk to the patients providing some comfort and support during a difficult time. Tana will bring stuffed animals and coloring pages to children's rooms and has also learned to knit baby booties for the newborns at the main hospital.

Tana also has the opportunity to take some delightful trips with her husband Art and shares special times with her wonderful daughters, Michelle White and Heather Clouti.

We are very proud to recognize Tana Lee White as the Ponce de Leon Inlet Lighthouse's VIP Volunteer of the Quarter.



We are proud to announce the addition of a 1915 Barbier, Benard et Turenne sixth order rotating lens to our collection. Now on view in our Ayres Davies Lens Exhibit Building, the lens is complete with its associated Chance Brothers IOV lamp, a Barbier & Benard mercury float pedestal, a Barbier & Benard clockwork rotational mechanism, and a pair of Chance Brothers fuel tanks. Acquired



overseas, this lens was possibly used in Greece, where the combination of a French lens coupled with an English-made burner and fuel tanks would have been indicative of the colonial powers active in that area at the time.

The company Barbier et Fenestre was founded in Paris

in 1862 by Frederic Barbier and Stanislas Fenestre. In 1887 when Fenestre died, the company became Barbier et Cie and Barbier & Co. for a short time. In 1890, Frederic Barbier's daughter Louise married Joseph Benard, and by 1894 the company was doing business as Barbier et Benard. In 1897, another of Barbier's daughters, Lucie, married Paul Turenne, and in 1901 the company name changed to Barbier, Benard et Turenne. The full name was generally used on the company's products, but it was popularly known as BB&T or BBT, and these initials eventually came to represent the company.



Our newly acquired BBT lens is a light intensity compensation lens in a modified "clamshell" design. One panel is a large single bull's eye, and on the opposite side is a double flash panel with two smaller bulls' eyes. The large flash panel

has a blue glass shade installed on its exterior. This blue color combined with the yellow flame of the IOV burner created a green light. On the opposite side of the lens, the double flash panel produced an intense white light to equal the light from the larger panel. The alternating green and white flashes produced by this lens were used to indicate an area of extreme danger to mariners





# 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

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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](http://www.lighthouselocker.org).

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Donation enclosed: \$ \_\_\_\_\_

Total enclosed: \$ \_\_\_\_\_

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**Thank You for Your Generous Support!**





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\$28.00 (+S&H) - (XX-LARGE)



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TRAVEL MUG FEATURING THE PONCE INLET LIGHTHOUSE. THE SCREW ON CAP FEATURES A SLIDING TAB TO PREVENT ACCIDENTAL SPILLS.

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PRICE: \$12.99 (+S&H)



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### 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.

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PROCLAIM YOUR LOVE FOR THE PONCE INLET LIGHTHOUSE WITH THIS COMFORTABLE POLY/COTTON BLEND CREW NECK NANTUCKET SWEATER FEATURING AN EMBROIDERED IMAGE OF THE PONCE INLET LIGHTHOUSE ALONG WITH ITS NAME. A GREAT GIFT FOR ANY LIGHTHOUSE LOVER, THIS CUSTOM PIECE IS AVAILABLE WITH EITHER A ZIPPERED FRONT OR AS A TRADITIONAL PULL-OVER. AVAILABLE IN GRAY OR WHITE IN SIZES SMALL THROUGH XX-LARGE. PLEASE INDICATE DESIRED COLOR, SIZE, AND CONFIGURATION (ZIPPERED OR PULL-OVER) WHEN ORDERING.



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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, and place orders by phone at (386) 761-1821 ext. 21. Please contact the Gift Shop at (386) 761-1821 ext. 21 or via email at valair@ponceinlet.org for more information. Usual UPS shipping charges apply to all orders.