



PONCE DE LEON INLET LIGHTHOUSE ILLUMINATIONS

4931 South Peninsula Drive • Ponce Inlet, Florida 32127 • www.ponceinlet.org • www.lighthouselocker.org • (386) 761-1821 • lighthouse@ponceinlet.org

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Dear Members,

I hope this issue of Illuminations finds you happy and well. As many of you know this time of year is always active at the Ponce Inlet Lighthouse as travelers flock to the Daytona Beach area from far and wide in search of sunshine and sparkling beaches.

In addition to its regular daily offerings, the Preservation Association hosts numerous events throughout the year. Be sure to visit us on Saturday, April 18th for Florida Lighthouse Day. Held annually, this important event celebrates Florida's rich maritime and lighthouse history. Onsite activities will include guided tours of the Light Station and numerous family-oriented workshops. A complete listing of events scheduled for April, May, and June can be found in the Calendar of Events.

We are pleased to announce the recent completion of the Association's scheduled tower painting project. Completed by HIS Painting out of Titusville, FL, three applications of venetian red KEIM mineral coating were applied to the tower's exterior brickwork. KEIM silicate paint and coatings are made of water, glass, and inorganic natural mineral pigments that offer unsurpassed beauty and protection that lasts for decades.

Unlike traditional paints or stains, KEIM's Silicate Paints penetrate into the substrate and by chemical reaction create a permanent bond, forming a microporous breathable coating that is highly vapor permeable yet very water resistant. KEIM paints protect against pollution, acid rain, carbonation, mold, and algae without flaking, peeling or blistering. Resistant to UV light, the mineral coating applied to the exterior of the lighthouse will not fade in the harsh Florida sun, thus ensuring that this National Historic Landmark will remain as vibrant in the years to come as it is today. In addition to its superior performance over

traditional paints, KEIM mineral coatings are also environmentally friendly, utilizing 100% sustainable green products in their formulation.

I would like to convey my personal thanks to Tom Tipps, Technical and Key Account Sales Manager at KEIM Mineral Coatings of America, for assisting us in the planning and execution of this important project and for his company's donation of 8 buckets of mineral paint. Applied as a third coat on the tower's exterior, this generous donation will extend the service life of the recently completed project by many years.

It is with a heavy heart that I announce the passing of Bill Merrell on January 7, 2015. A founding member of the Ponce De Leon Inlet Lighthouse Preservation Association, Bill was one of the Town's most active and influential residents. Dedicated to serving the community 2so much,2 Bill wore many hats during his long life including husband, father, Boy Scout leader, church deacon, community volunteer, and Lighthouse Board Member. He will be sorely missed by all who knew him. I invite you to refer to the

Association's tribute to Bill Merrell in this issue of Illuminations to learn about this wonderful man and his many contributions.

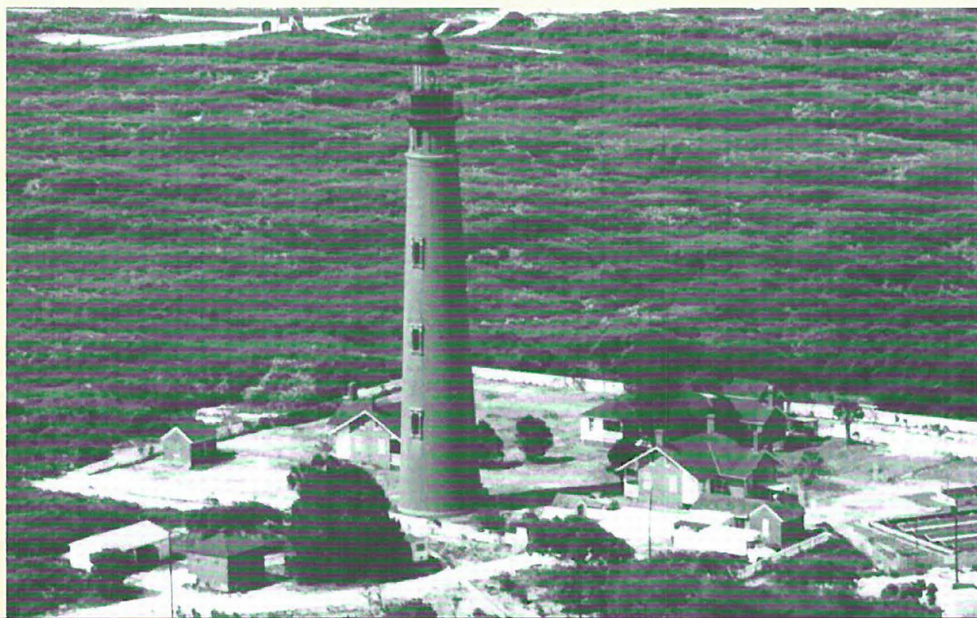
In closing, I would like to take the opportunity to thank the many donors

who have contributed to our Lighthouse Endowment Fund Drive. 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. Those wishing to donate may do so online at www.lighthouselocker.org.

Thank you for your ongoing support and advocacy. Without you, the Preservation Association's accomplishments would not be possible. With warm regards,

Ed Gunnlaugsson

Ed Gunnlaugsson
Executive Director
Ponce Inlet Lighthouse



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THE PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION IS DEDICATED TO THE PRESERVATION AND DISSEMINATION OF THE MARITIME AND SOCIAL HISTORY OF THE PONCE DE LEON INLET LIGHT STATION.

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

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

REGULAR HOURS OF OPERATION

May 25, 2015 – Sept 7, 2015
OPEN DAILY FROM 10:00 AM UNTIL 9:00 PM
(LAST MUSEUM ADMISSION SOLD AT 8:00 PM)

Sept. 8, 2015 – May 25, 2015
OPEN DAILY FROM 10:00 AM UNTIL 6:00 PM
(LAST MUSEUM ADMISSION SOLD AT 5:00 PM)

SPECIAL HOURS OF OPERATION

MEMORIAL DAY WEEKEND
MAY 22-24, 2015 (FRIDAY THROUGH SUNDAY)
LIGHTHOUSE AND MUSEUM OPEN FROM
10:00 AM UNTIL 7:00 PM
(LAST MUSEUM ADMISSION SOLD AT 6:00 PM)

SPRING 2015 TOWER CLOSURES

JUNE 2, 2015 (TUESDAY)
TOWER CLOSED FROM 7:00 PM UNTIL 9:00 PM
MUSEUM AND GIFT SHOP OPEN UNTIL 9:00 PM
(LAST MUSEUM ADMISSION SOLD AT 8:00 PM)

SPRING 2015 PRESERVATION ASSOCIATION MEETING CALENDAR

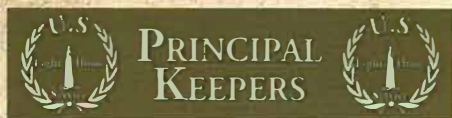
APRIL 20, 2015 (MONDAY) 7:00PM
BOARD OF TRUSTEES AND QUARTERLY MEMBERSHIP MEETING
OPEN TO GENERAL MEMBERSHIP

MAY 18, 2015 (MONDAY)
BOARD OF TRUSTEES MEETING
CLOSED TO GENERAL PUBLIC AND MEMBERSHIP

JUNE 15, 2015 (MONDAY)
BOARD OF TRUSTEES MEETING
CLOSED TO GENERAL PUBLIC AND MEMBERSHIP

ALL MEETINGS ARE HELD IN THE GIFT SHOP CONFERENCE ROOM.





Battelle Memorial Institute

Henry Pate
Ponce Inlet, FL

Brochure Displays, Inc.

Terry McDonough
Daytona Beach, FL

Tom & Peggy Ellwood

Ponce Inlet, FL
(Endowment Fund Donor)

Inlet Harbor, Inc.

Dick Neland
Ponce Inlet, FL

James Morris

Port Orange, FL

Brian Layman Wealth Management of Raymond James & Associates

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The Connection

Harvey & Connie Bach
Ponce Inlet, FL

Pilot Club of the Halifax Area

Ormond Beach, FL

Spanos Motors

Kelsey Olson
Daytona Beach, FL

Racing's North Turn

Walt & Rhonda Glasnak
Ponce Inlet, FL
(Endowment Fund Donor)

Rue, Ziffra & Caldwell

Port Orange, FL

Kristine & John F. Bradley

South Orange, NJ

Thomas Bush

Port Orange, FL
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Ponce Inlet, FL
(Endowment Fund Donor)

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Ponce Inlet, FL

L. Keith Casagrande

Daytona Beach Shores, FL

Halifax Humane Society

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Dorothy Hukill

Port Orange, FL

Marsha Lewis

Daytona Beach, FL

Dr. G. Scott & Kristi Drumheller

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Dermert Brands

Ellen & Rocky Pagliarulo
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Ponce Inlet, FL

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New Hudson, MI

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Frederick & Shirley Eckersen
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Holly Hill, FL

Ted & Suzi Hahn
Rossford, OH

Michael & Sheila Harvey
Andover, MA

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Ponce Inlet, FL

Jacquelyn & Alan Law
Oak Lawn, IL

Tami Lewis
Ponce Inlet, FL

Donna Lough
Depew, NY

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Ponce Inlet, FL

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Ormond Beach, FL

Kenneth & Sue Marshall
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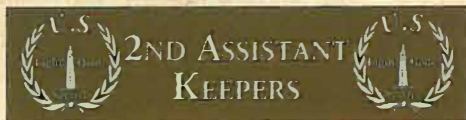
Ernest C. & Margaret Rieth
Ponce Inlet, FL

Robert & Margie Riggio
Ponce Inlet, FL

James & Melissa Taylor
Ponce Inlet, FL

Robert & Mary Ruth Trump
Plymouth, IN

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Harrisburg, PA

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Port Orange, FL

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Wilbur by the Sea, FL

Therese & Jay Crumley
Lake Zurich, IL

Carolyn Day
Ponce Inlet, FL

Boondocks Restaurant
Arlene Davis
Wilbur by the Sea, FL

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JoAnn & John Doyle
Ponce Inlet, FL

Ronald Ecker
Satellite Beach, FL

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Joseph Semas
Ponce Inlet, FL

Bob & Jan Shaw
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Tiverton, RI

Robert & Mary Ann Shrum
Gahanna, OH

Daniel & Melanie Smith
Dahlonega, GA

Robert G. & Marsha H. Smith
Tuscon, AZ

Robert L. Smith
Vero Beach, FL

Sharon E. Smyth
Daytona Beach Shores, FL

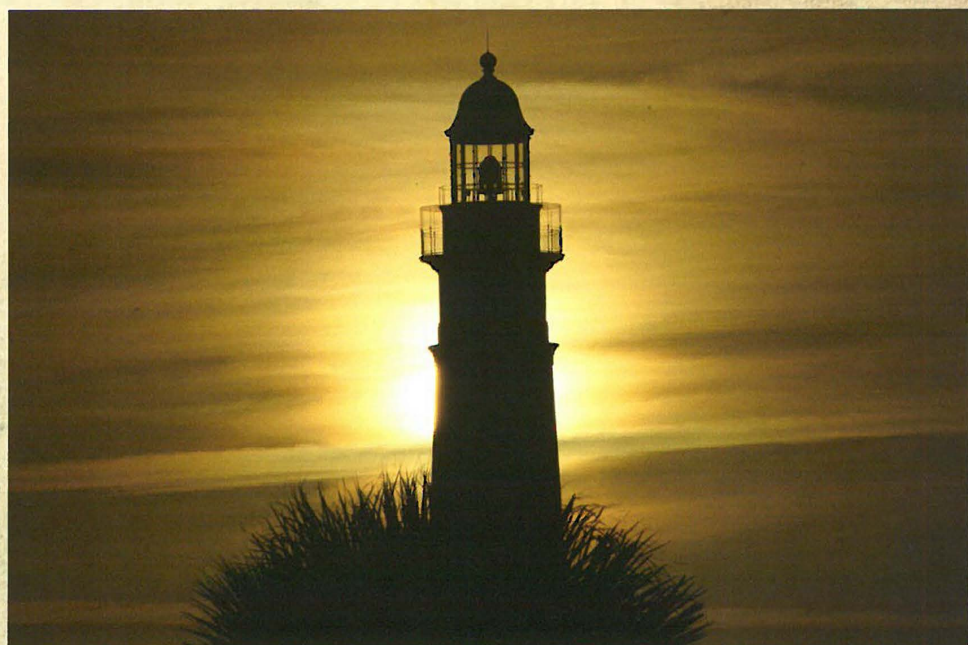
Earl Stutzman-Miller
Port Orange, FL

John Wanat
Brooksville, FL

Lt. Col. William & Sandra Wester
Ponce Inlet, FL

Kathy Wilson
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Leesville, SC



APRIL 11, 2015 (SATURDAY) 1:00PM TO 3:00PM GIRL SCOUT FUN PATCH DAY
 Calling all Girl Scouts! Come and enjoy the lighthouse and museum while working on the requirements for an official Girl Scout Coast Guard Patch. Developed by the Ponce Inlet Lighthouse, Girl Scouts of Citrus Council, and the US Coast Guard, this fun and exciting event is limited to forty participants. Individuals wishing to sign up for this unique event may do so on the Girl Scouts of Citrus Council website at www.citrus-gs.org Please visit us online at www.ponceinlet.org for more information regarding this and other scheduled activities.

APRIL 18, 2015 (SATURDAY) 10:00 AM TO 2:00 PM FLORIDA LIGHTHOUSE DAY
 Help us celebrate Florida's surviving historic lighthouses on April 18th from 10:00 am until 2:00 pm. Enjoy family-oriented activities, live demonstrations, and kids crafts. Test your knowledge about Florida's many lighthouses by taking the Florida Lighthouse Challenge. Climb to the top of the Lighthouse and visit our historic keeper dwellings. Learn about the Cape Canaveral first order Fresnel lens and talk with the "Old Lighthouse Keeper". All activities are included with the price of regular admission. No advance reservations required.

MAY 7, 2015 (THURSDAY) 10:00 AM TO 2:00 PM SPRING HOMESCHOOL DAY
 Join us for our Spring Homeschoolers Event. This event has is open to homeschoolers from around the state. Enjoy a day of history, science, and fun. Special admission prices and advanced reservations are required. Limited to only seventy-five participants on a first come first served basis, individuals wishing to register online at www.lighthouselocker.org may do so starting at 1:00 pm on April 7, 2015.

MAY 16, 2015 (SATURDAY) 10:00 AM TO 2:00 PM INTERNATIONAL MUSEUM DAY
 The Ponce Inlet Lighthouse is proud to be a part of the International Museum community. "Museums are the story-tellers of a community's cultural heritage and collective memory." Join us May 16th for family-oriented activities and interactive workshops developed by lighthouse staff and volunteers. All activities are included with regular admission, no advance reservation required.

JUNE 14, 2015 (SUNDAY) 10:00 AM - 2:00 PM..... FLAG DAY
 Join us at the Lighthouse for family-oriented activities and workshops in celebration of Flag Day! Explore the historic Ponce De Leon Inlet Light Station and climb to the top of Florida's tallest lighthouse! Learn how ships communicated with each other and with people on shore using Semaphore flags and watch as the kids make their very own lighthouse pennant. All activities are included with regular admission, no advance reservation required.

CLIMB TO THE MOON SCHEDULE

CLIMB TO THE MOON

<p>April 4, 2015 Saturday 7:00pm - 8:30pm</p>	<p>May 3, 2015 Sunday 7:00pm - 8:30pm</p>	<p>June 2, 2015 Tuesday 7:30 pm - 9:00 pm</p>
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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 the 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 III

Lighthouses of the Gilded Age and Progressive Era (1878 – 1913)

What is a National Historic Landmark? In 1935, the 60th 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 objects 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

Although many might assume that the care and preservation of National Historic Landmarks would fall to federal or state agencies like the National Park Service or Department of Natural Resources, nearly half of the country's 2,500+ National Historic Landmarks are managed by private not-for-profit organizations.

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 lighthouses 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 survived to this day,

455 have been placed on the National Register of Historic Places. Of these 455, only 12 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. 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 on 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 north of Boston; the Navesink Twin Lights near the entrance to New York Harbor; Minnesota's Split Rock Lighthouse; the Montauk Point Lighthouse at the northeastern tip of Long Island; and the Statue of Liberty which was listed as an active aid to navigation over the Light-House Board's objections from 1886 until 1889.

The Southeast Block Island Lighthouse: An Architectural Delight



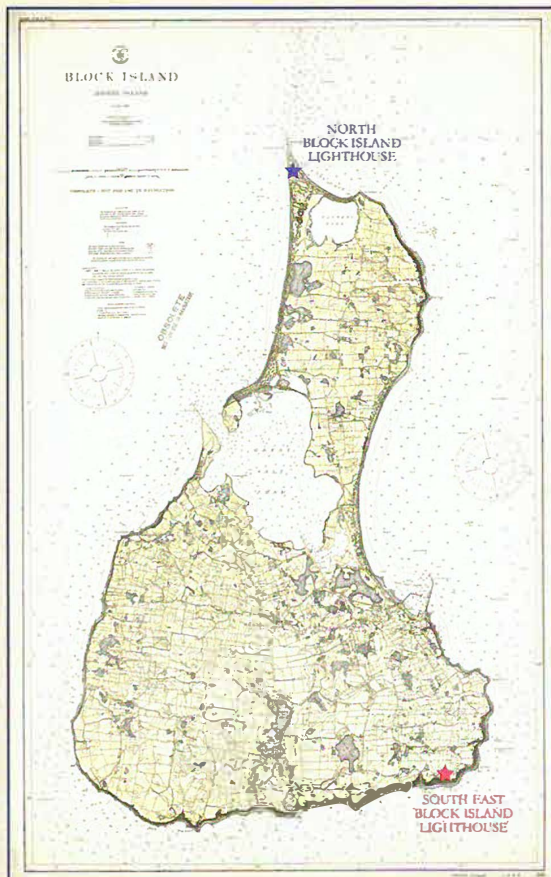
“Borrowing heavily from both the Victorian and Gothic architectural styles, the South East Block Island Lighthouse is an exquisite juxtaposition of function and style.”

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

Situated approximately 16 miles from the coast of Rhode Island, Block Island marks the entrance to Block Island Sound 14 miles to the northeast of Montauk Point and 38 miles to the southwest of the island of Martha's Vineyard. Originally discovered by Giovanni da Verrazzano in 1524, the island was given its current name in 1614, when it was charted by the Dutch explorer Adrian Block. Originally part of the Massachusetts Bay Colony, Block Island was annexed by Rhode Island in 1672.

Surrounded by unseen sandbars, rocky ledges, and other navigational hazards, Block Island was commonly referred to as the "Stumbling Block of the New England Coast." Shipwrecks were common as mariners, unfamiliar with the island's waters, ran their ships aground on the treacherous shoals. Between 1800 and 1820, 34 schooners, 15 sloops, eight brigs, and two larger vessels were lost along this dangerous shore. In an effort to mitigate the frequency of shipwrecks, the US Light House Establishment completed construction of the island's first lighthouse in 1829.



"The treacherous waters around Block Island off the Rhode Island coast were marked by the North Block Island Lighthouse at Sandy Point and the South East Block Island Lighthouse atop the 150 foot tall Mohegan Bluffs."

Located on the northern tip of Block Island at Sandy Point, the newly erected lighthouse consisted of a keeper's dwelling with two octagonal towers attached to either end of the structure. Illuminated by twin Winslow Lewis lighting apparatuses utilizing seven oil lamps with 15 inch reflectors, the beacon exhibited by the Block Island Lighthouse was a fixed white light with a focal plane of 58 feet above sea level that was visible from up to 13 miles away.

Poorly constructed atop soft sand, the 1829 lighthouse proved highly susceptible to shore erosion which eventually led to its collapse in 1837. A replacement light was soon completed further inland. Constructed of granite, the new lighthouse featured the same two-tower design utilized in the earlier structure which lay in ruin not too far away. Activated in 1837, the second Block Island Lighthouse exhibited a fixed white light 22 feet above sea level produced by twin seven-lamp Winslow Lewis lighting apparatuses. Lieutenant George M. Bache's 1838 inspection report praised the construction of the new Block Island North Lighthouse stating, "the walls are of granite, well laid in cement; and justice appears to have been done it throughout by the contractor."

Oddly enough, the frequency of shipwrecks increased in the years following the new tower's completion. An inquiry into the unexpected rise in maritime accidents led investigators to determine that the lighthouse had been built too far inland, resulting in ships coming too close to the underwater hazards the beacon was designed to protect them from.

Although great effort had been expended in establishing a beacon at the north end of the island, the need for an additional lighthouse to assist mariners navigating the equally hazardous passage between Montauk Point and Block Island remained unresolved. In 1856, Congress approved the US Light-House Establishment's request to establish a light at the southern end of the island. Earmarking \$9,000 for the project, construction of the light station was scheduled to commence later in the year.

Although the need for the new lighthouse had not diminished, the Light-House Board was forced to put its plans to build the new beacon on hold after engineers predicted the imminent collapse of the 1837 north

>> CONTINUED ON NEXT PAGE

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

tower due to beach erosion. Completed in 1857, the third lighthouse to occupy Sandy Point consisted of a 45 foot tall, single white brick tower with attached keeper's dwelling. Housing a fourth order Fresnel lens, the third reincarnation of the north Block Island Lighthouse exhibited a fixed white light 60 feet above sea level.

Although built further inland in an effort to mitigate the threat of erosion, it soon became clear that the third tower would not stand the test of time. Within 10 years, it too was in danger of collapse. Razed to the ground, rubble from the 1857 lighthouse was used to construct a breakwater for its replacement. Illuminated for the first time on September 15, 1867, the fourth (and final) lighthouse at Sandy Point consisted of a granite keeper's dwelling with attached tower housing a fourth order Fresnel lens which emitted a fixed white light 58 feet above sea level. The lighthouse remains standing to this day.

With the issue of the endangered beacon at Sandy Point resolved, the Light-House Board turned its attention to the new South East Block Island Lighthouse. Constructed by M.S. and J.H. Tynan atop the 150 foot tall Mohegan Bluffs, the newly completed \$79,500 light station consisted of a red brick tower and attached keeper's duplex built upon a granite foundation, a steam-powered fog signal building, an oil storage building, an outhouse, and assorted storage structures.

Unlike earlier tower designs that focused primarily on functionality, the South East Block Island Lighthouse was an exquisite marriage of both function and form with an overall architectural design borrowing greatly from both the Victorian and Gothic styles. The diameter of the 52 foot tall tower tapered from 25 feet at its base to 15 feet at the lantern deck. A cast-iron spiral staircase inside led to an unusually tall 15 foot cast-iron lantern room with 16 sides rather than the traditional eight or 10. Although relatively short, the overall focal plane of tower was 204 feet above sea level thanks to its lofty perch.

Lit for the first time on February 1, 1875, the heart of the lighthouse consisted of a massive \$10,000 custom built Barbier and Fenestre fixed first order Fresnel lens that was large enough for several people to stand in simultaneously. Illumination for the optic was produced by a first order four-concentric wick lamp that consumed approximately 900 gallons of whale oil annually. In 1880, the light source

was updated with the installation of a single first order kerosene oil vapor (IOV) lamp.

Often mistaken by ship captains as a mast light from another ship or the fixed light at Montauk Point on the north end of Long Island, the American Association of Masters, Mates and Pilots petitioned the Light-House Board to change the beacon's nighttime characteristic from fixed to flashing in 1929. To achieve this, the original fixed Fresnel lens was removed and a new rotating first order Fresnel lens composed of eight panels cannibalized from other lenses was installed. When completed, the new beacon characteristic was posted in the Department of Commerce's Light List as a green light that flashed every 3.7 seconds.

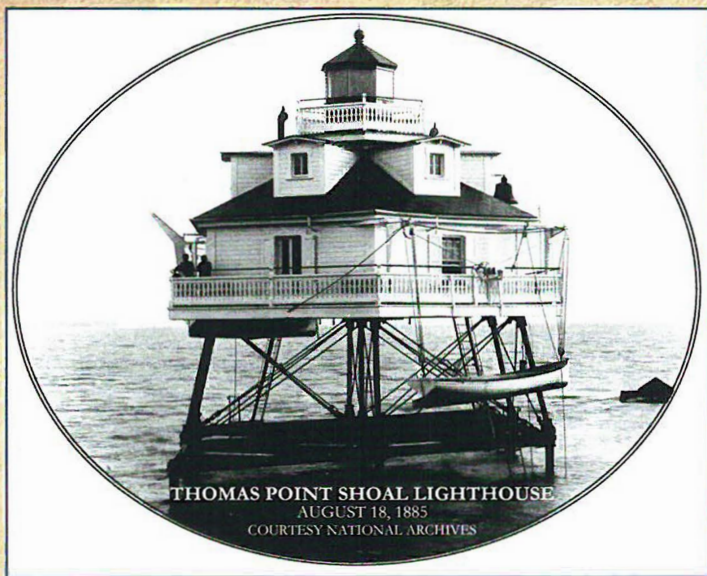
Originally constructed 300 feet from the lip of the bluff, storm and wave action continually ate away at the cliff face, narrowing the margin between lighthouse and the dangerous precipice year after year. By 1990, only 55 feet separated the tower from the crumbling edge. Concerned that the light station would eventually fall into the sea, a group of local residents formed the Block Island Southeast Lighthouse Foundation to raise the necessary funds to move the structure 300 feet farther inland. An Act of Congress deeded the light station to the Foundation and approved \$1,000,000 in matching funds to help complete the move.

The lighthouse was relocated by the International Chimney Company in 1993, following the removal of the 1929 first order lens. A replacement rotating first order Fresnel lens which had originally been housed in the Cape Lookout Lighthouse was installed. Continuing to serve as an active aid to navigation since its relighting on August 24, 1994, the South East Block Island Light Station was designated a National Historic Landmark in September, 1997.

Thomas Point Shoal Lighthouse: A Beacon on Stilts

Perhaps the most recognized light in Maryland, the Thomas Point Shoal Lighthouse is located a few miles south of the US Naval Academy. Marking the entrance to the South River the Thomas Point Shoal Lighthouse is the only hexagonal screw-pile light still occupying its original location on the Chesapeake Bay. (The other three constructed have been restored and moved to museums.)

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



THOMAS POINT SHOAL LIGHTHOUSE
AUGUST 18, 1885
COURTESY NATIONAL ARCHIVES

"Commissioned on November 20, 1875, the newly erected Thomas Point Shoal Lighthouse exhibited a flashing white beacon produced by a rotating fourth order Fresnel lens at a focal plane of 43 feet."

A light marking the entrance of the South River dates back to 1825, when Congress appropriated \$6,500 for the construction of light station comprised of a 30 foot tall tower and a small keeper's dwelling. Constructed by noted lighthouse builders John Donahoo and Simon Freeze in less than a year, the little light station sat on seven acres of land approximately 100 feet from the edge of the Chesapeake Bay.

Housing an Argand style lighting apparatus, the little granite lighthouse had been in operation for less than 13 years when erosion took its inevitable toll, reducing the distance between the base of the tower and the shoreline from 100 to less than 15 feet. In 1840, Winslow Lewis agreed to move the tower inland and add three feet to the height. In 1855 a fifth order Fresnel lens was installed.

By 1872 it was recognized that the 45 foot tower was inadequate, and plans for a screw-pile lighthouse were drawn which could increase the both the visibility and viability of the light.

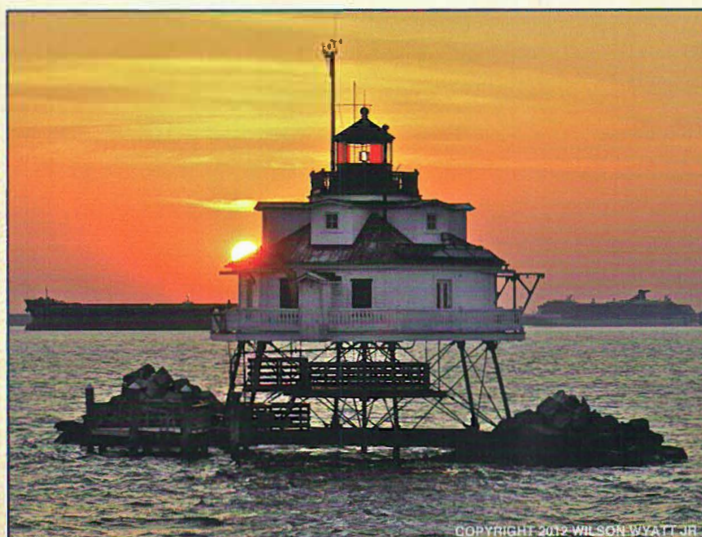
A screw-pile lighthouse is one which may be constructed in water or on land. The foundation supports consist of 5 or more cast iron piles which are screwed into the sand or mud resting at the bottom of a river, bay, sound, or off-shore location and secured to each other using iron

cross members not unlike the braces used in scaffolding. Without the use of steam power, early screw-pile supports were turned by a capstan worked by men or animals. A platform affixed to the top of the screw piles served as the foundation for everything built above it including both the keeper quarters and the tower itself.

Typical screw-pile lighthouses took the form of either cottage topped with a cupola-style lantern room, or as an iron-lattice structure in which a central tube containing a spiral staircase provided access to the lantern room housing the lens. Frequently constructed in locations where the geography proved ill-suited for traditional brick or stone towers, screw-pile lighthouses were inexpensive, simple to build, easy to relocate, and relatively unaffected by wind and wave when compared to their masonry cousins.

The architectural design of the Thomas Point Lighthouse is that of a typical one-and-a-half story hexagonal shaped cottage with attached cupola-style lantern room mounted to tubular steel piles. Commissioned on November 20, 1875, the newly erected lighthouse exhibited a flashing white beacon produced by a rotating fourth order Fresnel lens at a focal plane of 43 feet.

Even with the increased strength of the supporting legs, winter ice flows still posed a problem for the steel tube supports. In the late 1800's, a cast iron ice breaker was



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"The only hexagonal screw-pile lighthouses in its original location on the Chesapeake Bay, the Thomas Point Shoals Lighthouse was designated a National Historic Landmark in 1999."

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

constructed about 100 feet from the light. Clusters of pilings and piles of rip rap stone were also used to support and protect the structure. The last beacon on Chesapeake Bay to be fully automated, the Thomas Point Lighthouse remained a manned station until 1986. The United States Coast Guard continues to maintain the light itself with assistance from Anne Arundel County, the Annapolis Maritime Museum, and the Chesapeake Chapter of the US Lighthouse Society.

Lady Liberty: America's Most Unique National Historic Landmark Lighthouse



"Give me your tired, your poor,

Your huddled masses yearning to breathe free,

The wretched refuse of your teeming shore.

Send these, the homeless, tempest-tost to me,

I lift my lamp beside the golden door!"

An excerpt from the famous sonnet by the nineteenth century poet Emma Lazarus, the entirety of the poem *The New Colossus* can be found engraved on a brass plaque mounted inside the pedestal of the Statue of Liberty.

Standing atop an 89 foot tall masonry pedestal designed by architect Richard Morris Hunt, the 151 foot Statue of Liberty is a bronze representation of Liberas, the Roman goddess of freedom. Dressed in flowing robes and wearing a crown from which seven rays of light shine forth, Lady Liberty looks out over New York Harbor with an air of benevolence. Clutching a stone tablet inscribed with the date of the nation's birth in her left hand while raising a torch of enlightenment with her right, the Statue of Liberty has become an iconic symbol of the United States and the personification of hope, opportunity, and freedom for millions of immigrants arriving at the nation's shores.

Commissioned to celebrate the centennial anniversary of the founding of the United States of America, the Statue of Liberty (originally named *La Liberte Eclairant le Monde*, or *Liberty Enlightening the World*) was conceived by French sculptor Frederic Auguste Bartholdi. Designing the statue was no easy task. Larger than the Colossus of Rhodes (the 98 foot statue of the Helios that once guarded the entrance to the Greek city of Rhodes and the sixth wonder of the ancient world), casting the statue in bronze was out of the question. Instead, Bartholdi adopted a system of formed copper plates that would bolt together to create the outer skin of the massive sculpture.

Lacking a formal engineering background, Bartholdi enlisted the help of his friend and accomplished architect Eugene Viollet-le-Duc to assist with the statue's overall construction. As chief engineer, Viollet-le-Duc addressed the problem of how to make the statue structurally sound by designing an internal brick pier to which hand-formed riveted copper plates comprising the skin of Lady Liberty would be attached. This plan changed, however, following Viollet-le-Duc's untimely death in 1879.

In 1880, Bartholdi obtained the services of architect and civil engineer Gustave Eiffel who would later construct the iconic Eiffel Tower for the 1889 Universal Exposition. Abandoning the brick pier concept, Eiffel redesigned the statue's support system utilizing cast iron girders to form an internal truss tower that would provide both structural strength and flexibility. Eiffel's innovative design made the Statue of Liberty one of the earliest examples of curtain wall construction, in which the exterior of the structure is non-load bearing, gaining its strength instead from an interior framework of wood or iron.

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

Completed early in 1884 at a cost of \$250,000 La Liberté Eclairant le Monde was gifted to the United States by the people of France on July 4, 1884. Disassembled and packed in crates for its journey to the "New World," the statue arrived in New York Harbor on June 17, 1885, with great fanfare.

Constructed on Bedloe's Island within the outer walls of Fort Wood, a decommissioned army base built in the shape of an eleven-point star, the pedestal designed by architect Richard Morris Hunt stood 89 feet high. Featuring 20 foot thick granite faced concrete walls, the truncated pyramidal pedestal measured 62 feet square at its base and 39 feet square at the top. Aligned so that the completed statue would face southeast towards the entrance to New York Harbor, the massive pedestal was finally completed in April 1886. The reassembly of the colossal statue began almost immediately. Costing nearly \$250,000 to build, the finished pedestal was financed in its entirety through private donations of American citizens who generally contributed less than \$1 each.

Dedicated on October 28, 1886, the Statue of Liberty was welcomed by the citizens of New York with the city's first ticker tape parade. Following Fifth Avenue and Broadway to Battery Park, the procession continued by boat to Bedloe's Island where President Grover Cleveland ended the dedication ceremony by stating to the assembled crowd of dignitaries:

"We are not here today to bow before the representation of a fierce warlike god, filled with wrath and vengeance, but we joyously contemplate instead our own deity keeping watch and ward before the open gates of America and greater than all that have been celebrated in ancient song. Instead of grasping in her hand thunderbolts of terror and of death, she holds aloft the light which illumines the way to man's enfranchisement. We will not forget that Liberty has here made her home, nor shall her chosen altar be neglected. Willing votaries will constantly keep alive its fires and these shall gleam upon the shores of our sister Republic thence, and joined with answering rays a stream of light shall pierce the darkness of ignorance and man's oppression, until Liberty enlightens the world."

When the torch held aloft by the Statue of Liberty was lit for the first time at the end of that historic day, it was done

so by American Electrical Manufacturing Company which had donated the dynamo (an early version of the electrical generator) and lighting equipment used to illuminate the statue. Although initially successful in turning on the lights, the results were far from breath-taking, resulting in several months of experimentation and additional work to the structure's electrical systems. As this work commenced, questions arose regarding which agency should assume responsibility for the monument's care and ongoing operation.



"Still a decade away from completion, the Statue of Liberty's hand holding the torch was displayed at the United States' Centennial Celebration in Philadelphia to drum up donations."

Exactly who would be responsible for maintaining the newly dedicated statue was clarified on November 11, 1886, when President Grover Cleveland ordered that "the Statue of Liberty Enlightening the World be at once placed under the care of the Light-House Establishment, and that henceforth it be maintained by the Light-House Board as a beacon, under the regulations pertaining to such beacon." In accordance with this order, the immense copper clad sculpture became the nation's first electrically powered lighthouse on November 22, 1886.

Having never been clearly addressed by Frederic Bartholdi, developing a means of properly illuminating the exterior of the Statue of Liberty and transforming her torch into an effective beacon became the responsibility of the Third Lighthouse District's engineers and the light station's resident keepers. Although numerous attempts were made to improve the visibility of the statue at night including the installation of arc lamps, light fixtures, and external flood lights, all met with limited success. Engineers even

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

tried cutting out holes in the torch's flame and replacing portions of its copper skin with glass to make it brighter. In spite of their efforts, the statue remained practically invisible to the naked eye at night.

Although directed to operate the statue as a beacon by Grover Cleveland, the Light-House Board never embraced the idea of transforming the Statue of Liberty into a lighthouse. Located too far inland to serve as a viable navigational aid for ships entering the harbor, the Light-House Establishment's belief that the statue was ill-suited as a lighthouse was reinforced even further when it was forced to pay the monument's \$10,000 annual maintenance costs out of its own limited coffers.

The opinion of the Light-House Board regarding the statue's future as a lighthouse was clearly stated in a committee report dated February 5, 1895. "So far as maintaining the Statue of Liberty is concerned as an aid to navigation...it is of no importance whatever." The committee then recommended that "necessary action be taken to obtain congressional sanction to extinguish the beacon entirely so as to eliminate this large item of expense from the Light-House Establishment.

Having proved itself useless as a lighthouse, the Statue of Liberty was ordered by President Theodore Roosevelt to be transferred to the War Department in 1901. In 1924, President Calvin Coolidge used his authority under the Antiquities Act to declare Lady Liberty a National Historic Landmark. Remaining under military jurisdiction until the 1930s, the Statue of Liberty was transferred to the National Park Service in 1933. The statue was fully restored in 1986.



"No longer listed as an active aid to navigation, the Statue of Liberty stands proudly over New York Harbor in 1932."

Big Red: The Ponce De Leon Inlet Lighthouse



"Possessing all of its original structures, the Ponce De Leon Inlet Light Station is considered the largest, most complete, and best preserved lighthouse facility in country."

(Authors note: For the sake of clarity, the 1835 lighthouse is referred to as the Mosquito Inlet Lighthouse in this article. Although the name of the inlet was not changed until 1927, the tower built between 1884 and 1887 is referred to as the Ponce De Leon Inlet Lighthouse.)

Designed by the often ill-regarded nineteenth century lighthouse builder Winslow Lewis, the first light station constructed at Mosquito Inlet on Florida's east coast was completed in February 1835. Built atop a 12 foot sand dune on the south side of the inlet, the 45 foot tall white brick tower featured a black lantern room housing a 15-lamp Winslow Lewis Lighting Apparatus.

Shortly after its completion a local Florida pioneer with strong political connections named William H. Williams was selected as the lighthouse's first principal keeper. Moving in with his family and servants in April, 1835, Keeper Williams immediately found issue with the quality of the light station's construction which he conveyed to his immediate supervisor John Rodman, Collector of Customs and Superintendent of Lighthouses in St. Augustine FL:

"I am again under the necessity of complaining to you of the miserable state under which I labor as the Keeper of the Lighthouse at Mosquito Inlet.

- The well attached to the dwelling is now so dry that a boy has been obliged this day to go down and dig a hole in the middle to obtain water and that not sufficient or fit for use.

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

- The kitchen is attached to the sitting rooms of the House- the chimney thereof smoked to that degree as to render it almost impossible to cook in it and there being a door from it to the sitting room, the smoke has made the walls and ceiling quite black and at times it is impossible for anyone to sit in this room on account of the smoke.
- The necessity of a piazza in this climate and particularly in this exposed situation is obvious and indispensable.
- Shutters or blinds to the windows are also indispensable requisites in case of gales which are particular to this place."

Rodman and Williams were preparing to correct these discrepancies when the area was struck by a violent hurricane that ravaged the inlet from October 21st through the 28th, 1835.

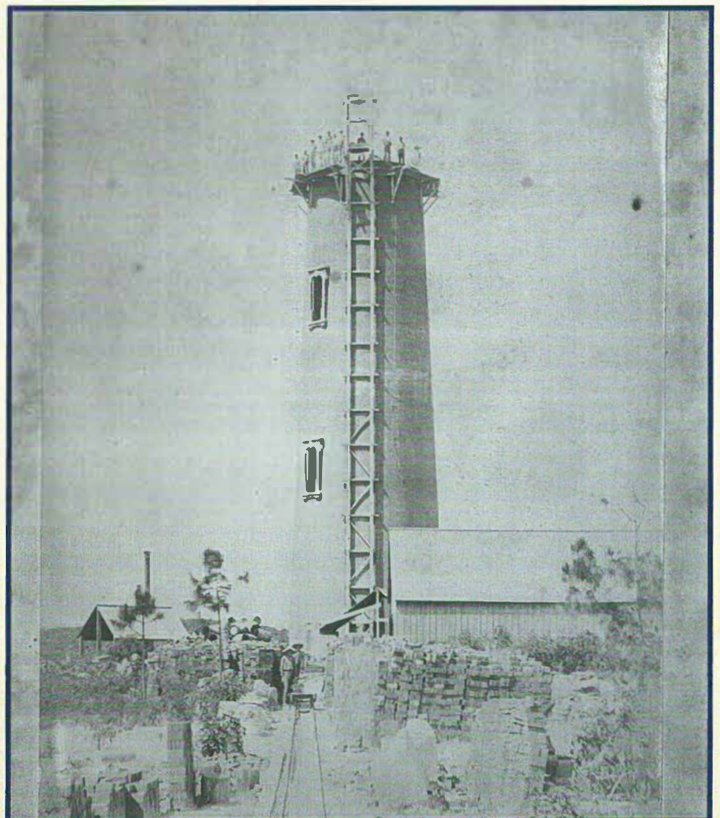
Serving on a grand jury in St. Augustine at the time, Williams soon learned of the storm's impact on Mosquito Inlet. Upon returning, he found the light station in a state of near devastation. In a letter penned on November 4, 1835, Williams informed Rodman "I returned to Mosquito and found myself a beggar having lost everything in the house, my wife and children narrowly escaping with their lives. Where the house stood is now a beach, the tide flowing over the spot where it formally was. The Lighthouse is standing but in a very perilous way and it is more than probable that it will fall by the first high tide or N.E. wind."

Having lost not only his home but all his worldly possessions, Williams moved his family to St. Augustine 45 miles to the north. Despite the distance, Williams retained his position as the keeper of the Mosquito Inlet Lighthouse and continued to pursue approval for emergency repairs until the outbreak of the Second Seminole War.

Standing at a precarious angle atop its eroded sand dune, the Mosquito Inlet Lighthouse suffered further damage when a band of Seminoles led by the war chief Coacoochie (or Wildcat) smashed the lantern room's windows and attempted to set it alight on December 25, 1835. Although unsuccessful in their attempt to set fire to the lighthouse, Seminole activity throughout the region prevented the

necessary repairs from taking place. Additional storms in the winter of 1836 undermined the tower even more, leading to its collapse on April 23, 1886. Having never received the lamp oil for its lanterns, the first beacon at Mosquito Inlet perished without ever being lit.

Approved in 1883, the second lighthouse at Mosquito Inlet dwarfed its predecessor by 130 feet. Erected between 1884 and 1887 on the inlet's north shore, the Ponce De Leon Inlet Lighthouse stood 175 feet tall. The completed light station consisted of the tower, a large oil storage building, three keeper residences, and three woodsheds with attached privies. A boathouse and dock were added in later years to facilitate the delivery of supplies and maintenance of the inlet's minor aids to navigation. Described in 1928 by Lighthouse Service Inspector Thomas H. Gregg as "the best proportioned and most beautiful tower in the District" the Ponce De Leon Inlet Lighthouse was one of the last "brick giants" to be built in the United States. The engineering genius, skill, and distinctive design that went into its construction also made it one the nation's finest first-order coastal lights.



"Requiring more than 1.5 million bricks to complete, the Ponce De Leon (then Mosquito) Inlet Lighthouse was first lit on November 1, 1887."

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

The methods used in building the Ponce Inlet Lighthouse were unique, especially the use of an innovative, adjustable, and moveable working platform designed by construction superintendent Herbert Bamber. Individual bricks were left out of the exterior of the tower wall every ten feet vertically and horizontally so that supports for the platform could be set into the holes. Far more efficient than standard scaffolding, this technique was first used at Ponce Inlet and later adopted as a standard practice in the building of all future brick masonry towers.

Constructed of red brick shipped from Baltimore, the Ponce De Leon Inlet Light Station's tower is the second tallest masonry lighthouse ever built in the United States. Intended to mark the entrance to the hazardous waterway for which it is named and to serve as a navigational beacon for ships plying the waters off the Florida coast, the Ponce De Leon Inlet Lighthouse is located 50 miles south of the light in St. Augustine and 41 miles north of the beacon at Cape Canaveral.

Originally intended to house an enormous hyper-radiant first order Fresnel lens, builders soon discovered that the tower's lantern room was too small for the massive optic and smaller fixed first order Fresnel lens manufactured by Barbier and Feneestre was installed in its stead. Illuminated by a five-concentric wick kerosene lamp, the beacon exhibited a fixed white light 164 feet above sea level that was visible from more than 18 miles out to sea.

Although in continuous operation for more than 40 years, identification of the beacon became increasingly difficult as Daytona grew into a major tourist destination. Where pristine uninhabited sand dunes had existed at the time of the lighthouse's construction, brightly lit multi-level hotels now stood. Illuminated by thousands of electric lights, the glow of these beachside resorts made identification of the Ponce Inlet beacon exceedingly difficult for mariners. Recognizing the need for a flashing light at Ponce Inlet, the Lighthouse Service replaced the tower's original fixed first order Fresnel lens with a rotating third order Fresnel lens illuminated with a 500-watt electric lamp in 1933.

Decommissioned in 1970 following the establishment of a new pole mounted beacon on the south side of the inlet, the US Coast Guard removed the lens from the top of the tower to protect it from vandals. Declared surplus



"Described in 1928 by Lighthouse Service Inspector Thomas H. Gregg as "the best proportioned and most beautiful tower in the District", the Ponce De Leon Inlet Lighthouse was one of the last "brick giants" to be built in the United States."

property by the federal government, the light station was acquired by the Town of Ponce Inlet on July 1, 1972 with the understanding that a not-for-profit organization would be formed to restore and operate the site. Incorporated on July 22, 1972, the Ponce De Leon Inlet Lighthouse Preservation Association has managed the historic light station for the past 43 years.

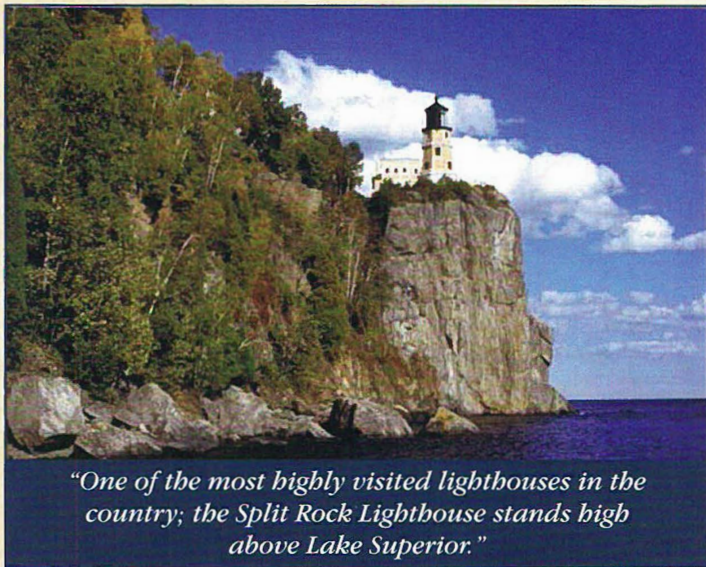
Returned to the Ponce De Leon Inlet Lighthouse at the request of the Association's first Executive Director Ann Caneer, the 1933 rotating lens was fully restored by Association staff and placed back in service at the top of the lighthouse on April 30, 2004. The hyper radiant lens that proved too large for the tower's lantern room was sent to Hawaii's Makapu'u Lighthouse where it remains an active aid to navigation to this day.

Designated a National Historic Landmark in 1998, the Ponce De Leon Inlet Lighthouse is the most complete light station in the United States. It contains all of the light station's original 1887 structures which are located within an enclosed compound. Managed by the Ponce De Leon Inlet Lighthouse Preservation Association since 1973, the historic beacon now functions as an active private aid to navigation.

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AMERICA'S NATIONAL HISTORIC LANDMARK LIGHTHOUSES (continued)

Split Rock Lighthouse: Illuminating Minnesota's Dangerous North Shore



"One of the most highly visited lighthouses in the country; the Split Rock Lighthouse stands high above Lake Superior."

Many US lighthouses have been built as a result of frequent shipwrecks resulting in the horrific loss of life. Many other light stations were established simply because of increased commercial maritime traffic. Split Rock Light Station in Minnesota owes its conception, construction, and activation in 1910, to both traffic and tragedy.

With a surface area of nearly 32,000 square miles and an average depth of 483 feet, Lake Superior is the largest fresh water lake in the world by area and the third largest by volume. Considered one of the most dangerous navigable waterways in the world, navigation along Minnesota's North Shore is considered especially hazardous due to the region's rocky coastline, thick fog, high winds, and treacherous currents.

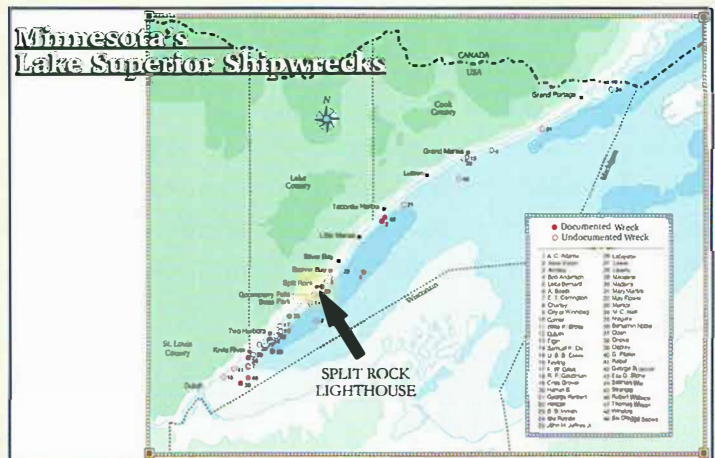
Achieving statehood in 1858, Minnesota was initially settled by immigrants of German, Scandinavian, or Irish descent who worked in the agricultural, lumber, and fishing industries. Predominately agrarian in nature, Minnesota's economy received a substantial boost when iron ore was discovered in great abundance. Possessing one of the richest deposits of ferrite material in the world, a journalist for the Saint Paul Pioneer reported in 1865 that northern Minnesota possessed "immense beds of iron ore hundreds of feet in height...enough to supply for a hundred years all of the furnaces of the entire world."

Iron ore mined in the rugged hills of northern Minnesota

was shipped by rail car to the port cities of Duluth and Agate Bay (later renamed Two Harbors) where it was then loaded aboard freighters bound for foundries in Wisconsin, Michigan, Indiana, Ohio, Pennsylvania, and New York. Comprising nearly half of all bulk cargo shipped on the Great Lakes at the time, iron ore was not the only commodity making its way through Duluth's port facilities each year. In addition to iron, the city also served as a waypoint for a variety of other commercial products including wheat, flour, corn, lumber, and other breadstuffs. Shipping more annual tonnage than New York City or Chicago in 1900, Duluth had grown to become the busiest port in the United States.

Although boasting the highest gross tonnage shipped of any region in the country, Duluth, Two Harbors, and other towns along the North Shore were considered extremely isolated at the turn-of-the-century. Cut off from the rest of world by an exceptionally rugged coast line that made road construction all but impossible, communication between themselves and cities to the east was achieved almost entirely by boat. By 1880, several steamboat lines had established routes between Duluth and smaller coastal communities. In 1883, regular service along the North Shore commenced when the *SS R.G. Stewart* began making daily runs out of Duluth.

With more than 2,000 vessels plying Minnesota's coastal waters at the turn of the twentieth century it is no surprise



"Violent storms and thick fog combined with heavy ship traffic resulted in numerous shipwrecks along Minnesota's North Shore. Significant losses to the shipping fleet following a violent storm in 1902 convinced the Light-House Board of the need for a new light station near Two Harbors and Duluth."

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

that maritime accidents along the North Shore were common. Although the majority of the ships involved in these incidents were recovered and returned to service, many were not. During a single storm on November 28, 1905, 29 ships were wrecked or suffered damage, 17 were stranded, and at least one foundered. Claiming 33 lives and injuring many more, this single event convinced the federal government that the aid to navigation system along Minnesota's North Shore was in desperate need of expansion. In 1907, Congress appropriated \$75,000 for this purpose, authorizing the construction of a new lighthouse and fog signal in the vicinity of the Split Rock River.

At 130 feet in height, the basalt outcropping known as Stony Point 40 miles northeast of Duluth proved an ideal location for the much needed North Shore beacon. Named after the Split Rock River that cascaded into the lake two miles away, the light station was designed by civil engineer

Ralph Russell Tinkham. Work on the Split Rock Lighthouse commenced in June, 1909. Inaccessible by land, all of the materials used in the Light Station's construction were delivered to the site by boat and lifted to the top of the cliff by steam-powered derrick.

Illuminated for the first time on July 31, 1910, the new light station consisted of a 54 foot steel-framed octagonal brick tower, a brick fog signal house, an oil storage building, three two-story brick keeper's quarters with detached storage barns, and a boat dock. A derrick remained the only way to bring supplies up from the lake until a tramway was completed in 1916

Constituting nearly half of the tower's total height, the lighthouse's massive black lantern room was originally designed to house a second order rotating Fresnel lens, but budget overruns necessitated installation of a smaller rotating third order bi-valve Fresnel lens that was manufactured in Paris by Barbier, Bernard, and Turenne (BB&T). Utilizing a 55 mm incandescent oil vapor (IOV) lamp for illumination, the new beacon exhibited a white flash every ten seconds. With a focal plane of 168 feet above lake level, the tower's light could be seen up to 22 miles away.

Plagued with thick fog banks throughout much of the year, the Lighthouse Service also equipped the Split Rock Light Station with a fog signal to warn ships in times of low visibility. Housed in a brick structure adjacent to the tower, the auditory signal consisted of a pair of six-inch sirens driven by two 30 hp gasoline-driven air compressors. Emitting a two-second blast every 20 seconds, the Split Rock fog signal could be heard from five miles away.

Thanks to its picturesque location, the newly constructed light station quickly became a favorite destination for recreational boaters. Originally isolated from the outside world by the lake's rugged coastline, public demand to visit the lighthouse grew to such an extent that a road (now Minnesota State Highway 61) was built to provide Duluth's residents land access in 1924. In 1935, the lighthouse keeper was given a directive instructing him to recognize Split Rock as a "show" station and that visitors should be encouraged to visit the station and see the lens and other mechanisms.



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

"Closed to the public during the Minnesota's harsh winter months, Split Rock Lighthouse stands like a silent sentinel over the frozen water of Lake Superior."

By 1938, the keeper reported that more than 27,000 people had signed the visitor's log but he also claimed that only about a third of the visitors had actually done so. In later years, the US Coast Guard reported that Split Rock had become, "probably the most visited lighthouse in the nation."

The light station was electrified in 1940, shortly after the dissolution of the US Lighthouse Service in 1939. Having absorbed all of the former duties and assets of

the former agency, the US Coast Guard moved to update the light station as soon as possible. The IOV lamp which had provided illumination for the beacon since 1910 was replaced with a 1,000 watt incandescent light bulb. The old compressed air fog horns were also removed at this time and pair of electric type F diaphones installed in their place.

The light station was officially deactivated in 1969 by the US Coast Guard. Transferred to the state of Minnesota in 1971, the light station became part of the Split Rock State Park five years later. Operated by Minnesota Historical Society since 1976, the 2,200 acre Split Rock State Park offers wide variety of recreational opportunities including scenic hiking trails, waterfall viewing, cross country skiing, biking, fishing, camping, and tours of the historic light station itself. A visitor center, museum, and gift shop complex at the main entrance to the park was completed in 1986. Although deactivated since 1969, the beacon is relit every year on November 10th in honor of the men who perished aboard the *SS Edmund Fitzgerald* on that date in 1975.

The Split Rock Lighthouse was designated a National Historic Landmark on June 30, 2011.

THANK YOU & WISH LIST

We have many generous people to thank for items given over the past quarter. Professional photographers Betsy and Lou Kellenberger have graciously given many of the photographs they took of the lens removal at the St. Marks Lighthouse. Earl and Gladys Davis provided us with several World War I soldiers portrait post cards, and Julie Davis donated vintage grooming items. John Mann provided a copy of the journal *Stephen Crane Studies*, vol. 20, no. 2. Kim and Marcia Nielson donated early 20th century coffee and tea tins, and Jacques and Marion Jacobsen gave a 1938 lighthouse keeper's white hat. Richard Dolfinger provided two World War II era cast iron toys. A fascinating look into the past was provided courtesy of Dr. and Mrs. Richard Pastor, who donated an April 1, 1862 copy of the *Boston Evening Transcript*. This newspaper features an article entitled "Unfortunate Affair at Mosquito Inlet, Fla." which chronicles a Civil War action near the lighthouse. See our January 2008 newsletter for a detailed account of this incident.

Our wish list this quarter includes a continuing need for original pre-1930s pantry items, especially food containers. We are also seeking pre-1930s pantry items including food containers, and pre-1930s items appropriate to a garage, workroom, or tool shed including gasoline, kerosene, motor oil tins & glass containers, and an antique fireplace screen.



THE PRESERVATION ASSOCIATION HOSTED ITS 9TH ANNUAL GIRL SCOUT DAY ON JANUARY 10TH

Over 100 Girl Scouts and their families came to the Lighthouse for a day of activities and fun. This unique educational event included seven educational workshops including the Lighthouse Chores Obstacle Course, Hot Inventions in History, Early Games at the Lighthouse, the Artifact Table, Science of Light and Lighthouse Illumination, and Immigration: Building the Lighthouse. Girls Scouts were given a schedule and a journal with extra information and activities to guide them through the day.

Originally conceived in the United Kingdom as a way to develop public appreciation for the nation's rich cultural heritage, Museum at Night has become a world-wide campaign to improve museum, gallery, and cultural site accessibility by extending normal hours of operation on specific dates and holding special evening events.



Drawing by Westside Elementary student

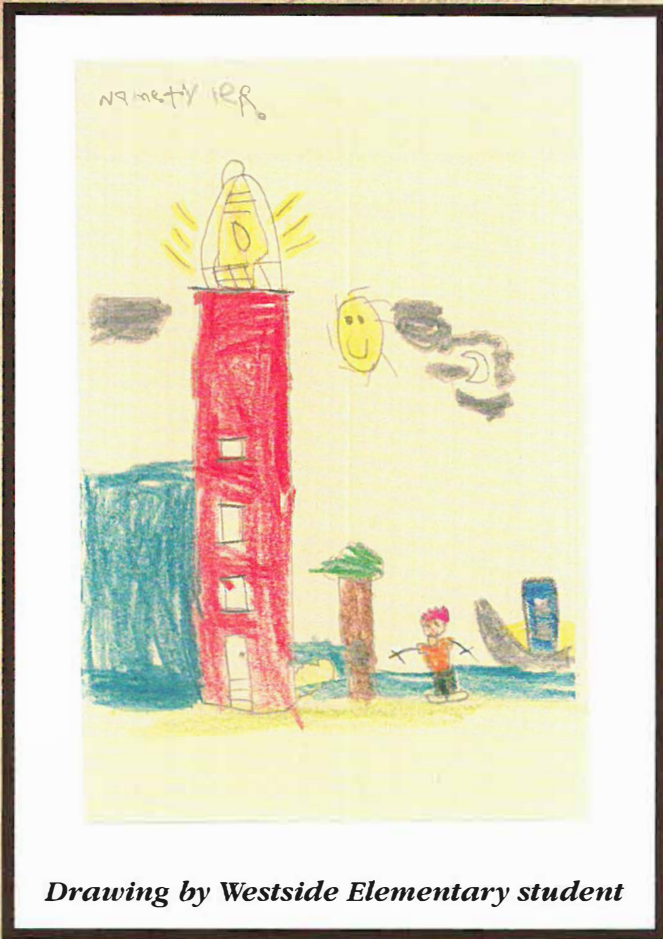
The Ponce Inlet Lighthouse participated in this world-wide event on the evening of January 16, 2015. Open to all Volusia County teachers free of charge, activities offered on this special night included tours of the historic light station, guided tours of the lighthouse. Presenters included reenactors and volunteers from Lilian Place, a Victorian-era riverfront mansion in Daytona Beach that sheltered Steven Crane following the sinking of the Cuban Filibuster S.S. *Commodore* in 1898, approximately eighteen miles off the coast of Ponce Inlet.

The Ponce Inlet Lighthouse hosted its 11th Annual Beach Racing Day event on Sunday, February 15th. Attended by more than 1,000 race fans, museum guests were given the opportunity to travel back in time and discover the wild and woolly roots of stock car racing as they examined historic beach racing cars, talked with drivers, owners,



Drawing by Westside Elementary student

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Drawing by Westside Elementary student

and mechanics who risked life and limb in pursuit of the checkered flag on the World's Most Famous Beach, and sat in on an interesting lecture presented by author and historian William P. Lazarus about the early days of racing. The Lighthouse would like to convey a special thanks its Beach Racing Weekend partners the Living Legends of Auto Racing Inc. and the Racing's North Turn Beach Bar and Grille for their assistance in planning this popular annual event.

During the first week of March our Lighthouse VIP volunteers devoted an entire week to reading to Volusia County school students. The vision of a small group of National Education Association members, Read Across America is "an annual reading motivation and awareness program that calls for every child in every community to celebrate reading on March 2nd, the birthday of beloved children's author Dr. Seuss." Our dedicated volunteers spent their time reading *Nelly the Lighthouse Cat* in schools across the county including Tomoka Elementary, Pine Trail Elementary, Discovery Elementary,

Palm Terrace Elementary, Osteen Elementary, Ormond Beach Elementary, South Daytona Elementary, Citrus Grove Elementary, Edgewater Public and Read-Pattillo Elementary School. Even Nelly our costumed black and white cat, showed up at some of the schools to "high five" and "fist bump" her adoring fans.

Lighthouse volunteers John Mann and Tana White presented the Association's Science of Light program to students attending Westside Elementary in Daytona Beach and R.J. Longstreet Elementary in Daytona Beach Shores. Students from Westside loved learning why the sky is blue, how a rainbow is made, and how light moves, so much that they sent us a wonderful packet of thank you letters and drawings in appreciation of our visit. Growing quickly in popularity, the Science of Light Program draws students from across the state including 45 from Chiefland Middle School in Gainesville who attended a special presentation of the program at the Lighthouse in February. Please refer to the Calendar of Events on page 6 of this issue of Illuminations for listing of all scheduled Lighthouse events in April, May, and June.

Our volunteer corps is the cornerstone of the Lighthouse's educational program. The Preservation Association is always looking for individuals interested in becoming lighthouse volunteers. Those wishing to do so may contact Programs Manager Mary Wentzel by email at 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.



John Butterfield 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 to museum visitors and throughout the local community.

Each quarter we feature one of our VIP volunteers who takes “generosity and dedication” in support of Lighthouse education to a new level. We are pleased to announce that this quarter’s featured VIP volunteer is John Butterfield.

Born in Ohio, John remained a “buckeye” until finishing the seventh grade when he and his family relocated to Franklin Village, Michigan. Moving a second time, John spent his teenage years in Sunnyvale, California where he graduated from Fremont High School in 1964. Enrolling at Foothill Jr. College in the fall of that year, John received his associate’s degree in 1966. Transferring to Stanford at the end of his sophomore year, John earned a bachelor’s degree in English literature in 1968.

Joining the US Navy shortly after graduation, John spent the next four years assigned to a shore-duty billet in the Washington D.C. area. He received an honorable discharge from the service in 1972.

Following his four year stint in the Navy, John moved to the beautiful state of Vermont so he could be closer to his sisters who lived in the Oswego, NY and Montreal areas. John also saw Vermont and the surrounding area as a great place for cross-country skiing and sailing on the nearby lakes. When asked about his impression of Vermont John replied, “I drove around Lake Champlain and decided that Burlington, Vermont was the nicest town on the lake. Burlington was also a place that would offer the best employment opportunities”. John attended graduate school at the University of Vermont while holding down a full-time job. He later moved on to the University of Connecticut where he earned a graduate degree in Instructional Media and Technology.

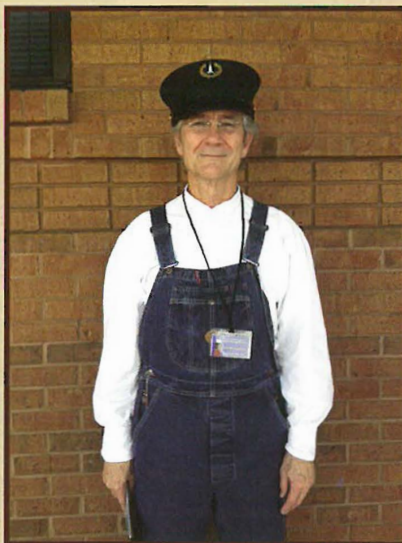
Armed with his newly acquired Master’s degree, John moved back to Vermont with his new wife and accepted a position with the United States Postal Service (USPS). Following in his great grandfather George Washington Butterfield’s footsteps, John worked as a letter carrier for the next 22 years. When

he and his wife divorced, John was given custody of his three children, Zachary, Jessica and Benjamin, who he raised on his own.

Living up to the old postal creed, “Neither snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds,” John recalls two particularly frigid days in Vermont when the temperature dropped below -30 degree and how one particular man insisted on gearing up with his coat, snow hat, scarf, and gloves before slipping his hand outside the door to collect his mail. Continuing the time honored feud between mailmen and dogs, John was twice bitten during his long career as a letter carrier. He remembers one particular canine that would follow him “for up to four different relays, (four separate 35 pound loads of mail) and then jump into the postal jeep to ride to the next parking spot to begin the rotation all over again.” This dog could have easily been appointed the Postal Service’s first canine employee based on its dedication.

On June 15, 1997, John married Lois Bromley. After retiring from the USPS, John and Louis decided to sell their Vermont home and move to Deltona, Florida, following an enjoyable vacation to the Sunshine State. Not long after visiting the Ponce Inlet Lighthouse for the first time, the couple decided to sell their Deltona home and move to a condo in Harbor Village where John happily states that he “can see the lighthouse from three different rooms and the balcony.”

John loves the lighthouse and enjoys talking with visitors about the light station’s unique maritime and social history. When asked what he likes most about being a volunteer at the Lighthouse John responded,



“When you walk the grounds of the light station and talk to people you feel the magic of the lighthouse as it brings out the best in people. Who would not want to be part of that?” We are all thrilled to have John Butterfield as our VIP Volunteer of the Quarter at the Ponce Inlet Lighthouse.

The Ponce De Leon Inlet Lighthouse Preservation Association is sad to announce the passing of longtime lighthouse advocate and Ponce Inlet resident Bill Merrell on January 7, 2015. A charter member of the Ponce De Leon Inlet Lighthouse Preservation Association and one of the founding fathers of the Town of Ponce Inlet, Bill was an integral part of this small seaside community.

Born in Richmond, Indiana on August 17, 1926, Bill was the only son of Mildred and C.V. Merrell. He spent much of his childhood in New Paris, Ohio, and moved during his high school years to a farm in New Madison, Ohio. Bill was an accomplished athlete, lettering in basketball, baseball, and track, and was president of his senior class.

Bill enlisted in the US Navy at the age of 17 soon after the attack on Pearl Harbor. Serving aboard the Bayfield-class attack transport *USS Westmoreland (APA-104)*, Bill participated in Operation Magic Carpet which witnessed the repatriation of millions of service men from their former combat theaters to the United States at the end of the war.

Discharged from the service, Bill worked for the US Forest Service until enrolling at Otterbein College in Westerville, Ohio. While a conflicting lab schedule prevented him from playing varsity basketball for Otterbein, he never lost his shooting touch, and won a campus-wide free throw shooting contest (hitting 49 of 50 free throws).

Bill graduated with a bachelor's degree in biology in 1951. Later that year he was employed as a research scientist at Battelle Memorial Institute in Columbus Ohio, beginning what would turn out to be a 41-year career with the nonprofit research organization. Bill had only been with Battelle a short time when management assigned him, on a temporary three-month basis, to a new marine research facility in Ponce Park, Florida. Three months turned into 41 years, and he retired as its director in 1992.

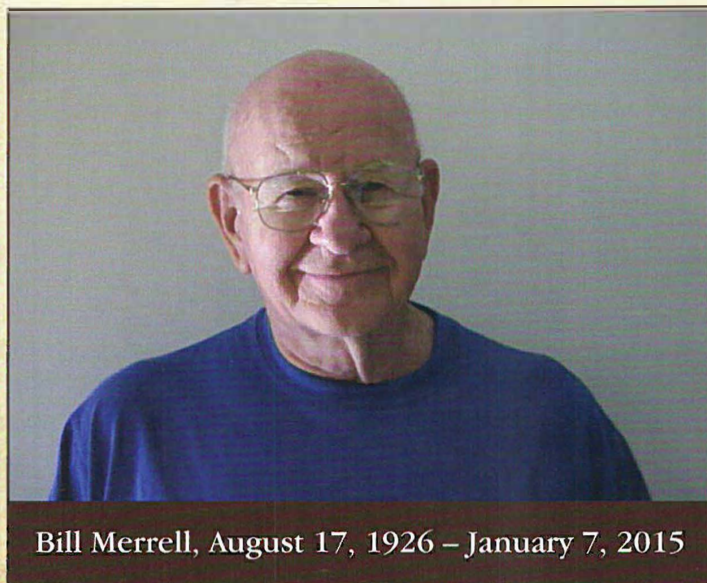
While there were many reasons why Bill decided not to return to Columbus, none were as important as meeting the love of his life, Sara Jane (Sezzy) Merrell, whom he met on a blind date and married in 1954.

Rarely apart for the duration of their 60 year marriage, Bill and Sezzy raised their three children Scott, Melody, and Raub in their loving home at Ponce Inlet.

Described as a "one in a million" dad who dearly loved his children, Bill could be found fishing at sunset with his son Scott, playing music with his daughter Melody, or trap shooting with his youngest son, Raub. The amazing hand-eye coordination that allowed him to win the free throw shooting contest years earlier continued throughout his life, and at age 73 he won the last of three consecutive trap shooting championships at the Deltona Gun Club.

Driven throughout his life with a calling to serve others and a belief that you need to serve the community where you live, Bill was one of the original signatories of the petition that ultimately led to the creation of the town of Ponce Inlet where he served as the first Town Clerk. He felt strongly that the Ponce Inlet Lighthouse was a national treasure that should be protected and was integral in founding of Ponce de Leon Inlet Lighthouse Preservation Association, which he continued to serve as a member of the Board of Trustees until his death at the age of 88.

Whether teaching the Boy Scouts of Troop 65 how to tie knots or serving as a long time Deacon at First Presbyterian Church, Bill always found ways to give back to his community and to the God that he loved. Bill is survived by his wife, his three children, six grandchildren, and three great grandchildren. He will be sorely missed by all who knew him.



Bill Merrell, August 17, 1926 – January 7, 2015

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



Please complete the entire form to enroll, or join online at www.lighthouselocker.org.

Select type of membership:

- General \$20
- Senior \$10
- Student (submit copy of ID) \$10
- Family \$40

- Gift Membership From: _____
- Renewal

- 2nd Assistant Keeper \$100
- 1st Assistant Keeper \$200
- Principal Keeper \$500
- Corporate Lampist \$500

Name: _____

Address 1: _____

Address 2: _____

City: _____ State: _____ ZIP: _____

Phone: () - _____

E-mail: _____

Office use only	
Begins _____	Ends _____

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 company's support in the quarterly newsletters' Corporate Lampist List

FLORIDA DEPT. OF AGRICULTURE AND CONSUMER SERVICES CHARITABLE ORGANIZATION NUMBER AND DISCLAIMER:

Registration #: CH137

A COPY OF THE OFFICIAL REGISTRATION AND FINANCIAL INFORMATION MAY BE OBTAINED FROM THE DIVISION OF CONSUMER SERVICES BY CALLING TOLL-FREE (800-435-7352) WITHIN THE STATE. REGISTRATION DOES NOT IMPLY ENDORSEMENT, APPROVAL, OR RECOMMENDATION BY THE STATE.

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

Spouse/Partner: _____

Children: _____

(List any additional names on a separate sheet.)

We will contact 1st Assistant Keeper, Principal Keeper or Corporate Lampist members to obtain gift membership and company principal information.

Membership enclosed: \$ _____

Donation enclosed: \$ _____

Total enclosed: \$ _____

Please charge my: (check one)

Visa MasterCard 3-Digit Security

Code: _____

CC#: _____

Exp. Date: _____

Signature: _____

Or, make check payable to:

Ponce Inlet Lighthouse
4931 S. Peninsula Dr., Ponce Inlet, FL 32127

Thank You for Your Generous Support!

LIGHTHOUSE COFFEE MUGS

ENJOY YOUR FAVORITE HOT BEVERAGES IN A PONCE INLET LIGHTHOUSE MUG. FEATURING A BEAUTIFUL FULL COLOR RENDERING OF FLORIDA'S TALLEST LIGHTHOUSE SUPERIMPOSED OVER A HISTORIC MAP OF THE STATE, THIS 16 OUNCE CERAMIC MUG WILL HELP PUT SOME PEP IN YOUR STEP AS YOU SIP YOUR MORNING COFFEE OR TEA.

ITEM #: 2368
PRICE: \$12.99 (+S&H)



NATURAL NIRVANA SUGAR SCRUBS

SUGAR SCRUBS GENTLY SCRUB AWAY THE DEAD SKIN CELLS WHILE NOURISHING AND MOISTURIZING YOUR SKIN WITH RICH OILS AND BUTTERS. FREE OF IRRITANTS THAT CAN HARM SENSITIVE SKIN ALL SUGAR SCRUBS ARE HANDMADE IN SMALL BATCHES TO ENSURE THE HIGHEST QUALITY AND FRESHNESS. AVAILABLE IN SIX DELICIOUS ALL-NATURAL SCENTS; PATCHOULI, LEMON EUCALYPTUS, COCONUT, LEMONGRASS, LAVENDER, AND ORANGE PEPPERMINT. CONTAINER SIZE: 10 OUNCES. PLEASE INDICATE DESIRED SCENT(S) WHEN ORDERING.

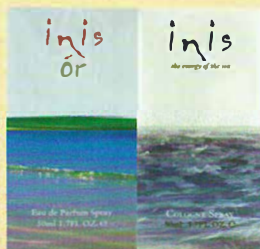
ITEM #: 2287
PRICE: \$18.99 (+S&H)



INIS COLOGNE & PERFUME

DEVELOPED BY THE WORLD FAMOUS PERFUMER ARTHUR BURNHAM, INIS IS A WONDERFUL FRAGRANCE BASED ON A RUGGED AND ROBUST MUGUET (LILY-OF-THE-VALLEY) TO EMBODY THE COOLNESS, CLARITY, ENERGY AND PURITY OF THE SEA. ADDED TO THIS IS A TOP NOTE OF SPARKLING, DIFFUSIVE CITRUS NOTES ALONG WITH TRACES OF MARINE NOTES, BALANCED WITH BASE NOTES OF SANDALWOOD AND OAK MOSS AND DEEPENED WITH SPICE NOTES OF CLOVES AND NUTMEG. IN ALL, IT IS A SCENT THAT MOVES PEOPLE AT MANY DIFFERENT LEVELS. BOTTLE SIZE: 1.75 FL OZ.

UNISEX COLOGNE PERFUME SPRAY
ITEM #: 2545 ITEM #: 2534
PRICE: \$40.00 (+S&H) PRICE: \$35.00 (+S&H)



PONCE DE LEON INLET LIGHTHOUSE
PRESERVATION ASSOCIATION, INC.

4931 SOUTH PENINSULA DRIVE
PONCE INLET, FLORIDA 32127
(386) 761-1821
WWW.PONCEINLET.ORG

Non-Profit Organization
U.S. Postage Paid
Daytona Beach, FL
Permit 400



FLORIDA LIGHTS DECORATIVE SIGN

ADD A NAUTICAL FLAIR TO ANY ROOM WITH THIS WONDERFUL SIGN DEPICTING TEN OF FLORIDA'S MOST ICONIC TOWERS INCLUDING THE LIGHTHOUSES OF HILLSBORO INLET, CAPE ST.

GEORGE, JUPITER INLET, PENSACOLA, SANIBEL ISLAND, SAINT AUGUSTINE, KEY WEST, EGMONT KEY, PONCE INLET, AND CAPE CANAVERAL. IMAGE IS PRINTED ON WEATHERED WOOD FOR AN EVEN MORE NAUTICAL FLARE. SIGN MEASURES 5" X 17".

ITEM #: 0337 PRICE: \$26.99 (+S&H)

PONCE INLET LIGHT STATION MODEL

THIS 5.5 TALL RESIN REPLICA OF THE PONCE DE LEON INLET LIGHT STATION FEATURES FLORIDA'S TALLEST LIGHTHOUSE ALONG WITH THE THREE KEEPERS' DWELLINGS AND THE COAST GUARD RADIO BUILDING AND WOODSHED ENCLOSED WITHIN THE STATION'S HISTORIC PICKET FENCE. SURE TO MAKE A WONDERFUL ADDITION TO ANY LIGHTHOUSE LOVER'S COLLECTION.

ITEM #: 0112
PRICE: \$21.99 (+S&H)



DECORATIVE SEA TURTLE CURIO

WHAT BETTER WAY TO REMEMBER YOUR FLORIDA VACATION OR LIGHTHOUSE VISIT THAN WITH THIS PLAYFUL SEA TURTLE FEATURING OUR STATE'S BEAUTIFUL BEACHES AND PALM TREES AND NAME OF THE PONCE INLET LIGHTHOUSE ON ITS SHELL. CAST IN RESIN, THIS WHIMSICAL TURTLE MEASURES 6.5" LONG BY 4.5" WIDE.

ITEM #: 1175
PRICE: \$11.99 (+S&H)

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.



PONCE INLET LIGHTHOUSE MEMBERSHIP COUPON

20% OFF ANY SINGLE ITEM

Limit one coupon per member. Coupon may not be used in conjunction with any other discount. Proof of membership must be shown at time of purchase. Not valid for purchase of Memorial Bricks. Good from April 1, 2015 through June 30, 2015.