

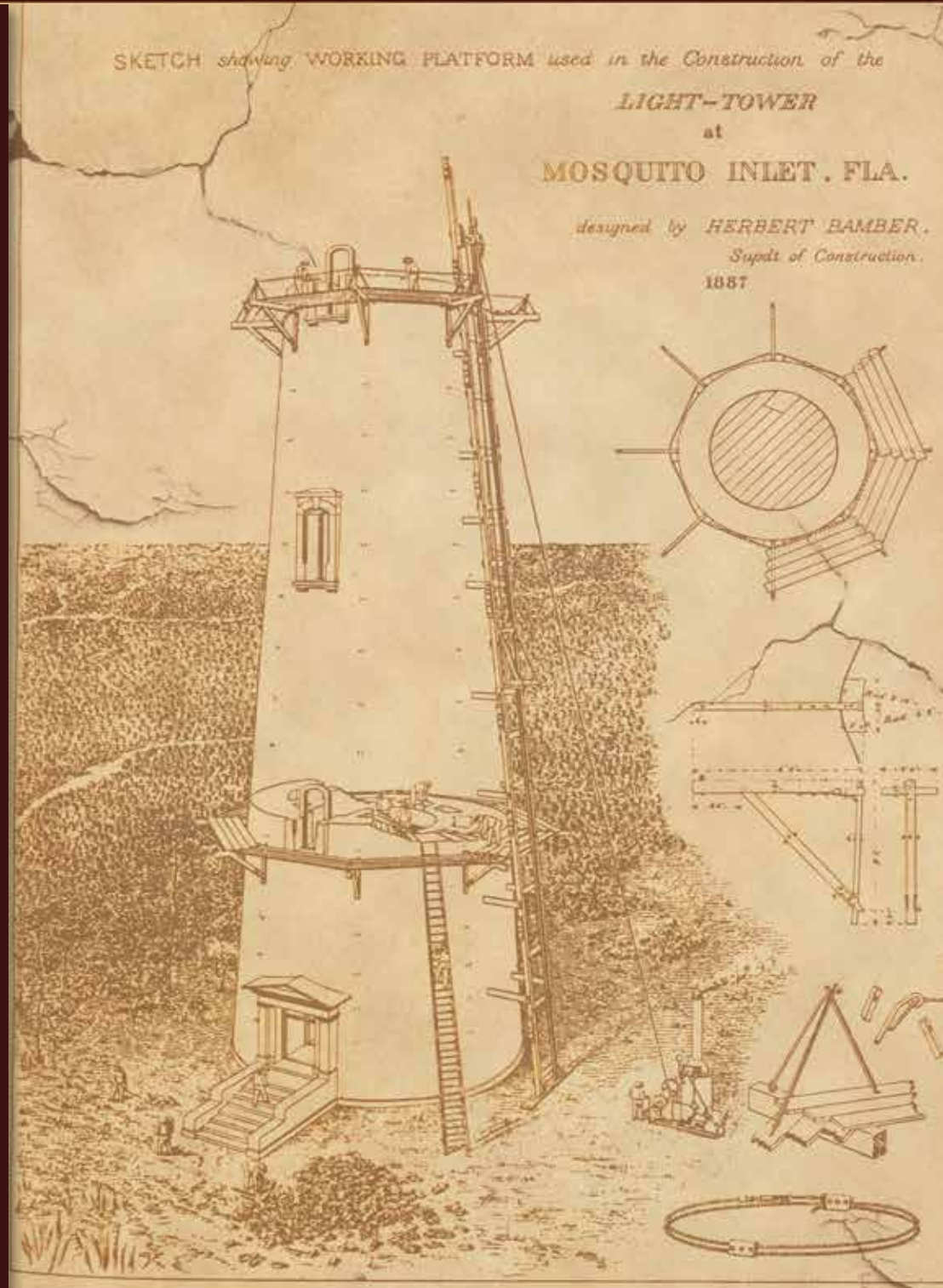


# PONCE DE LEON INLET LIGHTHOUSE ILLUMINATIONS

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 Preservation Association Members,

It is with great sadness that the Light Station announces the recent passing of Lighthouse Preservation Association Board of Trustees member Tony Girolami. As one of the Preservation Association's most active volunteers and dedicated Board members, Tony's commitment to preserving this National Historic Landmark was boundless and his service to the Association was immeasurable. I invite you to learn more about Tony and his many achievements in the Volunteer of the Quarter article on page 20. At the family's request, a memorial fund has been established in Tony's honor. Donations can be made online at [www.lighthouselocker.org](http://www.lighthouselocker.org) or by contacting the Gift Shop manager Valair Mitchell at (386) 761-1821 ext. 21.

As I write this I cannot help but think back on the contributions of the Ponce Inlet Lighthouse Preservation Association's founders and original members. Demonstrating an unwavering love for this town's rich and varied history, these selfless individuals shared a passionate interest in saving the historic light station for present and future generations. Through their tireless efforts and commitment this once dilapidated lighthouse was lovingly restored and designated as a National Historic Landmark (one of only eleven light stations in the country) in 1998. We are fortunate to have inherited stewardship of this magnificent site and embrace that responsibility with the same level dedication and passion exhibited by those who came before us. The sacrifice and success, of these early lighthouse preservationists continue to inspire the Association's Board, staff, and dedicated corps of volunteers to this day.

The Association's many successes over the years could not have been achieved without the continued support of its many members. Almost one year ago, the Ponce Inlet Lighthouse Preservation Association established the goal of raising \$125,000 towards the Lighthouse Endowment Fund by the end of its 125th Anniversary celebratory year. Donations towards this important fund provide long term financial stability and help ensure continued preservation and restoration efforts at the Ponce Inlet Light Station.

Working in harmony with its corporate members, local businesses, and other dedicated individuals, the Preservation Association has made great strides in strengthening its mission and fundraising efforts. November 2nd marks the culmination of this year-long endeavor.

Thanks to the generosity of our 125th Anniversary sponsors, contributing members, and others (please refer to the sponsor list on page 22) the Lighthouse has raised approximately 65% of the Endowment Fund Drive's annual goal. To achieve this objective by November 1, 2013, the Preservation Association turns to you, its members, for much needed support. As you read through this issue of Illuminations please reflect on the significant accomplishments of the Ponce De Leon Inlet Lighthouse Preservation Association over the past forty years and consider the substantial costs associated with continuing this important work in the years ahead.

If each member reading this newsletter were to donate an average of \$50, the 125th Anniversary Endowment Fund Drive would conclude with resounding success. When considering to give please remember that your financial assistance will help ensure the continued security of this National Historic Landmark for generations to come. Donations can be made online at [www.lighthouselocker.org](http://www.lighthouselocker.org) or by phone at (386) 761-1821, ext. 21.

Additional information regarding the Ponce Inlet Lighthouse's 125th Anniversary Celebration, existing donor opportunities, and the Lighthouse Endowment Fund can be found online at [www.ponceinlet.org](http://www.ponceinlet.org). You may also contact me via email at [edgunn@ponceinlet.org](mailto:edgunn@ponceinlet.org) or by phone at (386) 761-1821 ext. 15 to learn more.

Respectfully,

*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: BAMBERS WORKING PLATFORM AT MOSQUITO INLET LIGHTHOUSE

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7-11

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**OCTOBER 5TH ~ (SATURDAY) 10:00 AM - 2:00 PM . . . . . PONCE INLET DAY**  
 Visit the Lighthouse and join in on the fun as we celebrate the 50th Anniversary of the Town of Ponce Inlet's incorporation in 1963. All activities are included with the price of regular admission. Ponce Inlet residents and Lighthouse members are admitted free of charge.

**OCTOBER 17 – 20 ~ (THURSDAY – SUNDAY) 12:00 PM - 2:00 PM . . . . . BIKETOBERFEST AT THE LIGHTHOUSE**  
 Join us at the Lighthouse for Family Fun Activities. Explore our historical exhibits and climb the largest lighthouse in Florida. On display during the Bike Week event will be an exhibition chronicling the history of *Motorcycles on the Beach*. To find these activities and much more visit our website at [www.ponceinlet.org](http://www.ponceinlet.org) or call us at (386)761-1821.

**OCTOBER 19 ~ (SATURDAY) 6:30 PM - 8:30 PM. . . . . MUSEUM AT NIGHT**  
 Climb to the top of the Ponce Inlet Lighthouse watch the full moon as it rises above the Atlantic Ocean. Examine the moon and stars with powerful telescopes and participate in ten hands-on astronomy activities as you learn about the heavens above from Seth Mayo, Curator of Astronomy at the Museum of Arts and Science in Daytona Beach. Teachers are admitted free of charge with valid school ID. Contact Programs Manager Mary Wentzel at (386) 761-1821 ext. 18 or by email at [mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org) to learn more.

**NOVEMBER 7 ~ (THURSDAY) 10:00 AM - 2:00 PM . . . . . HOMESCHOOL DAY**  
 Calling all Homeschoolers! Join us on November 7, 2013, for the Ponce Inlet Lighthouse's 9th Annual Home School Day. Held each November, students and families can enjoy a fun-filled day of educational activities and workshops developed especially for the Homeschool community by teachers and education professionals. Special admission fees apply and advanced reservations are required. Online registration begins promptly at 12:00 pm on October 7, 2013. Visit us at [www.lighthouselocker.org](http://www.lighthouselocker.org) to learn more and to register your child. Please contact Programs Manager Mary Wentzel via email at [mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org), or by phone at (386) 761-1821 ext. 18, for more information.

**NOVEMBER 29 ~ (FRIDAY) 10:00 AM - 2:00 PM . . . . . THANKSGIVING GIFTS AT THE LIGHTHOUSE**  
 Participate in family-oriented activities and try your hand at making authentic old fashioned ornaments. Visit with the "Old Lighthouse Keeper" and learn about turn-of-the-century life at the historic Ponce Inlet Lighthouse. All activities are included with the price of regular admission, no advanced registration is required.

**DECEMBER 27 ~ (FRIDAY) 10:00 AM - 2:00 PM . . . . . WINTER HOLIDAY PROGRAM**  
 Ring in the new year with a trip to the Ponce Inlet Lighthouse on December 27th. Participate in family-oriented activities including the Artifact Table and Kids Crafts. Visit with the "Old Lighthouse Keeper" and learn about turn-of-the-century life at the historic Ponce Inlet Lighthouse. All activities are included with the price of regular admission, no advanced registration is required.

**CLIMB TO THE MOON EVENT CALENDAR**

**OCTOBER 18**  
 (FRIDAY)  
 5:15 PM TO 7:15 PM

**NOVEMBER 17**  
 (SUNDAY)  
 4:15 PM TO 6:15 PM

**DECEMBER 17**  
 (TUESDAY)  
 4:30 PM TO 6:30 PM

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

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

**UPCOMING MEETINGS:**

- October 21, 2013**  
MONDAY  
**Board of Trustees and Annual Membership Meeting**  
OPEN TO GENERAL MEMBERSHIP
- November 18, 2013**  
MONDAY  
**Board of Trustees Meeting**  
CLOSED TO GENERAL PUBLIC AND MEMBERSHIP
- December 16, 2013**  
MONDAY  
**Board of Trustees Meeting**  
CLOSED TO GENERAL PUBLIC AND MEMBERSHIP

ALL MEETINGS ARE HELD IN THE GIFT SHOP CONFERENCE ROOM.



**2013 FALL AND WINTER HOURS OF OPERATION**

**NORMAL HOURS OF OPERATION**

- SEPT 3, 2013 – MAY 25, 2014**  
 Open Daily from 10:00 a.m. until 6:00 p.m.  
 (Last Museum Admission at 5:00 p.m.)
- 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.)

**SPECIAL HOURS OF OPERATION**

- NOVEMBER 28 (THURSDAY)**  
 Museum Closed for Thanksgiving Holiday
- November 29 & 30 (Fri. & Sat)**  
 Open from 10:00 a.m. until 7:00 p.m.  
 (Last Admission at 6:00 p.m.)
- December 24 (Tuesday)**  
 Open from 10:00 a.m. until 4:00 p.m.  
 (Last Admission at 3:00 p.m.)
- December 25 (Wednesday)**  
 Museum Closed for Christmas Holiday
- December 26–28 (Fri. & Sat)**  
 Open from 10:00 a.m. until 7:00 p.m.  
 (Last Admission at 6:00 p.m.)

**SCHEDULED TOWER CLOSURES**

- OCTOBER 18 (FRIDAY)**  
 Tower Closed from 5:00 p.m. until close.  
 Museum and Gift Shop open until 6:00 p.m.  
 (Last Museum Admission at 5:00 p.m.)
- NOVEMBER 17 (SUNDAY)**  
 Tower Closed from 4:00 p.m. until close  
 Museum and Gift Shop open until 6:00 p.m.  
 (Last Museum Admission at 5:00 p.m.)
- DECEMBER 17 (TUESDAY)**  
 Tower Closed from 4:15 p.m. until close  
 Museum and Gift Shop open until 6:00 p.m.  
 (Last Museum Admission at 5:00 p.m.)

## THE NEW SMYRNA NEWS FRIDAY, SEPTEMBER 4, 1914

"Was there a naval battle fought off the coast of Florida Wednesday morning? This is a question that has been asked up and down the coast in almost every city and town between St. Augustine and Palm Beach as a result of the deep, muffled detonations, which began about 7:30 o'clock in the morning and continued for some time. Skeptical ones declare the sounds were nothing more than claps of thunder, while others say they could have come from nothing but firing of cannons. It is reported the residents of St. Augustine became very much excited over the booming from somewhere out on the broad Atlantic, and from Ponce Park comes the report that the warships could be seen on the horizon from the top of the lighthouse. Up to this time nothing has been washed onshore to indicate a battle on the water."

# THE LIGHTHOUSE SERVICE AND THE GREAT WAR

## PART I

**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.

## PREPARING FOR CONFLICT

In 1910, a commission appointed by President Taft was searching for ways to improve governmental efficiency and suggested that the Life-Saving Service and the Bureau of Lighthouses be combined into one service, and the Revenue Cutter Service be dissolved and its vessels directed to other services. This plan did not come about, but in 1915, partly in response to the growing conflict in Europe, the Life-Saving Service and the Revenue Cutter Service were combined



**SOLDIERS LEAVING FLORIDA FOR FRANCE, COURTESY OF  
STATE ARCHIVES OF FLORIDA, FLORIDA MEMORY**

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

**PRESIDENT WILLIAM HOWARD TAFT, WIKIMEDIA COMMONS**

to form the United States Coast Guard. The Bureau of Lighthouses continued on under the leadership of George R. Putnam, who skillfully managed the Bureau for the next 25 years until it finally merged with the Coast Guard in 1939.

A different type of merger came about when, on April 6, 1917, a message in code was sent from Washington by radio and by telegraph, placing the entire Coast Guard into the United States Navy. This merger almost instantly provided the Navy with additional

men, vessels, and shore stations that would remain under Navy control until the end of the Great War. Despite this transfer, the men and officers of the Coast Guard were not part of the Navy or Naval Reserve Force. They were still in the Coast Guard.

Use of the United States Lighthouse Service (USLHS) during wartime had also been under discussion, and in a June 22, 1916, letter from the Secretary of the Navy to the Chairman of the Senate Committee on Naval Affairs, the Naval Secretary wrote, "The Department of Commerce and the Navy Department have been engaged for some time in a consideration of the question as to the utilization of the Lighthouse Service with the Navy in time of war, and in considering the question it has become apparent that it will be necessary to secure authority from Congress in order that the valuable Lighthouse Service may be so used in time of war or other national emergency... The lighthouses and light vessels would naturally, under war conditions, be controlled by the Navy. The lighthouse and buoy tenders would be of great value in mining operations, in coast patrol, and in conducting our own and neutral merchant vessels through mine fields laid on our coast, and in laying buoys and other aids to navigation to make safe channels through mine fields... Assuming that the duties mentioned would fall to the Lighthouse Service in time of war, it seems for the best interests of all concerned – especially for the Government in its plans for Preparedness, to secure the necessary legislation in time of peace. Otherwise, serious consequences might be caused by the delay necessary for reorganization, instruction, etcetera."<sup>1</sup>

A draft of the needed legislation was included with this letter along with a note that the Secretary of Commerce had approved the enactment of this draft into law. The law gave the President the authority to temporarily combine the Lighthouse Service into the Navy according to his best judgment. On August 21, 1916, the Secretary of the Navy, Josephus Daniels, wrote to the Secretary of Commerce that the Navy would be using various light stations as observation stations during times of war. The act of August 29, 1916, authorized this

transfer of personnel and/or materiel from the Lighthouse Service to the Navy in wartime.<sup>2</sup>

The Lighthouse Service was temporarily incorporated into the Navy, beginning on April 11, 1917, and this transfer lasted into 1919. There were immediate problems and questions within both services. Exactly what orders of the Navy would apply to Lighthouse Service personnel? Would they be subject to the Navy totally, or were personnel still obligated to the rules, regulations, and governance of the Lighthouse Service? The Navy's Judge Advocate General gave opinions on these points to the Secretary of the Navy in a report dated February 21, 1917, stating "I am therefore of the opinion that any part of the Lighthouse Service serving with the Navy Department in time of national emergency would continue to be subject to the laws, regulations, and orders for the government of the Lighthouse Service except in so far as may be necessary for discipline, command, and effective military administration, and that for these latter purposes, the jurisdiction of the Navy Department would be complete."<sup>3</sup>

A further clarification of the status of Lighthouse Service personnel was made by George Putnam on April 10, 1917. Lighthouse Service personnel would still actually be civilians but would be subject to command by the Navy and considered Naval personnel. Any person wounded or killed during this time would have the right to Navy hospitalization and a disability pension or any appropriate family death benefits such as pensions for widows of men killed.

These changes brought about the desired efficiency and cooperation between the services but also brought special challenges. Directives were issued about who should report to whom and how men from different services could best show respect to each other. It must have been difficult for Lighthouse Service keepers, some with many, many, years of service, to be suddenly reporting to much younger and comparatively inexperienced Navy officers. Likewise, men of the Coast Guard had to respond to both Navy and Lighthouse Service leadership as well as their own officers. Pay rates were an additional issue as members of the Coast Guard received less than Navy men of equivalent rank.

## **CLASSIFICATION OF LIGHTHOUSES**

Over the years, lighthouse keepers made a range of salaries, usually depending upon the size of the lighthouse optic, how difficult it was to reach the lighthouse, and whether or not the keeper's family could accompany him and live on the station. Some keepers were alone on their stations and worked 365 days a year. They were responsible for hiring any help they needed, and the help's wages usually came out of the keeper's pay. An 1879 journal of government wages places the pay rate for lighthouse keepers at \$400-\$700 per year.

In 1896, President Grover Cleveland authorized that all positions in the Lighthouse Service be governed by civil service rules. Appointments and promotions would be made strictly on a merit basis. Compensation would not be fixed by law, but based, as far as possible, on the requirements of the commercial world. By 1900, the pay for assistant keepers was either \$50 or \$55 per month. After five years of continuous service, keepers received a raise of \$5 per month.

>> CONTINUED ON PAGE 7

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

With the coming of the Great War, it became problematical that lighthouse service employees had not had their pay restructured for some years. A consequence of the low pay was the great difficulty had by district inspectors in filling positions and in retaining men. Beginning in May 1917, congressional hearings were held on civil service retirement benefits and the establishment of a new system of classifying lighthouses and pay rates for keepers.

By 1918, the Bureau of Lighthouses had devised seven classifications of lighthouses to determine keepers' pay. These classifications took into account the location of the light, the size of the Fresnel lens, the number of keepers needed to maintain the beacon, whether or not families could live on the station, and whether or not the station had a fog signal of some sort. Fog signals were not always automated and often required that a keeper constantly tend the signal.

The 1918 lighthouse classifications were:

- ❖ **Special Class** - stations that families could not live on and were very difficult for the keepers to get aboard. Annual pay was \$1,140 for the keeper, and \$960 or \$780 for his assistants.
- ❖ **Class I** - off shore stations where families did not live, but could be more easily reached by the keepers. Keeper pay was \$1,080 and assistants made \$840.
- ❖ **Class II** - located on isolated islands or on points far from civilization. Principal keepers received \$1,020 and \$720 for a third assistant keeper.
- ❖ **Class III** - located in less isolated spots, and usually had fog signals. The pay range was \$960 for the keeper and \$660 for a third assistant.
- ❖ **Class IV** - located near civilization, these stations also had fog signals. The pay range was \$900-\$600 annually.
- ❖ **Class V** - these lighthouses were located within a community and were favored by keepers with children who needed a nearby school. Such stations generally had only one keeper and one assistant, and the pay was \$840 and \$660.
- ❖ **Class VI** - the smallest class was a one man station with no fog signal. The keeper's wife was usually the unacknowledged and unpaid assistant keeper. The keeper made \$780.

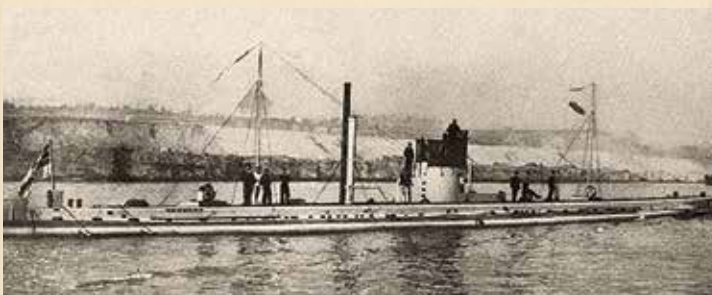
The comparatively low pay of lighthouse keepers eventually caused Commissioner of Lighthouses George Putnam to exclaim in a congressional hearing in 1921, "For the work they do, I doubt if there is any person in the Government that receives poorer compensation than lighthouse keepers at the present time."

## SUBMARINE WARFARE

Although it had tried to remain neutral, the United States' entry into the war was finally precipitated by the unrestricted attacks on US and Allied shipping by German submarines called U-boats. The U-boats sank hospital ships, merchant vessels, and passenger liners as well as military targets wherever

they could find them. At first, warnings were given before the targets were torpedoed, but as the war progressed, most of the attacks were made by surprise. Some sub commanders even went so far as to ram lifeboats and kill any survivors. On March 20, 1917, all principal seacoast lighthouses and tenders were warned to keep "bright lookout" for submarines and directed to report sightings immediately via telephone, telegraph, or radio to the appropriate Navy locations and to the District Inspector for the Lighthouse Service.<sup>5</sup>

On April 5, 1917, President Woodrow Wilson characterized these attacks as "the wanton and wholesale destruction of the lives of non-combatants, men, women, and children, engaged in pursuits which have always, even in the darkest periods of modern history, been deemed innocent and legitimate. Property can be paid for; the lives of peaceful and innocent people cannot be. The present German submarine warfare against commerce is a warfare against mankind. It is a war against all nations. American ships have been sunk, American lives taken, in ways which it has stirred us very deeply to learn of, but the ships and people of other neutral and friendly nations have been sunk and overwhelmed in the waters in the same way." The US formal declaration of war came shortly after this speech.



**GERMAN SUBMARINE U-9,  
WIKIMEDIA COMMONS**

Even though the war was centered in Europe, the German U-boats brought the war right to the American coastline. Coast Guard facilities, Lighthouse Service vessels and lighthouses, particularly those in Florida, were directly involved.

On April 6, 1917, orders went from the President to the Navy Department specifying that previously-established defensive sea areas were to be activated and that ships in these areas would have to abide by special rules and restrictions.<sup>6</sup> The Lighthouse Service was instructed to advise all keepers to relay in the fastest manner possible the observation of any vessels of the enemy, especially submarines. Books showing the silhouettes of submarines and other German vessels were distributed to the principal lighthouses at the discretion of the district Inspectors. Lighthouses in the sixth and seventh districts were among the first to be contacted. Enemy activity was expected to be heaviest along the Florida coast as Allied ships carrying oil and other important war supplies from Mexico and South America passed through the Gulf of Mexico and along Florida's east coast before making their way across the Atlantic to Europe.

The German *Unterseeboot* or submarine came in a variety of types and classes and by the end of the war hundreds of boats had been produced. Carrying

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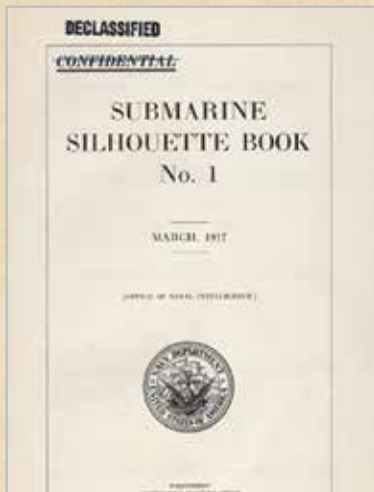
**THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)**

both deck guns and torpedoes, the U-boat was a deadly weapon indeed, and lighthouse keepers were advised by numerous memos and telegrams to keep a lookout for them especially along the Florida coast.

One U-boat incident on the Atlantic coast directly involved the Lighthouse Service. On August 6, 1918, Light Vessel 71, the *Diamond Shoal* Light Ship was sunk off the coast of Cape Hatteras. According to Alex Larzelere's *The Coast Guard in World War I*, the U-140 had been hunting a freighter, *Merak*, which was carrying a load of coal from Newport News, Virginia, to Chile. The submarine opened fire on the *Merak* with its deck guns, firing about 30 rounds.

The *Merak* took a zigzag course towards shore, hoping to escape, but it ran aground on the shoals. The crew took to the lifeboats and the submarine captain turned his attention to the *Diamond Shoal* Light Ship.

The light ship's captain was ashore on liberty. The mate-in-charge ordered the two Navy radiomen who had been assigned to the light ship to transmit warnings about the U-boat to all shipping in the area. The U-140 opened fire and the mate-in-charge gave orders for the crew to abandon ship. At about the same time, the U-boat spotted another merchant ship to the north and broke off its attack on the light ship to pursue this new target. The U-boat was unable to sink the merchant vessel and returned to finish off the light ship. The light ship crew was many miles away when they saw their ship go down. Alternative accounts of the sinking have suggested that the U-boat captain had warned the crew to



**COLLECTION OF PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION**

abandon ship before the first shelling began, but this was contradicted by the account of the *Diamond Shoal's* mate-in-charge. Once the light ship had been disposed of, the U-140 returned to the *Merak* and sank that ship as well. The *Diamond Shoal's* telegraph messages of warning resulted in allowing 25 ships to take shelter and escape a likely U-boat attack.<sup>7</sup>

In May 1917, the Commissioner of Lighthouses sent forms to all the District Inspectors for reporting sightings of warships, armed merchant vessels, and all other suspicious vessels of any nationality. These forms were to be returned to the Office of Naval Intelligence in Washington DC. All suspicious matters were to be reported by wire in accordance with previous directions, but the forms were to be given to all lighthouse keepers and other district personnel.

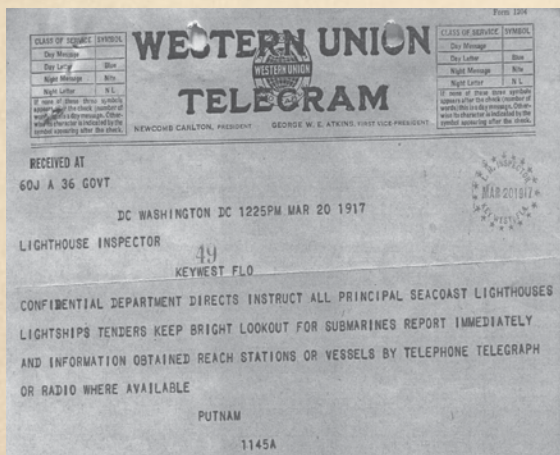


**DIAMOND SHOAL LIGHT SHIP, PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION, DIGITAL COLLECTION**

Submarine spotting and defense guides were sent out, especially to the lighthouses of southern Florida, both east and west coasts, including Fowey Rocks, Carysfort Reef, Alligator Reef, Sombrero Key, American Shoal, Sand Key, Rebecca Shoal, Dry Tortugas, Sanibel Island, Gasparilla Island, Egmont Key, and Anclote Key. German U-boats eventually laid underwater mines along the coast and mariners were issued booklets that identified these mines and gave warnings to avoid them.

Commandants of the Third, Fourth, Fifth, Sixth, Seventh and Eighth Naval Districts were later warned that U-boats might try to decoy US vessels by sending out SOS calls as if from Allied ships in trouble. All SOS calls had to be verified to determine if they were real.<sup>8</sup>

In October 1917, a booklet entitled "The Submarine and Kindred Problems" was received by the Lighthouse Inspector at Key West. Published in mid-July, this was a request for proposals as much as it was a description of how submarines prepare for and make torpedo attacks, how to spot submarines, and how to defend against them. Spotting submarines was best done from the air, but aircraft could not fly far enough out to sea to observe most sub activity.



**COLLECTION OF PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION**

>>> CONTINUED ON PAGE 9



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



**COURTESY KRAIG ANDERSON, LIGHTHOUSEFRIENDS.COM**

The recommended way to destroy subs was through the mines and submarine nets laid by the Lighthouse Service vessels.

As for the request for proposals, the booklet opened with descriptions of suggestions and plans already presented to the Naval Consulting Board for the protection of US citizens from sub attacks. These suggestions were outlined with the hope that the government

would be spared any further rehash of impossible methods for fending off U-boats. Many proposals suggested some sort of magnetism to be used to deflect torpedoes. "A torpedo weighing approximately 2,500 pounds and traveling at a speed of 25 to 45 miles an hour, will not be deflected to any practical degree by any known application of magnetism; and it is not believed that an enemy torpedo, mine, or submarine will ever be found in a position to be interfered with effectively by any electromagnetic means, however powerful." The booklet also discounted "electric bombs" or any means of electrifying the water or air around a torpedo or a sub, but the government did request that inventors and researchers contact the Board with any and all reasonably feasible suggestions and plans.

**SUB SPOTTING**

An October 2, 1917, confidential memo from the Seventh Naval District reported that 20 submarines of the Deutschland type were leaving Germany in two groups, one headed for Hampton Roads, Virginia, and the second probably to Mobile, Alabama, or to Pensacola, Florida, to bombard coastal cities. Many such memos and notices went out during the war.<sup>9</sup>

A report was received via telephone from Islamorada, Florida, on December 20, 1917, stating that sounds of gun fire could be heard at about 1 o'clock in the afternoon, in a direction apparently southeast of Alligator Reef Lighthouse. There was heavy fog at the time and nothing could be seen, but the firing rattled windows at the lighthouse. A phone line to Alligator reef had not been completed but the foreman of the telephone construction crew reported having interviewed local fishermen who also heard the firing. A yacht-like vessel with tall masts and guns mounted fore and aft was spotted briefly but nothing else was known about this vessel.<sup>10</sup>

On May 8, 1918, John Lindquist, the Principal Keeper at Mosquito Inlet, telephoned the Seventh Naval District to report sighting five submarines and another vessel, possibly a merchant ship. Some Chilean subs had been known

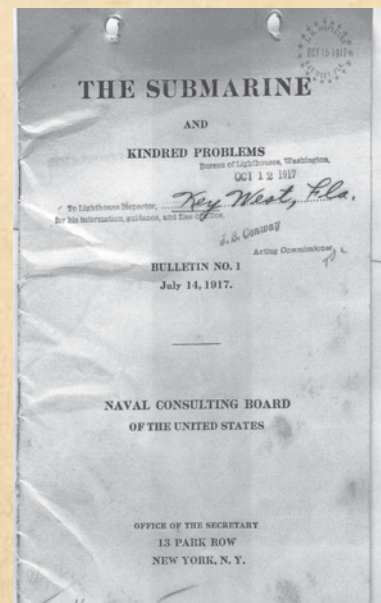
to be heading north from Havana the day before, and these vessels may have been the Chilean boats. Lighthouse keepers had been advised to keep a log of all vessel sightings and communications, but no other notations appear in Lindquist's keeper's log for May 1918. Perhaps such notes were kept separately on the forms sent out by the government for such reports. Lindquist did record that on June 26th, a US cruiser and 11 patrol boats passed the Station at 7 pm.

**REPORTING METHODS**

Despite the inability of aircraft to make long flights, seaplanes were often used on missions to search for U-boats and enemy ships along the Florida coast. Communication from such aircraft to lighthouses was a problem since most planes did not have radio equipment and neither did many lighthouses. And, there were few radio stations capable of transmitting signals more than several hundred miles. In January 1918, experiments were carried out to see if dropping message canisters from aircraft down to lighthouses would be an effective method of passing information.

In the first experiment, at 9:33 am, January 16, 1918, a seaplane took off from Key West on a simulated mission to spot enemy submarines. After flying to a target location where a supposed submarine would be sighted, the seaplane then headed to the Sand Key Lighthouse. The observer in the plane wrote the following message in pencil "For exercise only. 9:52 am enemy submarine two miles south whistling buoy." The message was placed in a wooden container sealed with a wood stopper and dropped from a height of about 15 feet to the ground at Sand Key. Unfortunately the stopper flew out and the message was lost, but this airdrop was surely an example of skillful flying of the seaplane by pilot Ensign Gould!<sup>11</sup>

A second try had the message container dropped into the water near Sand Key. A man waded out and secured the container and was able to bring the message in. It was communicated to the Weather Bureau office in Key West and from there was sent to the Commandant of the Seventh Naval District. All this was accomplished in just 5 minutes after the supposed submarine was sighted. This proved that seaplanes could be used to spot submarines and convey information about them in a reasonably short time. Other experiments were conducted to determine if containers could be dropped into the water near off-shore lighthouses where motor launches would have to be lowered in order to retrieve them. If the boats were equipped with radios, the messages could be delivered to the Commandant very quickly.



**COLLECTION OF PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION**

## The Ponce Inlet Lighthouse is sad to report the passing of **TONY GIROLAMI,** one of the Preservation Association's most active and beloved volunteers.

Born on February 11, 1921, to Italian immigrants Charles and Lina Girolami, Tony was raised in Chicago where his father owned and operated *CG Girolami (& Sons)*; an ornamental and architectural plaster company that made custom plaster moldings, reliefs, and other castings for some of the nation's most accomplished architects including Frank Lloyd Wright. As one of five children born to the Girolamis, Tony was taught the importance of family from an early age and would often joke about growing up with his brothers Charles, George, and Guido and his sister Alduina.

Raised in a close-knit Italian neighborhood on Chicago's West Side, Tony would often comment on how important it was for neighbors to watch out for each other and to lend a helping hand whenever needed. When asked about living in the city, Tony would recall with great fondness how all the neighbors knew each other and how he and his brothers would help the lady down the street or the couple next door shovel coal, carry groceries, or clear the sidewalks of snow and ice. He would talk about his mother and how she would send one of the boys over to a sick neighbor's house with a plate of food and how everyone would sit on their front porches in the evenings and visit with one another. This deep rooted sense of community was a trait Tony carried with him throughout his life.

In addition to family, Tony also loved competitive sports. Standing over six feet tall and weighing more than 190 pounds when he was still a teenager, Tony was a natural-born athlete. Excelling on both the grid-iron and in the classroom, the youngest of the four brothers drew a lot of attention on the field where he played quarterback for his high school football team. In 1938, Tony was named the Windy City's All City Quarterback of the Year and was chosen for Chicago's All Star High School Football Team which played the Los Angeles All Star Team in December of that same year.

Graduating from high school in 1939, Tony was enrolled as a freshman at the University of Notre Dame in nearby South Bend, Indiana. Attending the University on a football scholarship Tony pursued a business degree while playing quarterback for the *Fighting Irish*. Although sidelined on numerous occasions due to injuries sustained on the field, Tony earned his Varsity Monogram letter during his senior year. Tony completed his course of study and graduated with dual Bachelor degrees in Philosophy and Business Administration shortly after Japan launched its surprise attack on Pearl Harbor on December 7, 1941.



**1938 All Stars Game Program**



***A local legend of sorts, Tony was featured regularly in local newspapers. Up until the time of his death, Tony would climb the tower at least once a day and loved giving tours of his favorite lighthouse.***

Like most young men of the time, Tony was not immune to the call to arms that resonated throughout the country in the months following the United States' entrance into World War II. With his initial goal of earning a Bachelor's degree complete, the young man made his way to the local recruiting office where he joined the Army in August, 1942. Like many of his college peers, Tony was selected for Officers Candidate School (OCS) not long after taking his Oath of Enlistment. Attending OCS at Fort Benning, Georgia, Private Girolami was promoted to 2nd Lieutenant upon completion of the program in the spring of 1943 and assigned to the 158th Regimental Combat Team (RCT) shortly thereafter.

Commonly referred to as the Bushmaster Brigade due to its expertise in jungle warfare, the 158th RCT was personally requested by General Douglas MacArthur

to serve under his command. Seeing action in numerous campaigns including the amphibious assaults on New Britain, Wake Island, New Guinea, and the Philippines, the Bushmaster Brigade was highly regarded as one of the most accomplished Army units in the Southwest Pacific Theater.

In addition to its hard won reputation as "one of the fightingest little armies in anybody's history" the 158th was also one of the most racially integrated. Thanks to the diverse population of Arizona from which it was raised, the Bushmasters Brigade was comprised of men of multiple ethnic and racial backgrounds including Mexican-Americans, Japanese-Americans, and Native Americans.

Like many veterans, Tony Girolami was reluctant to share any of his war-time experiences. When pressed, he would often shrug and reply that he didn't do much. However, Tony did have one war story that he loved to tell about how he came to be assigned to the Army's most racially integrated unit.

According to Tony, it all started when he first arrived in the Philippines. Reporting to the regimental headquarters with orders in hand, Lieutenant Girolami was informed by a confused clerk that he was in the wrong place and that no record existed of anyone named Girolami being transferred into the 128th. Although disagreeing with the clerk, Tony had no choice but to wait until the paperwork was straightened out. It took a while but the clerk was eventually able to process Tony's paperwork and send him on his way.

Arriving at his Company Commander's headquarters sometime later, the young Lieutenant was greeted by a confused commanding officer (CO). When asked what the problem was, the senior officer looked at Tony and stated in an accusatory



**WWII-Era 158th  
Regimental Combat  
Team Unit Patch**

tone “You’re not an Indian.” “No, I’m Italian,” replied an equally perplexed Tony. After a moment’s hesitation his new CO responded, “But the form says we are supposed to get a Lieutenant Geronimo.” The officer had become so accustomed to reading Native American names that he mistook Tony’s Italian name for that of the famous Apache warrior. Even though everything was eventually straightened out, the name stuck and many continued calling him Lt. Geronimo throughout the remainder of the war. Tony was discharged from active duty in September, 1946.



**2nd Lt. Anthony Girolami  
(aka Lt. Geronimo)  
during WWII**

Returning to Chicago after the war, Tony decided to pursue a law degree from his old Alma Mater. Enrolling in Notre Dame’s graduate school in 1947, the former Army officer was living in South Bend, Indiana, when he met a local girl named Vivian Kubiak. The two hit it off immediately and were married a few years later.

Moving back to Chicago following graduation from Law School in 1950, Tony was hired by the Cook County Court where he became an assistant to then Cook County Clerk of Courts, Richard J. Daley. Taking a shine to the young lawyer who had served his county during the War and made quite a name for

himself as both a high school and Notre Dame football player, Mr. Daley convinced (i.e. forced) Tony to become the radio announcer for the weekly rebroadcast of the Notre Dame football games on Monday nights, believing it would help his young protégé politically career. Following his boss’s advice Tony became the voice of Notre Dame Football throughout Chicago in the 1950s.

Named interim Clerk of Probate Courts for Cook County following Daley’s successful bid for Mayor of Chicago in 1955, Tony was later made the permanent Clerk of the Probate Court of Cook County following a successful election bid in 1961. It was a position he would retain for more than 25 years. In addition to his long and distinguished career with the Cook County Court System, Tony was also an accomplished politician having served as the interim Alderman of the 28th Ward of Chicago from 1959 until becoming Clerk of Court in 1961, and as a Committeeman for the 28th Ward during the 1960s and ‘70s. In addition to maintaining a very successful political career both Tony and Vivian donated much of their time to the Catholic Church and local charities including the American Legion, the American Boys’ Club for Needy Children, and other West Side community programs.

Retiring from the Cook County Court System in 1986, Tony and Vivian moved to Ponce Inlet, FL, where the couple owned a vacation home. Continuing their lifelong commitment to supporting the local community the couple wasted little time

finding new causes and groups to support including the Ponce Inlet Women’s Club and Community Center, the Epiphany Catholic Church in Port Orange, and the symbol of their new home, the Ponce Inlet Lighthouse.

As Tony’s love for the lighthouse grew with each passing year, so too did his commitment to the Preservation Association that had worked so hard to restore it. Appointed to

the museum’s Advisory Committee in 1995, Tony soon became one of the Lighthouse’s most effective advocates and rarely missed the opportunity to support of Preservation Association at Town meetings, community events, local restaurants, and other venues. Tony was elected to the museum’s Board of Trustees in 1996, shortly after the death of his wife in August of the same year. It was an honor and responsibility he would cherish until passing away in 2013.

Tony’s love for children and education inspired his 27 years of service to the local community and the Ponce Inlet Lighthouse.

A daily fixture at the Light Station, Tony could be found welcoming visitors to the Lighthouse or leading small groups on entertaining tours of the museum with a mandatory stop at his favorite exhibit, the Second Assistant Keeper’s two-hole privy. Always willing to lend a helping hand, Lighthouse staff came to rely on his daily emergency radio checks from the top of the Ponce Inlet Lighthouse which he climbed at least once every morning. In addition to being one of the Association’s most active volunteers, Tony was also one of its longest standing board members, serving nearly two decades in that capacity. Tony was the recipient of the Florida Association of Museums’ Outstanding Volunteer/Trustee Award in 2004. He was also recognized by the Town of Ponce Inlet, receiving their Citizen of the Year Award in 1989, and the Ponce Inlet Lifetime Achievement Award in 2010.



**Tony Girolami with his  
2004 Outstanding  
Volunteer/Trustee of the Year  
from the Florida  
Association of Museums.**



**Tony Girolami: Grand  
Marshal of the 2012 Ponce  
Inlet Christmas Parade**

Although enjoying incredible athletic, academic, political, and professional success, Tony was always reluctant to talk about his own personal achievements in life. While many with similar resumes would have dominated conversations with stories about themselves, Tony was loath to do so, choosing instead to focus on his family, his faith, and his friends. Where some would have tried to impress others with their intimate knowledge of what it was like working within Mayor Richard Daley’s administration, Tony chose to talk about how the Mayor attended church every morning or how he insisted on eating dinner

with his family every night. That was just how Tony was. He was a caring man who began every conversation by asking how the family was and ended it with a pat of his hand and cheerful “See you later”. Tony was a devout Catholic and lived his life accordingly, never wavering from the values instilled in him at an early age: have faith in God, love your family, and support your community. He will be sorely missed.



**Tony maintained a love  
for his old Alma Mater  
throughout his life.**

## PROGRAM DEPARTMENT REPORTS A WONDERFUL AND PRODUCTIVE SUMMER

The Preservation Association is pleased to report that the Programs Department has had a wonderful and productive summer.

On June 14th the Lighthouse celebrated Flag Day. This event was established to be a national observance of our country's flag. Celebrated all over the nation, Flag Day began in 1916, after a proclamation that was issued by President Woodrow Wilson. The date of June 14th coincides with the same date in 1777 that marked the day when the second Continental Congress passed a resolution describing what our flag would look like. It was said that, "the flag of the United States be 13 stripes, alternate red and white" and that "the union be 13 stars, white in a blue field representing a new constellation."

Building on the theme of the day, museum visitors were provided the unique opportunity to learn how flags were once used to facilitate communication between ships at sea and from ship to shore in the days before wireless radio and other modern conveniences. In addition to these wonderful flag related workshops, Lighthouse guests were encouraged to express themselves by writing messages all over a brand new car. Although one would normally be appalled by such behavior, this was no ordinary vehicle. Sponsored by Spanos Motors Inc. of Daytona Beach, the car in question was a BMW treated with a special coating that allows marker to be wiped right off.

Music was made at the Lighthouse in July and August. On July 13th we hosted a concert at the Lighthouse featuring the participants of the 7th Annual Horn Camp Workshop which is held in Daytona Beach each summer. The French horn concert, conducted by Heather Pettit, feature over a dozen talented performers who played arrangements of popular and classic tunes in the shade of the Lighthouse tower.



August 11th was Spirit of '45 Day at the Lighthouse. Spirit of '45 Day is a time to remember and to honor "the legacy of courage, shared sacrifices and commitment to service of the men and women who took part in WWII." Designated an official day of observance by Congress in 2010, Spirit of '45 Day is celebrated throughout the country in commemoration of the anniversary of the day when US involvement in World War II came to an end. The United States Coast Guard color guard stationed in New Smyrna Beach was in attendance to perform the flag-changing ceremony at the base of the tower while bugler Roland St. Gelais entertained guests and closed out the day's festivities with a melodic song from within the tower.

Held every year on August 7th, National Lighthouse Day celebrates the founding of the United States Lighthouse Establishment on August 7, 1789. As with previous National Lighthouse Days, the Ponce Inlet Lighthouse chose a specific theme to center its offerings around. This year's theme was Games and Chores at the Lighthouse.



>> CONTINUED ON PAGE 13

## PROGRAM DEPARTMENT REPORTS A WONDERFUL AND PRODUCTIVE SUMMER (CONTINUED)

Museum visitors were provided numerous opportunities to learn about early life at the Lighthouse as they toured the grounds, examined turn-of-the-century artifacts, and talked with Lighthouse volunteers. Scheduled activities included “Knucklebones” (a popular children’s game commonly referred to as Jacks), paper dolls, and much more. The Lighthouse Preservation Association would like to thank the staff of WROD (1340 on the AM dial) for promoting the event as well as local artist David Wensel who donated a painting to the Lighthouse that was later won by a museum’s visitor.

As the fall season approaches we encourage you to join us on the evening of October 19th to explore the stars, moon, and other heavenly bodies with Seth Mayo, curator of astronomy at the Museum of Arts and Sciences. Scheduled from 6:30 until 8:30 pm, guests can climb the lighthouse, watch the full moon as it rises over the Atlantic Ocean, participate in hands-on astronomy workshops, and stargaze through one of the MOAS’ powerful telescopes. In recognition of their hard work, all teachers will be admitted free of charge during this event with a valid school I.D.

Thanks again to our dedicated volunteers, members, and local supporters for helping the Preservation Association achieve its ongoing mission to preserve and disseminate the maritime and social history of this National Historic Landmark.

“Anyone lucky enough to work at a museum will agree that a strong volunteer program is essential to a museum’s continued success. Here at the Ponce Inlet Lighthouse we are reminded every day just how valuable our volunteers are. Possessing decades of experience in a variety of fields, Lighthouse

volunteers bring a depth to a museum’s programming that it would otherwise be unable to achieve. Volunteers are the heart and soul of nearly all museums. They are in constant contact with the public and often serve as the institution’s primary ambassadors, tour guides, and public advocates. The diverse ways in which our volunteers support the Lighthouse Programs are as varied as the unique individuals themselves. The Preservation Association, board of trustees and Lighthouse staff appreciate all the fine work our volunteers do to help us fulfill our mission to preserve and disseminate the maritime and social history of this National Historic Landmark.”



### THANK YOU & WISH LIST

This quarter we continued to receive items for our project to stock the pantry of the Gladys Meyer Davis House with original objects dating from 1930 and earlier. Joanne and Carroll Hamilton contributed household goods as did John and Jackie Mann. Maggi Hall provided us with kitchen utensils. Julie Davis donated a vintage bamboo and wicker chair. Thank you everyone for your contributions to this project!

We are still hoping to acquire more pantry items as well as additions to our collection of tools and garage-related items. Tin or glass containers for oil and gas dating from 1930 and earlier are wanted as are glass batteries, various tools, lanterns, fly paper, and hardware.



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

In a January 21, 1918, experiment with a boat that had no radio, it took 21 minutes to retrieve the message, get to shore, and telephone the message to the Naval Air Station at Key West.<sup>12</sup>



**SEAPLANE AT PENSACOLA, C. 1917,  
COURTESY OF STATE ARCHIVES  
OF FLORIDA, FLORIDA MEMORY**

A March 26, 1918, memo from Commandant of Seventh Naval District to the Lighthouse Inspector of the Seventh District, William W. Demeritt, advised that if keepers spotted anything dropped from aircraft, they were to pick it up and see if there was a wooden block with a hole in the center where a message might be found. Any such message was to be telephoned to the Communication Office at the Air Station in Key West and to the Air Station in Miami. Also, the memo advised that US aircraft insignia had been changed from a star to 3 concentric circles – red outer, blue inner, and a white bullseye.

## CAMOUFLAGE

Numerous Navy Department letters reported sightings of U-boats and additionally reported the whereabouts of certain Allied ships. Many of these ships were now painted with new and experimental camouflage paint systems that were tested throughout the war. The Mackay system was often cited as was the Gerome Brush method. Some ships had very interesting “dazzle” paint jobs designed to make them hard to identify by the enemy both above and below the water.<sup>13</sup>

During the Victorian Era, the British Navy had been called the Great White Fleet. Its vessels were painted white in order to show them off, and the American Navy to some extent shared the same style. In the 1890s, the British became concerned that these highly visible ships were targets and that they should perhaps be painted for less rather than more visibility. By 1899, the United States was also considering the same thing, and Robert Brush of New York City was approached by the Navy to design a “protective coloration” for its vessels.

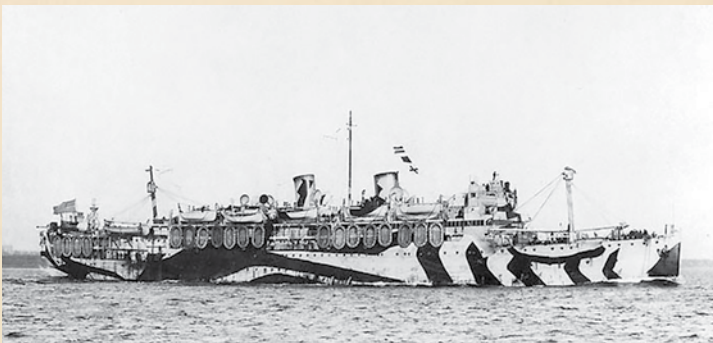
The project was not successful and the Navy shelved the idea until 1908, when they approached Albert H. Thayer. Thayer declined the Navy’s offer, and in 1910 the Navy approached Robert Brush again. Brush agreed to help but eventually both Brush and Albert Thayer turned the work over to their sons, Gerome Brush and Gerald Thayer. Once again, the project failed to come to a successful conclusion.

In 1915, the US Bureau of Construction and Repair began experiments to determine the best colors for wartime ships and determined that a light gray, identified as Navy Gray #5, was best. Navy Gray #5 rendered ships as invisible as possible to an observer on either a surface vessel or on a submarine, and it was the most effective color for the overcast and foggy conditions of the North Sea area, a typical destination for many Navy ships.

Another color scheme, referred to as the “German Method” was tried on the battleship *Ohio* in 1916. The hull near the water line was painted dark gray followed by lighter tones on the upper parts of the ship. The masts and yards were painted nearly white. This was an effective paint scheme, but time did not allow for conclusive observations to be made before the US entry into the Great War.

When the US became involved in the war in April 1917, the Bureau of War Risk Insurance of the Treasury Department addressed the issue of camouflage for merchant ships. The main objective was to make these vessels as invisible as possible to the German U-boats.

The methods of five New York City designers were selected and included William Mackay, Everett Warner, Maximilian Toch, Gerome Brush, and Louis Herzog. Mackay’s system was structured to return as much white light to the observer’s eye as would have been detected by looking at the horizon alone. This would hopefully render the ship nearly invisible. In other systems, proportions of red, violet, and green pigments could be varied to produce colors suited to differing weather conditions in different areas of the sea.<sup>14</sup>



**USS SIBONEY, NAVAL TROOP SHIP,  
PUBLICDOMAINREVIEW.ORG**

The most eccentric types of camouflage were called “razzle dazzle” or dazzle painting and depended upon afterimages produced by placing complementary colors like red and green located side by side. In Great Britain, marine artist Norman Wilkinson developed the idea of confusing the eye with a dazzle painting method that used stripes and broken lines as well as side-by-side complementary colors to confuse the eye and make it difficult for the enemy rangefinders and periscopes to give accurate information about a vessel’s size and direction of travel. Dazzle painting had some modest success and saw limited use later during World War II.

Lighthouse keepers were notified again and again to report to the Navy on the visibility of passing vessels that had been painted with various camouflage patterns. Lighthouses in southern Florida were particularly singled out. Fowey

>> CONTINUED ON PAGE 15

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

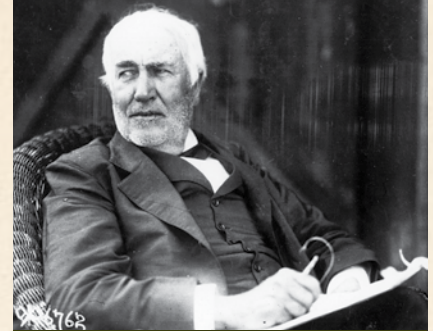


**SS ALLOWAY, PUBLICDOMAINREVIEW.ORG**

Rocks, Carysfort Reef, Alligator Reef, Sombrero Key, American Shoal, Sand Key, Rebecca Shoal, and Dry Tortugas all received regular requests such as one dated October 16, 1917.<sup>15</sup> “It is desired that the following vessels BE observed at distances varying from 500 yards to the point where the vessel merges with the horizon.” The vessels named in this Seventh Naval District memo included:

- ❖ AA Wico - Gerome Brush System
- ❖ SS Coloria - Toch System
- ❖ SS Polarine - Mackay System
- ❖ SS Corning - Mackay
- ❖ SS Westoil - Herzog
- ❖ SS JL Luckenbach - Mackay
- ❖ SS Suruga - Gerome Brush
- ❖ SS St. Paul - Brush
- ❖ SS St. Louis – Mackay

Along with these experiments in ship disguise, other marine experiments were being carried out. The Lighthouse Service, for example, had an interest in underwater signaling and had previously attempted to develop “submarine bells” that could alert ships to hazards like ice bergs and shoals in places where visual and above-water sound signals were not effective. The “bell” would sound underwater and be picked up by a shipboard microphone adapted from a Thomas Edison invention. Experiments in this technology led to the first echoing devices, sounders that could detect sea-floor depth and underwater objects. Eventually, this work would enable underwater telegraphy and sonar.<sup>16</sup>



**THOMAS EDISON AT THE KEY WEST NAVY BASE IN 1914, COURTESY OF STATE ARCHIVES OF FLORIDA, FLORIDA MEMORY**

**NOTES PART I**

<sup>1</sup>Records of the US Navy, Record Group 80 Box 1603.

<sup>2</sup>Letter from Josephus Daniels to Secretary of Commerce, August 21, 1916, Navy RG 80 Box 924

<sup>3</sup>Navy RG 80 Box 318

<sup>4</sup>Records of the US Coast Guard Record Group 26 E5 NC63

<sup>5</sup>USCG RG 26 E5 NC63.

<sup>6</sup>Ibid.

<sup>7</sup>Alex R. Larzelere, *The Coast Guard in World War I, An Untold Story*, 167-169 (Naval Institute Press 2003)

<sup>8</sup>Memo December 3, 1917, Navy RG 45 E520 I-18 Box 526

<sup>9</sup>USCG RG 26 E5 NC63

<sup>10</sup>Letter from Commandant Key West Naval Station to Chief of Naval Operations, US Navy RG 45, E520 I-18 Box 526

<sup>11</sup>Letter from E. A. Anderson to Commander Submarine Division and to Commanding Officer Key West Naval Air Service Station and to others; Navy RG 45 E520 I-18, Box 526

<sup>12</sup>Letter from E.A. Anderson to various commanders, Navy RG 45 E520 I-18, Box 526

<sup>13</sup>Letter from Seventh Naval District Office of Aid for Information to Seventh Lighthouse District Inspector W.W. Demeritt, USCG RG 26 E5 NC 63

<sup>14</sup>Benedict Crowell and Robert Forrest Wilson, *How America Went to War: The Road to France*, 492-500 (Yale University Press 1921)

<sup>15</sup>Letter from Aid for Information of Seventh Naval District to W. W. Demeritt, Seventh Lighthouse District Inspector, USCG RG 26 E5 NC63

<sup>16</sup>Capt. L. S. Howeth, USNRet, *History of Communications in the US Navy* 253-265 (Bureau of Ships and Office of Naval History 1963)

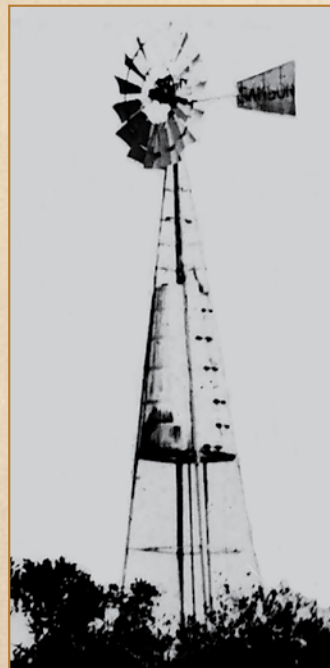
# The Pump House

The preparations for the possible entry of the United States into the Great War affected even the smallest details of life at many coastal lighthouses. At Mosquito (Ponce) Inlet plans were made to stabilize the supply of water available to the keepers and families who lived here. A new well had been dug in 1907, and that well was served by a Samson windmill with a 25 barrel water tank attached to its tower. The windmill gave endless trouble, and in 1914 Principal Keeper John Lindquist received a new “pumping station.” This electric pump would replace the windmill and a small wooden building was constructed to protect the new equipment. A working party brought to the Light Station



**SMITH WHITE PUMP HOUSE 1940S**

by the tender *Waterlily* helped construct this new building and install the electric engine. The windmill was removed from the tower but the water tank remained. The new Pump House may have been erected on the site of an earlier “hose shed” mentioned in John Lindquist’s keeper’s log on October 15, 1909.



**WINDMILL WITH WATER TANK**

Previous curators recorded that the original paint layers on this structure were maroon in color and photographs from the 1920s, although not in color, show that the structure was painted with a dark color. Later photographs show that the structure had been repainted white, the color it continues to be painted today. The original siding has been replaced over the years but some original structural materials still remain. The south side opening was actually a



**1921 - 22, DARK PUMP HOUSE**

double sash window with four panes above and four below. The original door did not have a window and was replaced with a vintage door during the 1980s. A new door closer in style to the original has recently been installed.

The Pump House has had two concrete floors. The earlier slab was smaller than the building’s footprint. A full floor was installed by the Coast Guard in 1944. On the new slab appear the initials J.V.C for Jesse V. Conaster, a Coast Guardsman stationed at the Lighthouse in 1943-44.

Today, the pump house continues its original function and the water is used to supply the Light Station’s sprinkler system.



**WATER TANK**



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## A GENERAL ANNUAL MEMBERSHIP INCLUDES:

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  - Child under 12 must be accompanied by an adult

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- Recognition of your membership in the quarterly newsletters' 2nd Assistant Keeper List

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

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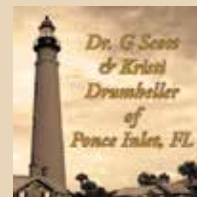
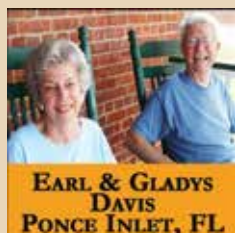
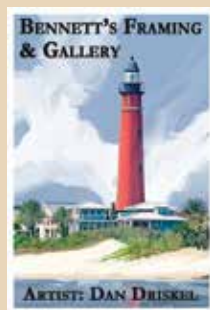
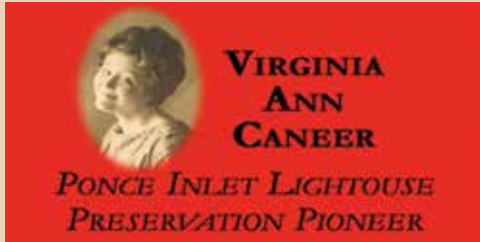
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