



# 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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## CELEBRATING 125 YEARS OF ILLUMINATION



Dear Members,

As spring draws to a close and summer begins I cordially invite you to consider planning an entire day in our wonderful town during your next visit to the Ponce Inlet Lighthouse. Offering visitors a wealth of activities to choose from, a day in Ponce Inlet can be as exciting or relaxing as you want it to be.

No trip to Ponce Inlet is complete without a tour of both the historic Light Station and the Marine Science Center. Located next door to the lighthouse, the Marine Science Center features state-of-the-art turtle and sea-bird rehabilitation facilities along with fascinating exhibits focusing on coastal and marine ecosystems. Visitors can observe aquatic life in one of the center's numerous aquariums or take a leisurely stroll through the coastal hammock adjacent to the Light Station's historic grounds.

In addition to its white sandy beaches, Ponce Inlet offers a wide variety of outdoor activities to choose from. Discover the fascinating history of the Timucuan Indians as you explore the 41-acre Ponce Preserve and climb to the top of Green Mound, Florida's second tallest shell midden. After visiting Green Mound be sure to take advantage of the 1/3-mile long boardwalk that winds its way through the coastal wetlands before reaching the banks of the Halifax River.

Located a short distance from the Light Station, the county-operated 52-acre Lighthouse Point Park offers visitors the opportunity to explore a pristine coastal dune system via elevated boardwalks, enjoy a beachside BBQ in one of its many pavilions and picnic areas, and experience the inlet's crashing surf as they stroll out onto the park's fishing jetty.

Named the 9th best beach in the United States by Dr. Leatherman (aka Dr. Beach) in 2007, Lighthouse Point Park features white sandy beaches that are accessible from the site's parking lots.

Interested in participating in activities on the water? Look no further. Ponce Inlet is home to numerous businesses offering pulse pounding experiences of a wetter nature including Jet-Ski rentals, para-sailing, river tours, kayaking, deep sea fishing charters, and even surf lessons.

In addition to these many fun-filled offerings, Ponce

Inlet visitors can enjoy a delicious meal in the Town's many restaurants and cafes. Featuring everything from Italian cuisine and hand-crafted sandwiches to some of the best seafood on the east coast, Ponce Inlet's eateries are sure to satisfy everyone's cravings.

A trip to Ponce Inlet can include much more than a visit to the lighthouse and museum. With so much to do and see, you may find yourself wanting to spend an entire day or even a weekend exploring our beautiful sea-side town and taking advantage of our community's many offerings.

As the Lighthouse's 125th Anniversary Endowment Fund Drive draws to a close I would like to thank the many donors, visitors, and sponsors who have contributed to the Lighthouse's 125 Anniversary Celebration and Endowment Fund Drive. Thanks to their generosity and support, the Lighthouse has successfully raised nearly \$110,000 to date. With three months left in the year-long celebration, the Preservation Association is confident that it can still meet its goal of reaching \$125,000 by October 1st.

Those wishing to contribute may still do so online at [www.lighthouselocker.org](http://www.lighthouselocker.org), by mail (Ponce Inlet Lighthouse, 4931 South Peninsula Dr., Ponce Inlet, FL 32127), or by simply stopping by the Lighthouse Gift Shop the next time they are in the neighborhood.

Thanks to your generosity, the Ponce de Leon Inlet Lighthouse Preservation Association is better equipped than ever to continue its ongoing mission of preserving and disseminating the maritime and social history of this important National Historic Landmark for this and future generations to enjoy.

Thank you for your ongoing support and advocacy. Without you, the Preservation Association's past, present, or future accomplishments would not be possible.

With Warm Regards,

*Ed Gunnlaugsson*

Ed Gunnlaugsson  
Executive Director  
Ponce Inlet Lighthouse

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.

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FRONT COVER IMAGE: MOSQUITO INLET LIGHTHOUSE IN 1907, FROM THE ASSOCIATION'S ARCHIVE.

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**JULY 3RD – 5TH 2014 (THUR, FRI, & SAT)** 10:00 AM TO 2:00 PM. . . . . **INDEPENDENCE WEEK AT THE LIGHTHOUSE**  
 Celebrate our Nation's birth at Ponce Inlet Lighthouse with family-oriented activities on Thursday, Friday, and Saturday from 12:00 to 2:00. All activities are included with regular admission. No advance reservations required. Contact Programs Manager Mary Wentzel at [mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org) or by phone at (386) 761-1821 ext. 18 for more information.

**AUGUST 7, 2014 (THURSDAY)** 10:00 AM TO 2:00 PM. . . . . **NATIONAL LIGHTHOUSE DAY**  
 Participate in family-oriented workshops, enjoy turn-of-the-century kid's activities and experience the museum's many offerings in celebration of the 1789 founding of the United States Light House Establishment. All activities are included with regular admission, no advance reservations required. Contact Programs Manager Mary Wentzel at [mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org) or by phone at (386) 761-1821 ext. 18 for more information.

**AUGUST 10, 2014 (SUNDAY)** 10:00 AM TO 2:00 PM . . . . . **SPIRIT OF '45 DAY**  
 Visit the Lighthouse and capture the spirit of 1945, when the United States' involvement in WWII ended. In 2010, Congress voted unanimously in support of this day, coinciding with August 14, 1945, the day President Truman announced that WWII was over and America assumed the leadership in rebuilding the postwar world. Enjoy the traditional sounds of a bugler at the site of the tallest light house in Florida. All activities are included with regular admission, no advance reservation required. Contact Programs Manager Mary Wentzel at [mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org) or by phone at (386) 761-1821 ext. 18 for more information.

**AUGUST 16, 2014 (SATURDAY)** 10:00 AM TO 2:00 PM . . . . . **AMATEUR RADIO DAY AT THE LIGHTHOUSE**  
 Calling all Amateur Radio buffs! Come to the Ponce Inlet Lighthouse and speak with lighthouses around the world. Be a part of a day when over 100,000 amateur radio operators go on the air and contact as many lighthouses as possible. All activities are included with regular admission, no advance registration required. Contact Programs Manager Mary Wentzel at [mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org) or by phone at (386) 761-1821 ext. 18 for more information.

**CLIMB TO THE MOON EVENT CALENDAR**

**JULY 13, 2014**  
 (SUNDAY)  
 8:15 PM – 9:45 PM

**AUGUST 10, 2014**  
 (SUNDAY)  
 7:30 PM – 9:00 PM

**SEPTEMBER 8, 2014**  
 (MONDAY)  
 6:30 PM – 8:00 PM

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

Prices are \$20 per person for Association Members and \$25 per person for non-members. Participation is limited to 25 people per event. Contact Karen Huffman at (386) 761-1821 ext. 10 or via email at [khuffman@ponceinlet.org](mailto:khuffman@ponceinlet.org) to learn more about the Climb to the Moon event or to purchase tickets. Additional information about this event may be found online at [www.ponceinlet.org](http://www.ponceinlet.org).

**UPCOMING MEETINGS:**

- July 21, 2014**  
 MONDAY  
**Board of Trustees and Quarterly Membership Meeting**  
 OPEN TO GENERAL MEMBERSHIP
- August 18 2014**  
 MONDAY  
**Board of Trustees Meeting**  
 CLOSED TO GENERAL PUBLIC AND MEMBERSHIP
- September 15, 2014**  
 MONDAY  
**Board of Trustees Meeting**  
 CLOSED TO GENERAL PUBLIC AND MEMBERSHIP

ALL MEETINGS ARE HELD IN THE GIFT SHOP CONFERENCE ROOM.



**2014 SUMMER HOURS OF OPERATION**

**NORMAL HOURS OF OPERATION**

- MAY 26, 2014 – SEPT 1, 2014**  
 Open Daily from 10:00 a.m. until 9:00 p.m.  
 (Last Museum Admission at 8:00 p.m.)
- SEPT 2, 2014 – MAY 24, 2015**  
 Open Daily from 10:00 a.m. until 6:00 p.m.  
 (Last Museum Admission at 5:00 p.m.)

**SCHEDULED TOWER CLOSURES**

- JULY 13, 2014**  
 (SUNDAY)  
 TOWER CLOSED FROM 8:00 PM UNTIL 9:00 PM  
 MUSEUM AND GIFT SHOP OPEN UNTIL 9:00 PM  
 (LAST MUSEUM ADMISSION AT 8:00 PM)
- AUGUST 10, 2014**  
 (SUNDAY)  
 TOWER CLOSED FROM 7:15 PM UNTIL 9:00 PM  
 MUSEUM AND GIFT SHOP OPEN UNTIL 9:00 PM  
 (LAST MUSEUM ADMISSION AT 8:00 PM)



**Battelle Memorial Institute**  
Henry Pate  
Ponce Inlet, FL

7-11  
Dave & Rocky Singh  
Ponce Inlet, FL

**Bennett's Framing Gallery**  
Eric Oslizlo  
Daytona Beach, FL

**Brochure Displays, Inc.**  
Terry McDonough  
Daytona Beach, FL

**Inlet Harbor, Inc.**  
Dick Neland  
Ponce Inlet, FL

**Florida Hospital Memorial  
Medical Center**  
Shawn Jackson  
Daytona Beach, FL

**5/3 Private Bank**  
Daytona Beach, FL

**Halifax Health**  
Linda DeWolf  
Daytona Beach, FL

**Maycom LLC**  
Anna Mayman  
South Daytona, FL

**Brian Layman Wealth  
Management of  
Raymond James &  
Associates**  
Ponce Inlet, FL

**The Connection**  
Harvey & Connie Bach  
Ponce Inlet, FL

**Pilot Club of the  
Halifax Area**  
Ormond Beach, FL

**Spanos Motors**  
Kelsey Olson  
Daytona Beach, FL

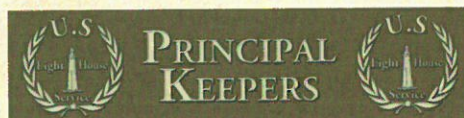
**Travel Host of  
Daytona Beach**  
Ned Wald  
Daytona Beach, FL

**Tyco Integrated Security**  
Orlando, FL

**Racing's North Turn**  
Walt & Rhonda Glasnak  
Ponce Inlet, FL

**Edward's Builders**  
Ron & Maryann Edwards  
Port Orange, FL

**Schmidt's Well Drilling**  
Dave Schmidt  
New Smyrna Beach, FL



**Thomas Bush**  
Port Orange, FL

**Carl & Gladys Davis**  
Ponce Inlet, FL

**L. Keith Casagrande**  
Daytona Beach Shores, FL

**Halifax Humane Society**  
Alan & Mary Ann Redinger  
Ponce Inlet, FL

**Tony Giralomi**  
Ponce Inlet, FL

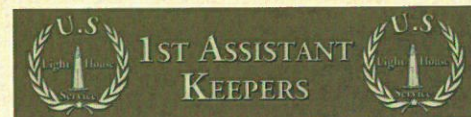
**Marsha Lewis**  
Daytona Beach, FL

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Drumheller**  
Ponce Inlet, FL

**Dermert Brands**  
Ellen & Rocky Pagliarulo  
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**Calvin Willard**  
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**Joe & Judy DiCarlo**  
Ponce Inlet, FL

**Frederick & Shirley Eckersen**  
Alexandria, MN

**Dr. C.W. & Gail C. Fain**  
Holly Hill, FL

**Ted & Suzi Hahn**  
Rossford, OH

**Michael & Sheila Harvey**  
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**Kenneth & Sue Marshall**  
Ponce Inlet, FL

**Dennis & Kathy Oehm**  
Kansas City, KS

**Patrick & Debbie Pawling**  
Hamilton, OH

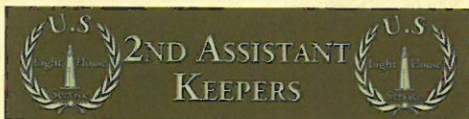
**Ernest C. & Margaret Rieth**  
Ponce Inlet, FL

**Robert & Margie Riggio**  
Ponce Inlet, FL

**James & Melissa Taylor**  
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**Robert & Mary Ruth Trump**  
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**David & Jennifer Ahrend**  
Port Orange, FL

**Mark & Amy Albenze**  
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Ormond Beach, FL

**Bruce & Janet Babbitt**  
Danville, IN

**Catherine Baverle**  
Ponce Inlet, FL

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**Bill & Virginia Bayer**  
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**Christian & Laurie Coggins**  
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**Russell J. & Alice Coyne**  
Harrisburg, PA

**Jean Conover**  
Port Orange, FL

**Alan & Jacqueline Crouch**  
Wilber by the Sea, FL

**Therese & Jay Crumley**  
Lake Zurich, IL

**Carolyn Day**  
Ponce Inlet, FL

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Arlene Davis  
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Ponce Inlet, FL

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Ponce Inlet, FL

**Dennis & Zachary Engel**  
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**Allen, Jean, & Sylvia Fine**  
Sanford, FL

**John & Beth Fitzgibbons**  
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**Don & Elsa Garrett**  
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**Tony & Donna Goudie**  
Ponce Inlet, FL

**Clifford & Kim Greene**  
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**Laurel Grotzinger**  
Kalamazoo, MI

**John Heller**  
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**Jim & Mary Lou Hinson**  
Ponce Inlet, FL

**Carlton & Cler Hudgins**  
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**Gretchen Huffer**  
Ponce Inlet, FL

**Neil H. & Karlyn Janson**  
Warwick, RI

**Al & Paula Jenkins**  
Ormond Beach, FL

**Mike & Jenett Jones**  
Ponce Inlet, FL

**Larry & Chris Kopelman**  
Charleston, WV

**Jacquelyn N. & Alan Law**  
Oak Lawn, IL

**Patricia & Larry Miller**  
DeLand, FL

**Bill & Sara Jane Merrell**  
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**Lois & Howard Paritsky**  
Ponce Inlet, FL

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**Alec Rhodes**  
Austin, TX

**Denise Roche**  
Ponce Inlet, FL

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**Dr. Donald & Julia Schwartz**  
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**Joseph Semas**  
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**Bob & Jan Shaw**  
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# THE LIGHTHOUSE SERVICE AND THE GREAT WAR

## PART IV

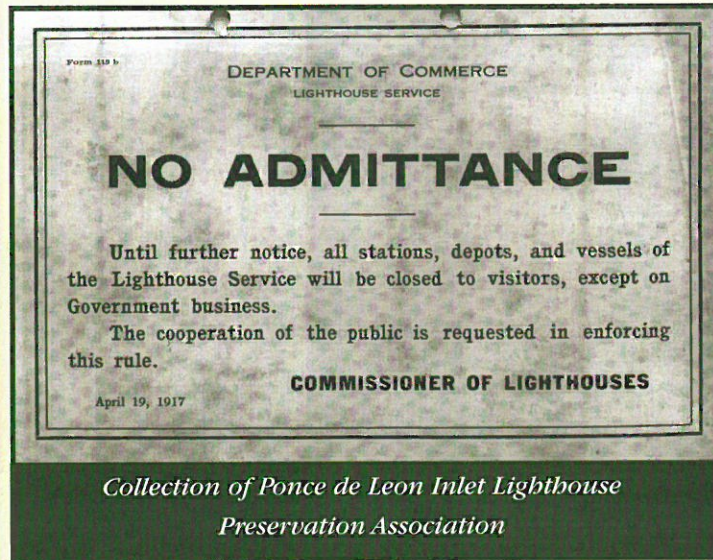
**T**he Great War at the beginning of the twentieth century was the result of a complex system of alliances and treaties among nations. When conflict arose between a few of these countries it brought many others into the fray. The war was centered in Europe and the principal alliances were the Allies including Great Britain, France, and Russia, against the Central Powers including Germany, the Kingdom of Bulgaria, and Austria-Hungary. The war began in Europe in July of 1914 and ended on November 11, 1918. The United States entered the war on April 6, 1917, on the side of the Allies.



*One of the War's most famous images,  
by James Montgomery Flagg,  
Library of Congress via Wikimedia Commons*

### SECURITY AND PROTECTION

A February 4, 1917, telegram from Commissioner of Lighthouses George Putnam to all light stations, depots, and vessels, called for the closing until further notice of those sites to visitors not on official government business. The fear of sabotage was spreading through the country.<sup>1</sup>



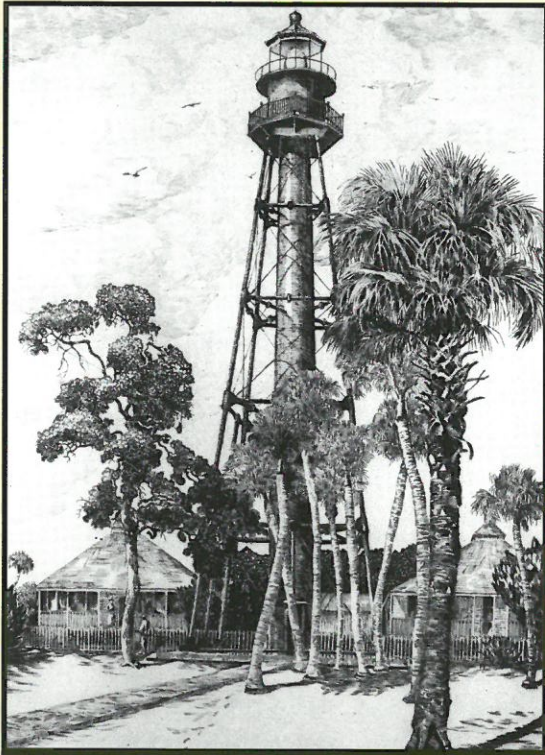
*Collection of Ponce de Leon Inlet Lighthouse  
Preservation Association*

On February 28, 1917, the Commissioner of Lighthouses sent a request to all the district inspectors asking them to submit recommendations about which stations, depots, or vessels should be supplied with revolvers and ammunition, indicating that each should have at least one 38 caliber revolver with 60 rounds. In Florida, one revolver was suggested for the tender *Snowdrop*, and for lighthouses at Fowey Rocks, Carysfort

>> CONTINUED ON NEXT PAGE

## THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)

Reef, Alligator Reef, Sombrero Key, American Shoal, Sand Key, Rebecca Shoal, Dry Tortugas, and Cedar Key. Two revolvers should be issued to tender *Arbutus* or *Ivy*, to Key West Depot, Egmont Key Depot, Sanibel Island Light Station, and Anclote Key Light Station.<sup>2</sup>



*Anclote Key Lighthouse, courtesy State Archives of Florida, Florida Memory*

A memo of March 19, 1917, from Commissioner of Lighthouses Putnam to inspectors (excepting those of the 10th, 11th, 12th, 13th, 14th, & 15th districts) asked that each submit information about lighthouse tenders that had performed anti-submarine mine planting service for the War Department. The War Department would be billed for these services and reimbursement would hopefully be made immediately to the Lighthouse Service.<sup>3</sup> Reports of threats were taken very seriously. On August 10, 1917, for example, the government's Aid for Information Office sent a confidential memo to the Seventh Lighthouse District headquarters in Key West stating that the "enemy has ordered four ships of about 10,000 tons destroyed by internal explosion. *Lancastrian* and *Philadelphian* named. All precautions should be taken."<sup>4</sup> Another warning advised of food containers packing a very special punch that could have indeed brought about the internal explosions mentioned on August 10th. An August 6th

memo had cautioned: "From a reliable source it is learned that the German agents in allied and neutral countries are making use of an incendiary device in the form of a can of preserved meat." The label of one such can, described as featuring a picture of a bull, advertised the contents as cooked corned beef and the country of origin as Argentina.<sup>5</sup>

During 1918, Lighthouse Service facilities in the Seventh District were advised to send in inventories of the following for vessels as well as for the lighthouses: binoculars, spyglasses, clocks, octants, sextants, azimuth circles, binnacles, magnetic compasses, and Peloruses. The crucial nature of the Seventh District's location meant that each station and vessel had to be well-supplied.

The Navy Department was keeping close track of small civilian watercraft. Eventually, all had to be numbered, licensed and documented. The government was concerned that enemy aliens were possibly coming ashore in small boats from subs and other vessels to obtain information, supplies, and to cause other problems if possible.

Gas masks were provided to lighthouse keepers and lighthouse service vessel crews in August 1918, in anticipation of possible gas attacks by the enemy. The Great War ushered in the widespread use of chemical weapons in wartime. In 1914, the French used tear gas against the Germans, but it was the Germans who studied and advanced the use of poison gas. On April 22, 1915, the Germans released chlorine gas during the second battle of Ypres. Eventually the Germans developed more sophisticated and deadly poison gasses - phosgene gas and the even more terrible "mustard" gas, which could remain



*Gas Masks in Action, John Warwick Brooke  
photographer: Wikimedia Commons*

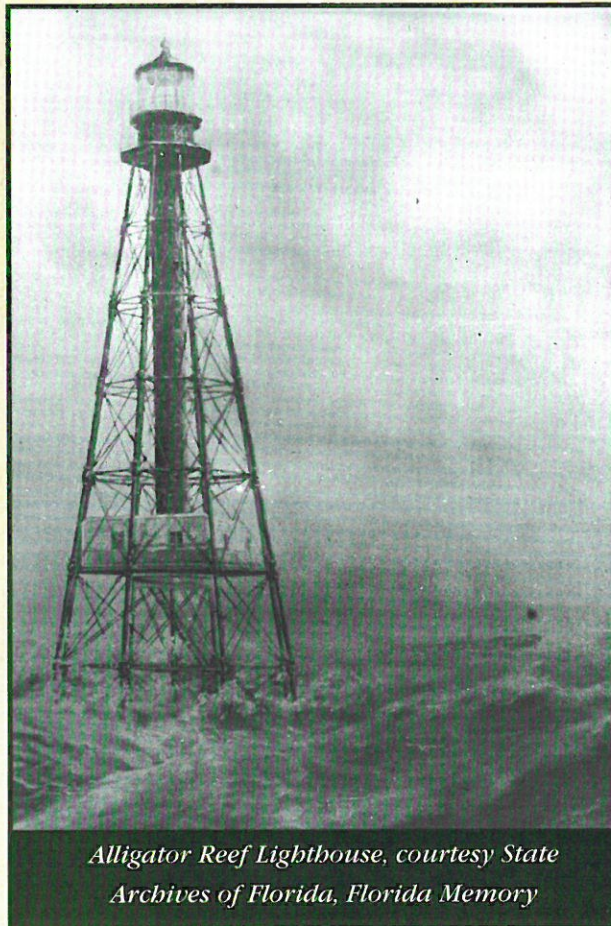
**THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)**

dangerous in the soil for weeks after an attack. By 1918, when the gas masks were sent to the lighthouse keepers, mustard gas was a serious concern and the process of death from this gas was known to be long and agonizing. If enemy vessels came close to shore, these sorts of weapons could be a danger to US lighthouses, Navy bases, Coast Guard Stations, and vessels.

On January 12, 1918, the Captain of the Yard at the Key West Naval Station announced that brass checks or tags would be issued to all civilian employees or other persons whose work brought them to the Yard. These numbered checks would identify approved persons at the guard gate and prevent the entry of anyone who could not produce the proper brass check.<sup>6</sup>

A lengthy letter of March 20, 1918, from the Naval Inspector of the Atlantic Coast Naval Districts to the Navy Department outlined the need to improve the communication system along the Straits of Florida as well as the airplane patrols of that area. The Inspector's concern was that German U-boats would begin to target the oil shipping from Mexico and Texas. Even though the Florida lighthouses had been equipped with telephones, he called for more air patrols, extending from the Tortugas north to the Indian River Inlet north of Jupiter. He asked that enough signalmen be allocated so that each light station would have around the clock watches for submarines. Small sea-plane stations and airfields should be established along the Florida Keys to enable the enhanced air patrols.<sup>7</sup>

By March 30th, the Navy had agreed to some of the suggestions for sea plane patrols and refueling stations and was also considering a dirigible landing station near Miami. On April 8, 1918, a letter went to the Florida Reef light stations (Fowey Rocks, Carysfort, Alligator Reef, Sombrero Key, American Shoal, Sand Key, and Dry Tortugas) stating that three signalmen would be sent to each. Two men would be on duty

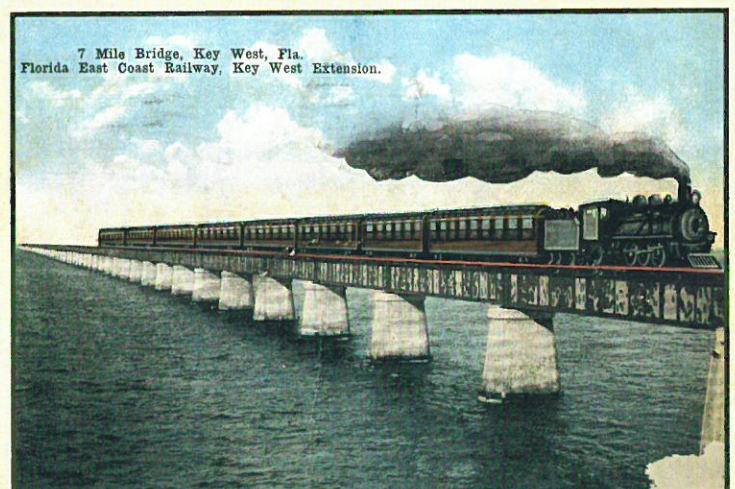


*Alligator Reef Lighthouse, courtesy State Archives of Florida, Florida Memory*

and the third would be relief. Besides standing watch from 6 am to 6 pm and at other times as needed, these signal men would also teach classes in flag, semaphore, blinker, and wig-wag signals. According to the letter, they were scheduled to arrive on April 15, 1918.<sup>8</sup>

There were other pressing security issues. In a letter of April 17, 1918, Rear Admiral Winslow, the Inspector of the Atlantic Coast Naval District, expressed concern that Florida required more small patrol vessels, particularly to secure the state's west coast and the area around the Florida Keys on the east coast. The railroad bridges to Key West seemed particularly vulnerable. More 110-foot submarine chasers were also needed. A dozen had already been assigned but had not yet arrived, and these were not expected to be enough. These

chasers would be assigned the outer patrols and smaller light draft vessels would patrol close to shore. The smaller vessels would be stationed at Miami, Marathon and Tampa.<sup>9</sup>



7 Mile Bridge, Key West, Fla.  
Florida East Coast Railway, Key West Extension.

*Protection was needed for the vulnerable railroad bridges in the Florida Keys, courtesy State Archives of Florida, Florida Memory*

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## THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)

During May of 1918, the Navy requested that electric sirens be installed at San Diego, Miami, Pensacola, and some other east coast aviation stations to help guide aircraft in fog and bad weather. These sirens were actually marine fog signals that would be transferred from the Lighthouse Service to the Navy.

By August 1918, a civilian guard was established by the Director of Railroads' Section for the Protection of Railroad Property. A civilian guard group of 45 men were to watch over the railway between Key West and the mainland.<sup>10</sup> On August 24, 1918, an electric blinker light was installed on the Weather Bureau signal mast at Jupiter Inlet to facilitate speedy communications from this important location.



*Sand Key Lighthouse, courtesy State Archives of Florida, Florida Memory*

The signal station at Sand Key and the telephone line that were in possession of the Department of Agriculture had come to be critically important as Allied shipping traveled on a direct line past Sand Key. This shipping included all the oil tankers from Mexican and Texas ports. The lighthouse at Sand Key had not been formally turned over to the Navy Department even though most of the other Florida lighthouses had been. Josephus Daniels, Secretary of the Navy, requested on August 31, 1918, that the Department of Agriculture turn Sand Key's signal service over to the Navy. The warnings and instructions sent to both north and southbound vessels from Sand Key were considered highly important, and Sand Key was called a "crucial speaking station." The lighthouse and its personnel needed to be put under the command of the Navy. George Putnam agreed to this and turned over control of the lighthouse without waiting for an executive order from the President. The Secretary of Agriculture objected to the Secretary of the

Navy and on September 21, 1918, informed the Navy that only by order of the President would the weather station be transferred to the Navy for the duration of the war. However, the Agriculture Secretary also stated that the Weather Bureau would discontinue using the station and the Navy could arrange for continuing the weather reports at a later time, if those proved to be necessary.<sup>11</sup>

## RESTRICTIONS OF FREEDOM

In 1917, as many as one fourth of all Americans had been born in Germany or had family ties to that country. Most of these were citizens of the United States and had long since become Americanized. They did not have divided loyalties, but fear of sabotage, spying, and conflicts between various ethnic groups within the United States were often part of public response in wartime. As the war in Europe heated up, these fears became magnified in the press, and the U-boat threats further inflamed the situation.

Propaganda cartoons published by the Allies often featured dogs wearing military gear to represent the various countries involved. Germans were dachshunds, Russians were wolfhounds, the British were English bulldogs, Americans were American pit bull terriers, and the French were French bulldogs. The United States was trying to maintain its neutrality, but the pit bull image was an obvious symbol of the willingness to fight hard if forced into war. Cartoons, emotional rhetoric, and inflammatory speeches were means to excite and mobilize the public into support for the war and to encourage enlistment in the military.

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**WESTERN UNION TELEGRAM**

NEWCOMB CARLTON, PRESIDENT  
GEORGE W. E. ATKINS, VICE-PRESIDENT      BELVIDERE BROOKS, VICE-PRESIDENT

RECEIVED AT  
1J A 46 GOVT RATE

11 WASHINGTON DC 1013AM FEB 5 1917

LIGHTHOUSE INSPECTOR    68  
KEYWEST FLO

RELIEVE FROM DUTY ALL PERSONS IN UNAPPOINTED POSITIONS WHO ARE GERMAN CITIZENS AND HAVE NOT TAKEN OUT AMERICAN PAPERS REPORT ANY SIMILAR CASES OF APPOINTED EMPLOYEES IN CASE OF SUSPICIOUS ACTIONS SUSPEND OR DISCHARGE AT ONCE ANY PERSON REGARDLESS OF CITIZENSHIP

PUTNAM

*Collection of Ponce de Leon Inlet Lighthouse Preservation Association*

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## THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)

The day after Commissioner Putnam notified Lighthouse Service employees that facilities would be closed to all unofficial visitors, Putnam sent telegrams to lighthouse keepers instructing them to "relieve from duty all persons in unappointed positions who are German citizens and have not taken out American papers. Report any similar cases of appointed employees in case of suspicious actions suspend or discharge at once any person regardless of citizenship." On February 19, 1917, the Commissioner sent telegrams to the various district inspectors asking them to provide names, designations, salaries, periods of service, and places of birth of all employees not citizens of the United States and without formal Department appointments to their positions.<sup>12</sup>

Many keepers and tender crewmen, including 19 in Florida, received the following message: "The Lighthouse Bureau has requested this office to inform it as to whether you are a naturalized citizen, have taken out your first papers, or are an alien. It is therefore requested that you kindly forward to this office your certificate of naturalization, or the certificate of naturalization of one of your parents (if such parent was naturalized while you were a minor), or your first papers. This certificate will be returned to you. If you have no such certificates so inform this office."

The tender Ivy reported a number of naturalized citizens, aliens with documentation, and various other aliens from Spain, Grand Cayman, and the Bahamas. The Seventh District reported 11 aliens, three of whom had taken out papers. Most were from Spain, one from Great Britain, one from Norway, several from Bahamas and Grand Cayman.

On April 10, 1917, a memo from Putnam to lighthouse inspectors in Maine, Baltimore, Charleston, Key West, Puerto Rico, Michigan, Wisconsin, California, Hawaii, and a number of other locations stated: "The Bureau directs that you relieve from duty all persons in unappointed positions who are Austrian citizens, and have not taken out their first citizenship papers. Report any similar cases of appointed employees."<sup>13</sup> Commissioner Putnam sent an important directive to all Lighthouse Service district inspectors on April 14, 1917, requiring them to discharge immediately or transfer to other duty any persons who were citizens or subjects of Germany and not fully naturalized under the laws of the United States and who were employed on vessels or at depots of the United States Lighthouse Service. Such persons who had taken out

first citizenship papers were allowed to continue on duty if not on vessels or at depots and if there was no grounds for doubting their loyalty to the US.<sup>14</sup>

An April 26, 1917, communication from the Office of the Aid for Information of the Seventh Naval District to the Inspector for the Seventh Lighthouse District requested that the inspector please send the names of all officers and employees of the Lighthouse Service in the Seventh Naval District (from the St. Johns River south of Jacksonville to and including Tampa) who were of German, Austrian, or Turkish birth or descent, and all others suspected of having sympathy for the enemy. Also wanted was a list of all officers and men of light stations and vessels and the means of communication available at each location. In Florida, most of the light stations in the southern part of the state had at that time either mail service or communicated by sending a man in a boat to the nearest telephone or telegraph location. Sand Key Light Station had a telephone, Sanibel Island Light Station had telegraph available at Punta Rassa, Gasparilla Range had mail and telegraph available at South Boca Grande. Egmont Key had telephone, telegraph, and mail.<sup>15</sup> No chances would be taken by allowing questionable persons to have easy access to communications.

A May 7, 1917, proclamation by President Woodrow Wilson informed all residents of the United States of the definition of treason and the penalties for it. Anyone "owing allegiance to the US who levies war against them or adheres to their enemies, giving them aid and comfort within the



*Thomas Woodrow Wilson by Pach Bros., NY, via Wikimedia Commons*

US or elsewhere, is guilty of treason." Anyone who concealed knowledge of treason would also be considered guilty of "misprision of treason" and would be subject to a maximum fine of \$1,000 and a maximum prison sentence of 7 years. Anyone convicted directly of treason would be condemned to death or, at the discretion of the court, be imprisoned for not less than five

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## THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)

years and fined not less than \$10,000. The proclamation went on to specify that the publishers of statements or information which would supply in any way aid or comfort to the enemy would be considered guilty of misprison of treason.

Wilson also issued a lengthy set of rules and regulations to be applied to "alien enemies." Such persons were not to have weapons or parts of weapons, nor use of aircraft or wireless apparatus, nor could he or she be within ½ mile of any Federal or State fort, camp, arsenal, aircraft station, naval vessel, naval yard, factory, or workshop for war materials. Hostile acts towards the government such as writing or printing verbal attacks or threats, threats to any government personnel, or offering aid to enemies of the government would not be tolerated. Threatening persons would be rounded up and removed to confinement in a place of detention as directed by the President.

Congress passed into law the Espionage Act of 1917 on June 15th. This act made it a crime to convey information with intent to interfere with the operation or success of the United States military or to promote the success of its enemies. This was punishable by imprisonment or even death. To convey false reports or statements with the intent to disrupt the success of the US military or to promote the success of the efforts of its enemies would be punishable by fines and/or imprisonment. The act also gave the Postmaster General the authority to confiscate or refuse to mail publications that he determined to be in violation of any prohibitions.

On May 5, 1917, the Commandant of the Naval Station at Key West requested that the men working at Dry Tortugas and the



*Dry Tortugas, courtesy State Archives of Florida, Florida Memory*

Loggerhead Light have all their mail censored. Every letter was to be submitted to H. H. Hawley of the US Coast and Geodetic Survey to be read. Hawley was instructed to re-seal each letter and to write his initials on the envelope. No letter was to indicate that it originated in the Tortugas or vicinity and no mention of the work being performed there was to be made. The Seventh District lighthouse inspector, W.W. Demeritt, wrote several days later to the keepers at Dry Tortugas reiterating the censorship rules.<sup>16</sup>

A few days later on May 7, Demeritt wrote to the Commandant of the Seventh Naval District, listing all his employees of German birth who were naturalized citizens. There were three, and Demeritt vouched for the loyalty of each. On May 8, 1917 Commissioner of Lighthouses Putnam notified all Lighthouse Service inspectors that the Lighthouse Service could not permit the hiring in any capacity of "alien enemies."<sup>17</sup>

Constantly seeking to keep up support for the war and suppress any suspected disloyalty, Congress passed the Alien Act of 1918, which gave the government permission to deport any alien who was a member of an anarchist organization. In 1918 alone, 11,625 persons were deported.<sup>18</sup> States and localities also passed laws prohibiting any expression of dissent, and anyone with supposed links to the enemy, even if it were simply a German-sounding name, might be investigated or harassed and shunned by their neighbors. People targeted as possible enemy aliens were not the only ones to lose what one might consider to be certain personal freedoms as well as freedom of speech. Social radicals, labor leaders, and any other political protesters could be targeted by the new laws.

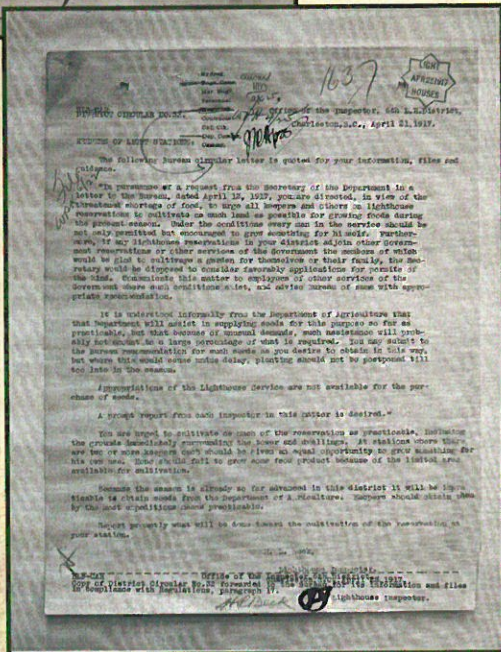
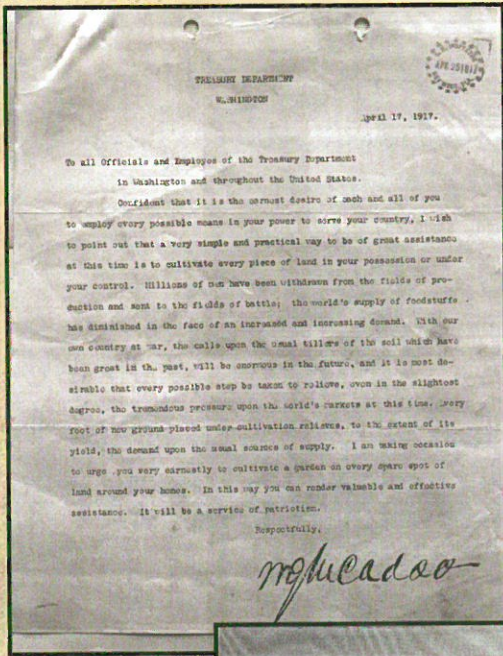
Milder forms of control included June 1917 directives sent to the Lighthouse Service from the Navy stating that the selling of alcoholic beverages could be prohibited by the President as part of the Selective Draft Act. This would include military bases, stations, camps, forts, offices or enlisted clubs or to any military man in uniform. Violating this act would cost the offender a possible \$1000 fine and/or 12 months in prison. Clear-headed military personnel were definitely considered to be a necessity at all times.

A June 22, 1917, Notice to Mariners informed that all boats in the Seventh Naval District would have to be licensed and anyone trying to get a license would have to submit satisfactory references as to their loyalty to the US and their boating intentions. Violators would possibly be deterred by force and subject to prosecution.

**THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)**

**FOOD SHORTAGES**

On April 17, 1917, a notice went out from the Treasury Department to all its employees and officials advising that food shortages would soon result from the loss of men to work in the fields. Everyone was asked to begin cultivating every available piece of land, no matter how small, to make up for food production lost by men going into military service. Lighthouse keepers were asked to maintain gardens at all stations if possible.



*Collections of Ponce de Leon Inlet Lighthouse Preservation Association*

The Sixth Lighthouse District Inspector in Charleston sent out a notice April 21, 1917, about the food shortages and his desire for all keepers in the district to cooperate with government directives. All personnel on reservations were urged to cultivate gardens. The government would try to supply seeds but because demand was so high, there would probably not be enough to meet it. Because the growing season in the Sixth Lighthouse District was more advanced than that of districts in northern climates, Sixth District personnel were advised to begin planting immediately and without waiting for government seeds to arrive. The Inspector also made it clear that the Lighthouse Service could not afford to supply seeds to its employees.<sup>19</sup>

On April 27, 1917 a notice went to the Commissioner of Lighthouses from lighthouse inspector Demeritt in Key West recommending that government-supplied vegetable seeds be sent as soon as possible to the keepers of Egmont Key, Gasparilla Island, Sanibel Island, and Dry Tortugas Light Station as these men were already trying to cultivate gardens.<sup>20</sup> The September 1, 1917, Lighthouse Service Bulletin congratulated Henry Thomas, keeper at the Nantucket Light Station in Massachusetts for growing a good crop of potatoes in beach sand. There was no other soil at the Light Station.

Food shortages did quickly become a reality as the US tried to help support the war effort in Europe. On May 20, 1918, the Secretary of Commerce directed lighthouse inspectors around the country to ask any of their employees who were scheduled for annual leave if they would be willing and able to assist farmers in food production. The inspectors received cards that could be filled out by anyone in their districts who would be able to help.

**THE BOY SCOUTS**

The Lighthouse Service was advised by the Navy to accept volunteer help from a relatively new organization, the Boy Scouts of America. The Scouts had been incorporated in 1910 and a National Council office had opened in New York City in 1911. In 1912, a nation-wide program of civic Good Turns was in place. By the time the US entered World War I, there were Scouts all over the country that stood ready and willing to help the war effort with their slogan of "Help Win the War."

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## THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)



ABOUT 1916 BOY SCOUTS ME FORT MEADE, FLA

*Boy Scouts at Ft. Meade, Florida,  
courtesy State Archives of Florida, Florida Memory*

Boy Scouts sold Liberty bonds and war savings stamps totaling more than \$335 million. They collected thousands of pounds of nutshells and peach pits to be used in gas mask manufacturing. They aided in projects to promote conservation of fuel and food, and they planted nearly 12,000 war gardens. Organized detachments of trained Scouts were used in the Seventh Lighthouse District to keep watch at lighthouses for suspicious vessels and to assist in duties such as signaling.<sup>21</sup>

## THE WAR IS OVER

Early in 1918, the Allies halted, with American assistance, a major German advance. With this significant turning of the tide, a sense that the Central Powers would be overcome began to grow.

The American presence along with the accumulating horrors of heavy artillery, chemical weapons, airplanes dropping bombs, and lengthy stalemates that led to trench warfare, eventually caused the German civilian population to give up support of the war effort. In October, the German Navy revolted. The huge number of war casualties had decimated the population of young men in all of Europe. Approximately 7,000 British soldiers were killed each day. In a single short encounter

between the Germans and the French, 27,000 French soldiers lost their lives. After the war's end, the estimated total dead from the conflict was given as anywhere from 9 to 15 million persons. The death total for US citizens was nearly 118,000 and an additional 205,690 persons were wounded. The conflict came to be known as "The War to End All Wars."



*Courtesy of State Archives of Florida, Florida Memory*

George Putnam, Commissioner of Lighthouses, was a man with a sense of history who may have intuited that with the coming conclusion of the war the Lighthouse Service's existence as a separate entity might come into question. On August 27, 1918, he sent a memo to the Superintendents of Lighthouses advising them to keep records of their wartime activities in order to later secure recognition of the role of the Lighthouse Service during the war.<sup>22</sup>

Among the wartime stories reported by the lighthouse inspectors was this one sent to Putnam on September 4, 1918, from William Demeritt of the Seventh District. He reported the brave actions of Richard C. Roberts, first assistant keeper at Alligator Reef, seeking a commendation for Roberts' brave attempted rescue of two airmen from a downed seaplane. The aircraft had crashed during bad weather and Roberts, being informed that two aviators were seen clinging to the plane's wreckage, set out in a small boat for the wreck located about 10 miles from the Light Station. Roberts reached the site and saw no survivors. He dove repeatedly into the shark-infested waters which were clogged with seaweed. He was unable to locate the men and eventually returned to the lighthouse. The weather had made the rescue very dangerous, and Roberts had clearly performed with no thought for his own safety.<sup>23</sup>

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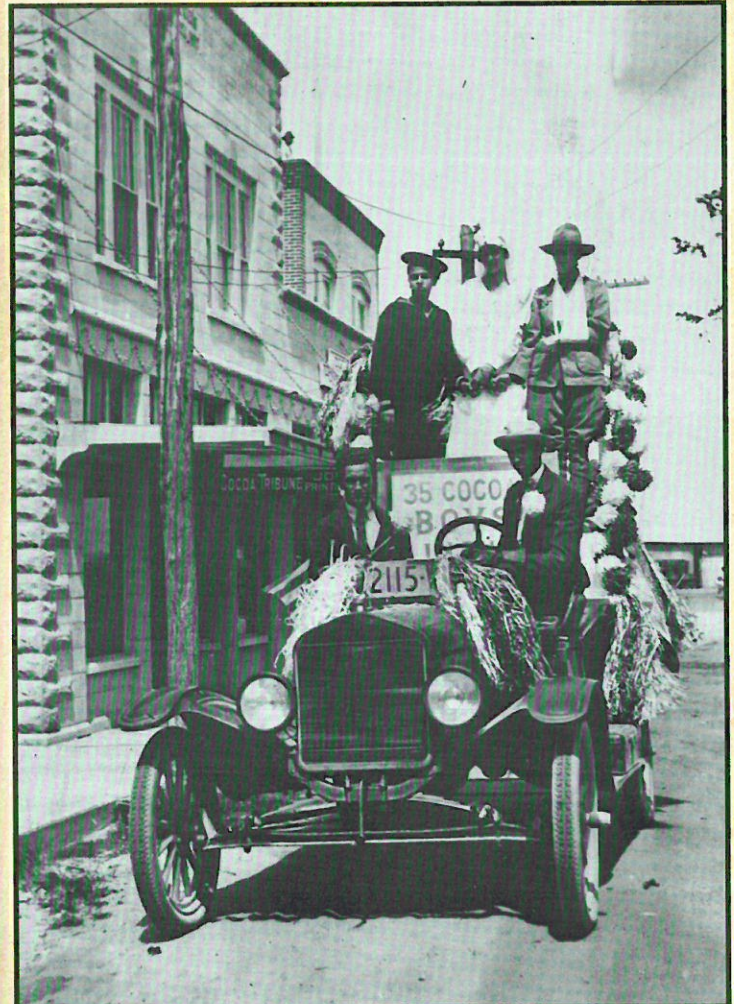
**THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)**

On November 11, 1918, a cease fire in the war was achieved. As soon as the Armistice was signed, debates began about returning the Coast Guard to the Treasury Department. Many believed that the Coast Guard should be left under the Navy Department's command, but after several Congressional hearings those in favor of returning the Coast Guard to the Treasury Department won the debate. The Coast Guard's future as a separate entity was assured. The Lighthouse Service, too, was returned to its pre-war "home," the Department of Commerce, where it would remain until 1939.

All equipment, personnel, and materials of the Lighthouse Service that had been transferred to the Navy at the start of the war were finally surrendered by the Navy and transferred back to the Department of Commerce as of July 1, 1919. The Navy had held on to some of the Lighthouse Service tenders as long as possible after the Armistice. These vessels and the light stations reverted to their Lighthouse Service districts and operations, enhanced by new technologies and methods of communication. The Lighthouse Service continued on under the leadership of George Putnam until 1939, when it became part of the United States Coast Guard. Most Lighthouse Service personnel were then given the choice of retiring or joining the Coast Guard to continue their careers.

During the Great War, the Navy had been the sole agency for providing radio with the exception of some Army field communications.<sup>24</sup> Navy designs for antennas, transmitters, and receivers had considerably improved the reliability of radio, and a Naval Aircraft Radio Laboratory was established during the war. After the war, the Navy continued to experiment with new technologies such as the radio direction finders, underwater sound detection, and the use of radio controlled drones. At the time, few dreamed that another and even greater war was on

the horizon, but when the Second World War came, the lessons learned and the technologies developed during the War to End All Wars would prove invaluable.



*Armistice Day at Cocoa, FL  
Courtesy State Archives of Florida  
Florida Memory Project*

**NOTES: THE LIGHTHOUSE SERVICE AND THE GREAT WAR, PART IV**

<sup>1</sup> Records of the United States Coast Guard, Record Group 26 E 5 NC63

<sup>2</sup> USCG RG 26 E5 NC63

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

<sup>6</sup> United States Navy Record Group 45, E 520, I-18, Box 526

<sup>7</sup> Navy Record Group 80, 24514G, Box 1004

<sup>8</sup> USCG RG 26 E5 NC63

<sup>9</sup> Navy RG 80 24514G Box 1004

<sup>10</sup> Ibid.

<sup>11</sup> Ibid.

<sup>12</sup> USCG RG 26 E5 NC63

<sup>13</sup> Ibid.

<sup>14</sup> Ibid.

<sup>15</sup> Ibid.

<sup>16</sup> Ibid.

<sup>17</sup> Ibid.

<sup>18</sup> Geoffrey R. Stone, *Perilous Times: Free Speech in Wartime*, 181 (W.W. Norton & Co., 2004)

<sup>19</sup> USCG R26 E5 NC63

<sup>20</sup> Ibid.

<sup>21</sup> May 26, 1917, Letter from Assistant Secretary of Commerce to the Secretary of Commerce, Washington, DC, USCG RG 26 E5 NC63

<sup>22</sup> USCG RG 26 E5 NC63

<sup>23</sup> Ibid.

<sup>24</sup> Cpt. L. S. Howeth, *History of Communications-Electronics in the United States Navy*, chapter XVI (Bureau of Ships and Office of Naval History, 1963)

# THE LIGHTHOUSE PRESERVATION ASSOCIATION HONORS VOLUNTEERS

The Programs Department at the Ponce Inlet Lighthouse works hard to fulfill the Preservation Association's mission of preserving and disseminating the maritime and social history of the Ponce de Leon Inlet Lighthouse. Over the years, the department has striven to develop meaningful programs with which to educate the public about the Light Station's unique role in regional, state, and national history. In addition to the contributions of its dedicated staff, a key component in the Association's ongoing success in this endeavor has always been its dedicated corps of volunteers.

Founded in 1972 by a group of residents concerned with the future survival of their Town's most recognizable landmark, the Ponce de Leon Inlet Lighthouse Preservation Association was initially composed of an entirely volunteer work force. Originally engaged



*Programs Manager Mary Wentzel with Ponce Inlet royalty: Earl and Gladys Davis*

in cleaning up the abandoned site and making it safe for public visitation, the daunting task of restoring the historic light station eventually led the Preservation Association's Board of Trustees to hire a professional staff to complete the work they had collectively begun years earlier. By the early 1980s, the number of volunteers engaged in the completion of actual maintenance and preservation work at the light station had dwindled significantly.

Recognizing the importance of nurturing the same spirit of volunteerism that had led to its founding more than three decades earlier, the Preservation Association launched a coordinated effort to recruit a new generation of volunteers. In 2003, the Lighthouse unveiled a volunteer tour guide program that attracted numerous individuals with educational backgrounds, an interest in historic interpretation, and public speaking experience. Of the more than twenty eight individuals recruited by Association during that time, many remain active Lighthouse volunteers to this day.

In appreciation for the generous contribution of time, knowledge, and expertise, the Preservation Association hosted its First Annual Volunteer Awards Dinner in 2006. Scheduled in the spring of each year, this meaningful event provides staff the opportunity to recognize the important role that volunteers play in the Lighthouse's day to day operations and to express the Association's sincere gratitude for the many contributions made by these selfless individuals.

On March 15, 2014, the Preservation Association hosted its 9th Annual Volunteer Awards Dinner. Held at the Harbor Village Yacht Club in Ponce Inlet, the volunteer banquet proved a huge success as attendees dined, socialized, and shared many laughs. Following dinner, Programs Manager Mary Wentzel presented achievement



*Jackie Mann shows off her own little lighthouse keeper*

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awards to all the volunteers who had donated 25 hours of service or more to the Preservation Association. The recipients included:

Phil Olson	30 hrs.
Hal Cokash	35 hrs.
Marleen Schnapper	35 hrs.
Claudia Kavanagh	37 hrs.
Helen Magale	41 hrs.
Gerry Harris	52 hrs.
Wade Olsen	59 hrs.
Jackie Mann	64 hrs.
Rick Safarik	67 hrs.
Don Garrett	74 hrs.
Joe DiCarlo	91 hrs.
Tana White	104 hrs.
Kristi Drumheller	117 hrs.
Cathy Safarik	143 hrs.
Marsha Lewis	187 hrs.
Tom Hellem	199 hrs.
Art Hahn	216 hrs.
Judy DiCarlo	359 hrs.

Lead Docent and "Principal Keeper" John Mann, who spends as much time at the Lighthouse as many of the employees was presented with a special award in recognition for the more than 2,800 volunteer hours that he has contributed to the Preservation Association over the years. As one of the Lighthouse's most recognizable ambassadors, John can usually be found giving tours, as the Station's *Old Lighthouse Keeper*; developing educational programs, or conducting research.



*VIP Volunteer Arthur Hahn received a special award for accruing over 2255 volunteer hours for the Lighthouse.*



*Gerry Harris, VIP volunteer accepts his award for 661 volunteer hours from Mary Wentzel.*

Not to be left out of the festivities, John's wonderful wife Jackie Mann, in addition to her own impressive volunteer hours, also received the coveted "I'm Sooooo Glad he's out of the House Award" for her willingness to allow John to spend so many hours assisting us at the Lighthouse.

In addition to John and Jackie, long-time Ponce Inlet



*VIP Volunteer Tom Hellem, accruing 547 volunteer hours, received his Commemorative Lighthouse Brick Award from Mary Wentzel.*

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*VIP volunteer Phil Oleson accepts his award for over 50 volunteer hours from Programs Manager Mary Wentzel.*

residents Earl and Gladys Davis were also honored for their tireless service to the Ponce de Leon Inlet Lighthouse Preservation Association that has collectively spanned more than 60 years. If the Lighthouse were to have a royal family to call its own, the Davis family would definitely be it!

Rounding off this year's special award recipients were Art Hahn who has donated more than 2,250 hours of volunteer service to the Lighthouse over the years, Allen Bestwick who has amassed an impressive 1,566 hours, and Tom Hellem and Don Garrett who were presented with a Lighthouse Commemorative Brick Award for donating more than 500 hours of volunteer service each. The Ponce de Leon Inlet Lighthouse Preservation Association's staff, Board of Trustees, and Advisory Committee hold these volunteers in the highest regard. Their ongoing support of the Association's mission to preserve and disseminate the maritime and social history of this important National Historic Landmark is invaluable and greatly appreciated.

Individuals interested in learning more about volunteer opportunities at the Ponce Inlet Lighthouse should contact Programs Manager Mary Wentzel by phone at (386) 761-1821 ext. 18 or via email at [mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org). Additional information regarding the Ponce Inlet Lighthouse Volunteer Program may also be found online at [www.ponceinlet.org](http://www.ponceinlet.org).

***Thank you all!***

THANK YOU & WISH LIST

Many fine donations of objects for the collection were received during the last quarter. Ever-generous Jacques Noel Jacobsen Jr. and his wife Marion gave a large variety of military medals and insignia, several World War II era photographs, a post-World War I poster offering advice for veterans seeking employment, and a 1930s Coast Guard hat. From Jim Claflin of Kenrick A. Claflin and Son Nautical Antiques we received a donation of photographs related to submarine bell and bell buoy technology; from Julie Davis, a vintage foot stool; from Robert Greenwood a World War II era floodlight; household items from John and Jackie Mann; and Lighthouse docent Tom Hellem provided us with an oil lamp, extra lamp chimneys, and a vintage fan. Thank you all!

Our wish list this quarter includes clothing and personal items dating from 1914-1918 and anything related directly to World War I or to the World War I era. And, as always, we wish for more volunteers.

*WW II era floodlight, gift from Robert Greenwood*



*WW I Victory Medal, donated by Jacques and Marion Jacobsen*



*Vintage fan donated by Tom Hellem*

## CAROL JERSON

### V.I.P Volunteer



Committed to the ongoing preservation and dissemination of the maritime and social history of Ponce de Leon Inlet Lighthouse, the Preservation Association relies heavily on the generosity and dedication of its volunteer corps to provide quality educational programming on site and within the community.

Although the entire volunteer corps contributes collectively towards helping our organization achieve its mission, the Preservation Association honors the "spirit of volunteerism" by acknowledging specific individuals whose contributions towards helping the Association meet its goals far exceed what would normally be expected. This quarter, the Association is proud to recognize Carol Jerson as its Volunteer of the Quarter.

Born and raised in the Auburn, Massachusetts region, Carol was crowned Miss Oktoberfest in a pageant sponsored by the Lions Clubs while attending high school. During her reign as Miss Oktoberfest, Carol participated in Lions Club events within the community which included a fashion show for the visually impaired. The duties assigned to her as Miss Oktoberfest sparked a passion for community service that has lasted throughout her life.

After finishing high school Carol was enrolled at Emerson College in Boston, Massachusetts where she studied speech and communication. As an accomplished member of the college debate team, Carol was selected as the President of the Emerson College Norfolk Prison Debate Team which taught debating skills to inmates at the Massachusetts Correctional Institution - Norfolk.

An academic achiever, Carol remained on the Dean's List throughout her time at Emerson College, was a member of the Gold Key Honor Society, and was listed in Who's Who in American Colleges and Universities. In addition to these academic honors Carol was also awarded a scholarship to study philosophy, fine arts and literature in Finland, Sweden, Denmark and the Soviet Union. Graduating Magna Cum Laude, Carol earned her bachelor's degree in Speech and Communication Studies with a primary focus in business and organizational communication.

Following graduation Carol accepted a position with the Liberty Mutual Insurance Company in Miami, Florida as a

loss prevention representative. Relocating to South Florida, Carol continued to pursue her love of learning as a part-time graduate student, eventually earning a master's in the same field of study as her bachelor's degree.

Following graduate school, Carol relocated to Houston, Texas where she had been offered a job with American General Fire and Casualty as a safety engineer. While living in Texas, Carol met a gentleman named Jack Jerson whom she later married. Offered a temporary job with the Boeing Company in Wichita, Kansas, Mr. and Mrs. Jerson packed up their belongings and moved to their new home not long after the wedding.

Carol became a permanent Boeing employee when her husband Jack transferred to Pennsylvania. In Pennsylvania, Carol worked in the areas of industrial engineering, human resources and in multiple facets of management. Carol also worked as an adjunct instructor position at Widener University where she taught business communications. Carol and Jack's jobs would see them relocate several more times throughout their careers before moving to the west coast. While working for Boeing in California Carol attended and graduated from the Stanford Executive Institute and Pepperdine University-Graziadio School of Management.

Despite a busy schedule that required Carol to juggle a career, raise two children, and meet the normal demands of everyday life, she somehow found the time to volunteer within her community. She served with dedication at the Irvine Animal Care Center (IACC) and the Hoag Hospital Cancer Center. The IACC is where "4 of our 5 boys" were adopted. Carol organized a drive to collect baby items and clothing for military families. Carol remarks, "It was a way to give back to our men and women in uniform while they are away from their families." One of the most memorable of Mrs. Jerson's volunteer experiences was with the Wichita Radio Reading Program. Developed to aid the visually impaired by broadcasting selections from books, magazines, and other written sources of information, Carol thoroughly enjoyed her time with the organization reading the daily newspaper to visually impaired listeners on the radio.

Carol retired from Boeing after being with the company for 25 years. The economic climate at the time prevented the Jerson family from staying in California as retirees so they packed up the family and pets and moved to Ponce Inlet, Florida. Feeling a little melancholy after the cross-country move Carol decided to look for volunteer opportunities within the local area in hopes of meeting new people and making new friends. During a visit to the Ponce Inlet Community Center she saw a brochure for the Ponce Inlet Lighthouse. Impressed with what she saw, Carol filled out a volunteer application, attended a couple of volunteer trainings, and the rest is history.

>> CONTINUED ON NEXT PAGE

## V.I.P Volunteer CONT'D.

"The Lighthouse saved me and I felt at home the minute I volunteered," Carol said. My first volunteer opportunity was at the Artifacts Table. It was a perfect fit for Carol, as she had seen her grandmother use quite a few of the items in the artifact box. Carol participates in the Lighthouse's Puppet Theater activities as well as guided tours for visitors. Carol admits that her proudest moment was when she became the character Nelly the Lighthouse Cat and represented the Lighthouse on the Christmas parade float. In addition to simply enjoying being Nelly the Cat, Carol finds that the role comes with many other benefits as well. "Where else can I dunk the police chief in a barrel of water and not end up in handcuffs!" asks Carol with a smile.

In addition to volunteering at the Lighthouse, Carol is on the Ponce Inlet Archaeological and Historic Board and Accession Committee and is a member of the Garden Club in Ponce Inlet. Carol is also on the Women's Club board



where she reports on civic affairs. We are pleased to have Carol Jerson as our VIP Volunteer of the Quarter at the Ponce Inlet Lighthouse.

## OBJECT OF THE QUARTER

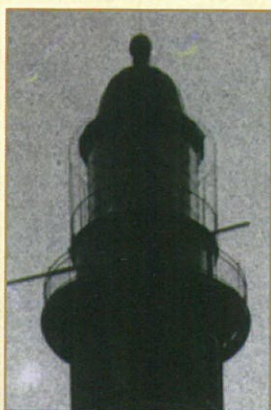
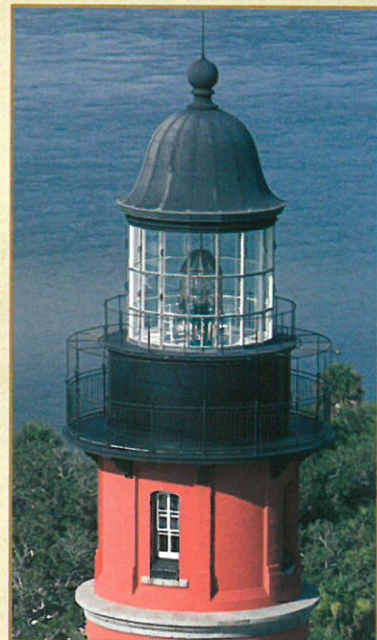
### THE STORM PANE

When this lighthouse was first activated in 1887, the Light-House Establishment provided the keepers with six "storm panes" to be used as emergency replacements if a lantern room window was broken or damaged. Typically, such damage would be caused by storms or by migrating birds becoming confused by the light and colliding with the lantern room glass. Even though a wire "bird net" was installed at the top of the tower, it was typically removed after the twice-yearly migration seasons, and bird collisions could still occur. The keepers kept the storm panes in a cabinet located in the Service Room near the top of the tower. In the accompanying photograph, the Service Room is located just below the main balcony and is illuminated by four windows.

In 1968, the Coast Guard announced that the Ponce de Leon Inlet Lighthouse would be discontinued, and in 1970, the light was finally extinguished. No longer would the Coast Guard have reason to keep up their frequent maintenance visits to the site. Vandals set fire to the nearby Oil Storage Building, and to protect the valuable Fresnel lens at the top of the tower, the Coast Guard removed it and shipped it to New London, Connecticut. For several years, the property stood vacant and many items still remaining in the tower and dwellings were removed.

In 1972, the Ponce Inlet Lighthouse Preservation Association took over the management of the Light Station property for the Town of Ponce Inlet, and began fulfilling its mission to create a world-class museum. The beacon was reactivated by the Coast Guard in 1982. In 2004, the beacon became a private aid to navigation that is still in service today.

In March 2014, the son of a long-time Ponce Inlet resident was preparing to move and discovered the old lighthouse storm pane that had been among his mother's possessions. Realizing that it was something original to the lighthouse, he returned this artifact to the museum. We hope that other artifacts original to the Ponce Inlet Lighthouse are still in the hands of local residents who may have removed them rather than see them damaged or destroyed by vandalism or neglect. We continue to hope that these objects will eventually make their way home. The museum staff is always grateful when these returns are made. It's always amnesty day for artifacts here!



An 1898 photo shows the bird net as well as a balyard used for communicating with coastal vessels via signal flags.



Original upper storm pane, returned to the Lighthouse in March 2014

# THE ST. SIMONS LIGHTHOUSE

In October of 2013, we were contacted by Sherri Jones, the executive director of the Coastal Georgia Historical Society, and Mimi Rogers, the Society's curator. In the midst of working on the restoration of the historic keeper's dwelling for the St. Simons Lighthouse, they requested a meeting with Ponce Inlet Lighthouse executive director Ed Gunn and with Ellen Henry, the Lighthouse curator, to discuss artifacts, exhibits, and historic house restoration.

The purpose of the Coastal Georgia Historical Society is to aid in the administration, restoration, and maintenance of several historic facilities and resources that have been entrusted to their care. These include the A.W. Jones Heritage Center which houses the Society's archives, research library, exhibits, event hall, museum shop, and administrative offices; the Maritime Center, located at the Historic Coast Guard Station; and, of course, the St. Simons Light. Sherri Jones and Mimi Rogers were eager to discuss the progress of their keeper dwelling restoration and to add to their list of ideas about lighthouse museum exhibits. After touring the exhibits at Ponce Inlet, both women left knowing they could count on the museum staff here for any and all assistance as needed.

The first lighthouse at St. Simons was activated in 1810. It was destroyed by the Confederates during the Civil War to prevent the lighthouse from serving as a navigational aid to Union forces.



ST. SIMONS LIGHTHOUSE AND THE RESTORED KEEPER'S DWELLING

A second lighthouse was completed in 1872, and a handsome Victorian-style keepers house was constructed and served as home for lighthouse keepers until the beacon was fully automated and resident keepers were no longer needed. The last resident keeper was David O'Hagan, himself the son of a lighthouse keeper. His father, Thomas Patrick O'Hagan, served as Principal Keeper at the Mosquito (Ponce) Inlet Lighthouse from 1893-1905. David O'Hagan was born at Mosquito Inlet in 1904 and returned years later to serve as relief keeper from 1933-1939. He then transferred to St. Simons where he kept the light until his retirement in the 1950s.



MAINTENANCE EMPLOYEE TOM DiTUSA HELPED SHERRI JONES CLEAN THE ST. SIMONS LIGHTHOUSE'S USLHE OIL CAN DURING HER VISIT TO PONCE INLET.

On April 30, 2014, Sherri Jones returned to Ponce Inlet with several artifacts that had been acquired by the museum for their lighthouse exhibits. These included a Light-House Establishment fuel can and a lighthouse keeper's oilcan drip tray. These brass artifacts were in need of some cleaning and basic conservation. Curator Ellen Henry and Tom DiTusa of the Ponce Inlet Lighthouse maintenance department introduced Sherri to the technique of cleaning dirt and small spots of corrosion from the surface of each object by "blasting" them with finely ground walnut shells. This is actually a very gentle process despite its rather aggressive name. Nut blasting removes very little of the protective surface patina of these objects, but it does help in the removal of harmful corrosion that could continue to spread. Other small deposits on the surface were removed manually, and after a final cleaning the items were ready for exhibit.

The restored keeper dwelling for the St. Simons Lighthouse reopened to the public on May 17, 2014. Congratulations to the staff and volunteers of the Coastal Georgia Historical Society on completing this important restoration! The museum hours are 10 am to 5 pm Monday through Saturday and 1:30 pm - 5 pm on Sunday. The A. W. Jones Heritage Center is located at 610 Beachview Drive, St. Simons Island. The Lighthouse Museum is at 101 12th Street, and the Maritime Center at the Historic Coast Guard Station is at 4201 1st Street, East Beach, St. Simons Island. Begin your visit at the Heritage Center and leave plenty of time to see everything and to climb the 129 steps to the top of the Lighthouse tower. For more information, contact them at 912-638-4666 or visit their website, [saintsimonslighthouse.org](http://saintsimonslighthouse.org).

# 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

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- 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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Please complete the entire form to enroll, or join online at [www.lighthouselocker.org](http://www.lighthouselocker.org).

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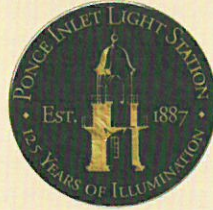
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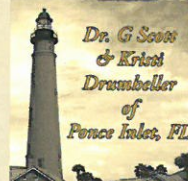
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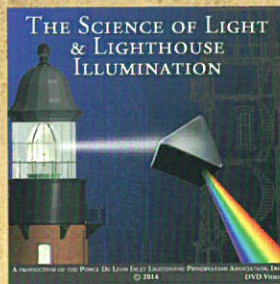
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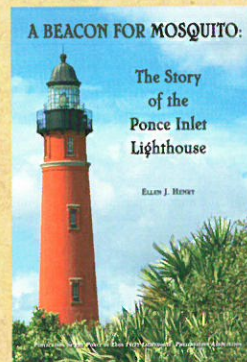
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