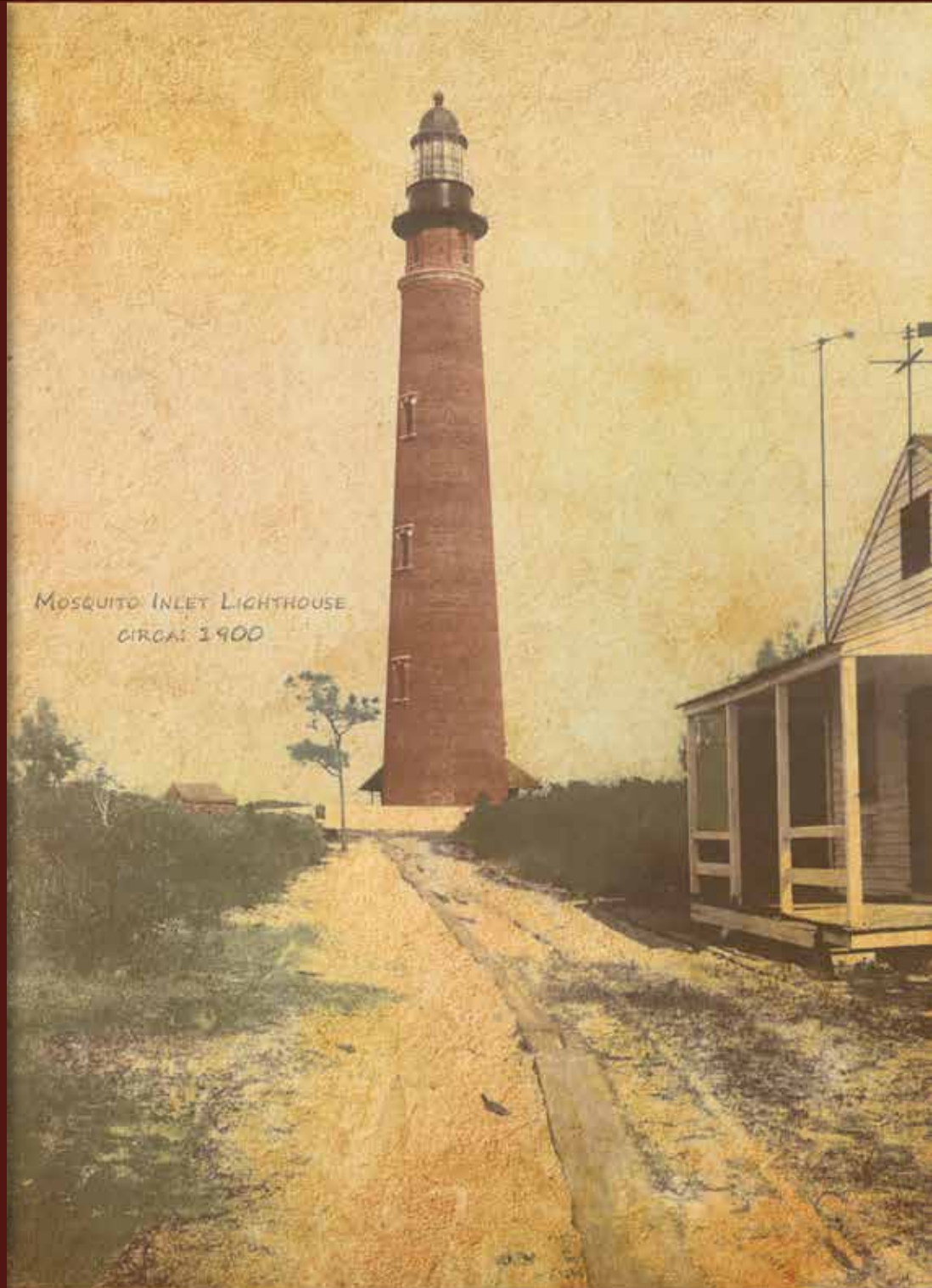




PONCE DE LEON INLET LIGHTHOUSE ILLUMINATIONS

4931 South Peninsula Drive • Ponce Inlet, Florida 32127 • www.ponceinlet.org • www.lighthouselocker.org • (386) 761-1821 • lighthouse@ponceinlet.org
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CELEBRATING 125 YEARS OF ILLUMINATION



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 19th for Florida Lighthouse Day. Held annually, this important event celebrates Florida's rich maritime and lighthouse history. Onsite activities will include guided tours of the Light Station and numerous family-oriented workshops. A complete listing of events scheduled for April, May, and June can be found in the Calendar of Events on page four.

We are pleased to announce that restoration of the large bedroom in the First Assistant Keeper's dwelling is now complete. The scope of work for the space consisted of repairs to the room's historic plaster walls and ceiling, stabilization and re-pointing of the fireplace and hearth, and the refinishing of room's floors, trim work, doors, and windows. Completed by Tom DiTusa with assistance from coworkers Stump Madison, Chuck Wescoat, and Dave Doiron, the bedroom was meticulously restored using the same traditional building techniques utilized during its original construction. We invite you to examine the revitalized space during your next visit to the Light Station.

The Director of Operations and I traveled to Amelia Island on January 25th to participate in the Florida Lighthouse Association's (FLA) winter conference. Held quarterly, FLA meetings provide lighthouse professionals and enthusiasts the unique opportunity to discuss ongoing activities at light stations around the state. This past meeting was especially important thanks to Coast Guard Curator Arlyn Danielson who was on hand to discuss current and future trends within the service regarding lighthouse artifact loan policies and collection management practices. The

meeting proved both educational and beneficial to all in attendance.

The Association is proud to announce the recent unveiling of the Science of Light educational outreach program. Written and developed by Director of Operations Mike Bennett with assistance from museum staff and Lighthouse volunteers John Mann, Jackie Mann, and Christina Bennett, this unique interactive program explores the science of light, the evolution of lighthouse illumination, and the history of lighthouses around the world. Completed in January, 2014, this new addition to the Association's growing collection of educational programs includes a pre-study packet for teacher use, hands-on activities, and an interactive DVD that leads students on a journey of discovery into the history and science of these silent sentinels of the sea.

I would like to take this opportunity to thank the many donors who have contributed to our Lighthouse Endowment Fund Drive. The Preservation Association has raised nearly \$100,000 to date and is confident that it will meet its goal of raising \$125,000 by year's end. 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. 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 past, present, and future accomplishments would not be possible.

With Warm Regards,

Ed Gunnlaugsson

Ed Gunnlaugsson
Executive Director
Ponce Inlet Lighthouse

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

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

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

CORPORATE LAMPISTS

7-11
DAVE & ROCKY SINGH
PONCE INLET, FL

BENNETT'S FRAMING GALLERY
ERIC OSUZLO
DAYTONA BEACH, FL

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ASSOCIATES**
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WALT & RHONDA GLASNAK
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RON & MARYANN EDWARDS
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APRIL 19, 2014 (SATURDAY) 10:00 AM TO 2:00 PM **FLORIDA LIGHTHOUSE DAY**
 Help us celebrate Florida's surviving historic lighthouses on April 19th from 10:00 am until 2:00 pm. Enjoy family-oriented activities, live demonstrations, and kid's crafts. Test your knowledge about Florida's many lighthouses by taking the Florida Lighthouse Challenge. Climb to the top of the Lighthouse and answer the question: "What is a crystal radio?" 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 17, 2014 (SATURDAY) ALL DAY **ARMED FORCES DAY**
 In appreciation for our men and women in uniform, the Ponce Inlet Lighthouse and Museum will admit all active duty military and veterans free of charge throughout the day with proof of service.

MAY 17, 2014 (SATURDAY) 10:00 AM TO 2:00 PM **INTERNATIONAL MUSEUM DAY**
 Museums are the story tellers of humankind's collective knowledge and experiences. Observed annually at museums around the world, International Museum Day celebrates these important centers of learning. This year's International Museum Day will focus on how museum collections make connections. The Ponce Inlet Lighthouse invites you to visit the Light Station on May 17th between the hours of 10:00 am and 2:00 pm to participate in numerous family-oriented activities and workshops designed for young and old alike. All activities are included with the price of regular admission. No advance registration required.

MAY 20 & 21, 2014 (TUESDAY & WEDNESDAY) 10:00 AM TO 2:00 PM **FAMILY FUN DAYS**
 The Ponce Inlet Lighthouse cordially invites you to visit the Light Station on May 20th and 21st for Family Fun Days. Journey back 100 years and learn what it was like to live and work at this once isolated Light Station. Tour the historic grounds, examine artifacts, and participate in family-oriented workshops. All activities are included with the price of regular admission, no advance registration required.

JUNE 14, 2014 (SATURDAY) 10:00 AM TO 2:00 PM **FLAG DAY**
 Purchase a flag flown at the Light Station, explore the historic Ponce De Leon Inlet Lighthouse and museum, and learn how ships communicated with flags before the days of modern electronics. All activities are included with the price of regular admission. No advance registration required.

JULY 3, 4, & 5, 2014 (THUR, FRI, & SAT) 10:00 AM - 2:00 PM **INDEPENDENCE DAY CELEBRATION**
 Celebrate our Nation's birth at the Ponce Inlet Lighthouse with fun-filled family-oriented activities, workshops, and events on July 4th, 5th, and 6th from 10:00 am until 2:00 pm. All activities are included with the price of regular admission. No advance registration required.

2014 SPRING/SUMMER CLIMB TO THE MOON EVENT CALENDAR

APRIL 15, 2014
 (TUESDAY)
 7:15 PM - 8:45 PM

MAY 14, 2014
 (WEDNESDAY)
 7:15 PM - 8:45 PM

JUNE 12, 2014
 (THURSDAY)
 7:15 PM - 8:45 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 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

UPCOMING MEETINGS:

April 21, 2014
 MONDAY
 Board of Trustees and
 QUARTERLY MEMBERSHIP
 MEETING
 open to general membership

May 19, 2014
 MONDAY
 Board of Trustees Meeting
 CLOSED TO GENERAL PUBLIC
 AND MEMBERSHIP

June 16, 2014
 MONDAY
 Board of Trustees Meeting
 CLOSED TO GENERAL PUBLIC
 AND MEMBERSHIP

ALL MEETINGS ARE HELD IN THE GIFT SHOP CONFERENCE ROOM.



2014 SPRING AND SUMMER 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

MEMORIAL DAY WEEKEND
 MAY 23-25, 2014 OPEN FROM 10:00 AM UNTIL 7:00 PM
 FRIDAY, SATURDAY, SUNDAY (LAST MUSEUM ADMISSION AT 6:00 PM)

SCHEDULED TOWER CLOSURES

JUNE 12, 2014 TOWER CLOSED FROM 7:00 PM UNTIL 9:00 PM
 (THURSDAY) MUSEUM AND GIFT SHOP OPEN UNTIL 9:00 PM
 (LAST MUSEUM ADMISSION AT 8:00 PM)

THE LIGHTHOUSE SERVICE AND THE GREAT WAR

PART III

The 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.



*Recruiting Poster; collection of
Ponce de Leon Inlet Lighthouse Preservation Association,
courtesy United States Coast Guard, RG 26 E5 NC 63*

COMMUNICATIONS

Coordination of services and ease of communication had been concerns for the United States government long before the start of the Great War in 1914. For example, the assignment of lighthouse tenders to the various coast artillery districts had been agreed upon by the Secretaries of War and of the Navy back in 1908, and that agreement formed the basis of some of the Navy Department's plans prior to the United States' entry into what would eventually become known as the First World War.

At the outset of American participation in the Great War, the Seventh Naval District was quickly reorganized to facilitate better communication and to enhance protection of the coastline and waters of Florida, the Gulf, and parts of the Caribbean. The district included the Seventh Lighthouse District and part of the Sixth, including St. Augustine, Mosquito (Ponce) Inlet, and Jupiter Inlet. The Seventh Naval District was divided into six administrative sections to make communications and patrols as efficient as possible. The first section was headquartered in St. Augustine and extended from the St. Johns River to Cape Canaveral. The second had Miami as its headquarters and went from Cape Canaveral to Carysfort Reef. The third section was headquartered at Marathon and included Carysfort Reef to Newfound Harbor and Cape Sable. The fourth section was headquartered at Key West and included Cape Sable and Cape Romano. Headquarters for the fifth was at Dry Tortugas and included the entire Dry Tortugas area. The sixth section was headquartered at Tampa and encompassed Cape Romano to Tarpon Springs.

Air training stations were established at Miami and Key West, with the Key West Naval Air Station being constructed between August and December 1917. A Naval training camp, a submarine base, and the Seventh District Naval Command Headquarters were also located there.

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THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)

On May 11, 1917, President Woodrow Wilson proclaimed that all companies or persons owning, controlling or operating telegraph and telephone lines or submarine cables were prohibited from transmitting messages to points outside the US and from delivering messages received from such points except those permitted for telephone and telegraph lines by the Secretary of War and for submarine cables by the Secretary of the Navy.



*Key West Naval Station c. 1918,
courtesy of State Archives of Florida, Florida Memory*

Information about enemy vessels could be transmitted from lighthouses by various means including everything from flag and blinker light signals to US mail and carrier pigeons, but some light stations had wireless capability. The Navy had been interested in radio communications since before 1900, and the Weather Bureau also maintained radio equipment at some light stations, including Jupiter Inlet and Sand Key in Florida. The weather radios were set up to alert coastal shipping to storms and other problems. Even though many innovations in radio communication had been made, most radio facilities could reliably transmit to a maximum range of only several hundred miles. The Navy had only one facility in Arlington, Virginia, that could transmit 1,000 miles. The government intended that all these radio facilities be brought under the control of the military during times of conflict, and the Navy took the lead in developing the use of radio as well as in other methods of connecting lines of communication.¹

COMMUNICATIONS UPGRADES

On November 13, 1916, while the United States government was preparing for possible entry into the Great War, a memo from the Interdepartmental Board on Coastal Navigation recommended that the Coast Guard be given the means to bring coastal telephone communications to a state of readiness and to include all Coast Guard stations, lighthouses, and other government facilities.

At the beginning of World War I, wireless communications were available and in use, especially by the Navy which took over the Lighthouse Service for the duration of the war. Why, then, did the Lighthouse Service and the Coast Guard (also under Navy control) choose to install telephone lines between coastal and Great Lakes lighthouses and Coast Guard stations, and why did the military continue to use line-based telephones and telegraphs on the battlefields of Europe?

In battle, the wireless sets were still too cumbersome and the large antennas were too difficult to conceal. Some battlefields were literally criss-crossed with telephone and telegraph lines. Of course, the enemy often cut these, and the wireless sets were used as backup rather than as the first-choice methods of communication. Line-based telephones and radios were considered to be more reliable and less prone to interference from weather, so telephone lines were the choice when the Lighthouse Service and the Coast Guard began the program to install telephones between lighthouses.

By Executive Order No. 2318, President Woodrow Wilson had appointed the Interdepartmental Board on Coastal Communications on February 10, 1916. This board consisted of representatives from the Treasury Department, War Department, Post Office, Navy, Department of Agriculture, and the Department of Commerce. The purpose of the board was to consider the various means of communication under different departments and how those could be coordinated and improved to facilitate national defense, save lives and property, and improve administrative efficiency.

The board resolved in its final report dated February 16, 1916, that the Coast Guard should bring its telephone system into a more efficient state of readiness and expand the system to

>> CONTINUED ON NEXT PAGE

THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)

connect all Coast Guard stations not currently connected and include more than 60 light stations that did not have means for rapid communications. The board had determined that \$250,000 of a request for \$600,000 should be immediately appropriated specifically for the improvements at light stations. The board also resolved that their report should be given to the President as soon as possible. It was apparent that the entire \$600,000 would have to be made available as a lump sum to bring the phone system into complete readiness. In order to administer the new communications networks, Coast Guard officers were assigned to the commandants of the naval districts. These officers were called Aids for Information and had the task of supervising communications in the field.²

On April 4, 1917, a message went from the US Secretary of the Treasury to the Speaker of the House of Representatives. The subject was the needed \$600,000 appropriation to enable the Coast Guard to bring its telephone system of coastal communication to a “high state of efficiency, to extend such system to include all Coast Guard stations not now connected, and to include the most important light stations which have at present no means for rapid communication.”

Lighthouses from Georgia, North Carolina, South Carolina, Maine, New Hampshire, New Jersey, Alabama, Mississippi, Louisiana, Texas, California, Oregon, and Washington were on the list. In Florida, light stations named were Mosquito (Ponce) Inlet, Amelia Island, Cape Canaveral, Hillsboro Inlet, Fowey Rocks, Carysfort Reef, Alligator Reef, Sombrero Key, American Shoal, Anclote Key, Cape St. George, Cape San Blas, and Pensacola. (Sand Key and Jupiter Inlet already had telephone lines which belonged to the Department of Agriculture.)³

The other stations included:

- | | |
|------------------------|---------------------|
| Petit Manan Island, ME | Matinicus Rock, ME |
| Seguin Island, ME | Halfway Rock, ME |
| Boon Island, ME | Isles of Shoals, NH |
| The Graves, MA | Seagirt, NJ |
| Bodie Island, NC | Ocracoke, NC |
| Cape Lookout, NC | Cape Fear, NC |
| Georgetown, SC | Cape Romain, SC |
| Charleston, SC | Hunting Island, SC |
| Hiltonhead, SC | Sapelo, GA |
| Sand Island, AL | Horn Island, MS |

- | | |
|----------------------|------------------------|
| Ship Island, LA | Chandeleur, LA |
| Ship Shoal, LA | Point aux Fer Reef, LA |
| Calcasieu Range, LA | Sabine Bank, TX |
| Galveston Jetty, TX | Brazos River, TX |
| Matagorda, TX | Aransas Pass, TX |
| Brazos Santiago, TX | Los Angeles Harbor, CA |
| Point Hueneme, CA | Santa Barbara, CA |
| Point Conception, CA | Point Sur, CA |
| San Luis Obispo, CA | Pedras Blancas, CA |
| Ano Neuvo, CA | Pigeon Point, CA |
| Point Montara, CA | Point Cabrilla, CA |
| Punta Gorda, CA | Cape Mendocino, C |
| St. George Reef, CA | Umpqua River OR |
| Yaquina Head, OR | Cape Meares, OR |
| Tillamook Rock, OR | Smith Island, WA |
| Patos Islands, WA | |

By the spring of 1918, the Coast Guard would provide telephones for 29 lighthouses in the first district, 17 in the second, 13 in the third, 2 in the fourth, 9 in the fifth, 12 in the sixth, 6 in the seventh, 15 in the eighth district, 1 in the eleventh, 2 in the twelfth, 1 in the seventeenth and 6 in the eighteenth. Atlantic, Gulf, and Pacific coast light stations were furnished with telephones as were the Great Lakes. The telephone exchanges were provided by Bell Companies except for light stations whose telephone service came indirectly through Coast Guard Stations. This was the case along the Delaware, Maryland, Virginia, and North Carolina coasts.⁴



*Jupiter Inlet Lighthouse,
courtesy of State of Florida Archives, Florida Memory*

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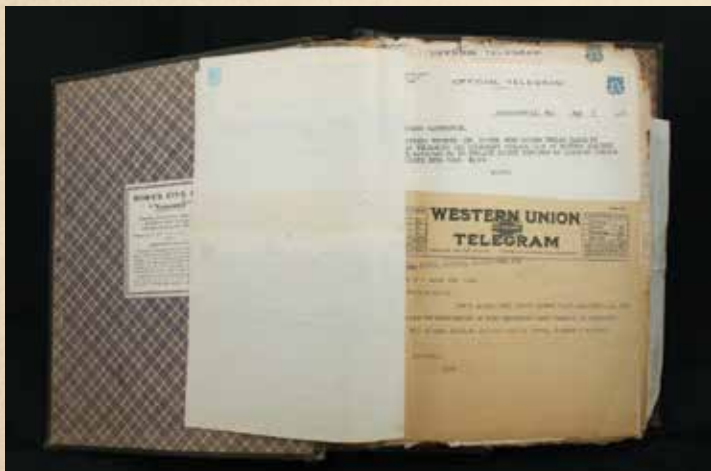
THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)

A telephone exchange was a collection of switches that allowed incoming calls to be transferred to a specific telephone within a geographical area served by the exchange. Telephone operators had to make these connections by literally plugging a line into the correct outlet on a switchboard.



Bell Telephone Operators in Key West, Florida, 1917, courtesy State Archives of Florida, Florida Memory

Some Florida lighthouses did not have means for communicating with the mainland; therefore, in May 1917, the Seventh Lighthouse District requested sets of instruction books and International Code signal flags for Fowey Rocks, Carysfort Reef, Alligator Reef, Sombrero Key, American Shoal, and Dry Tortugas Light Stations.

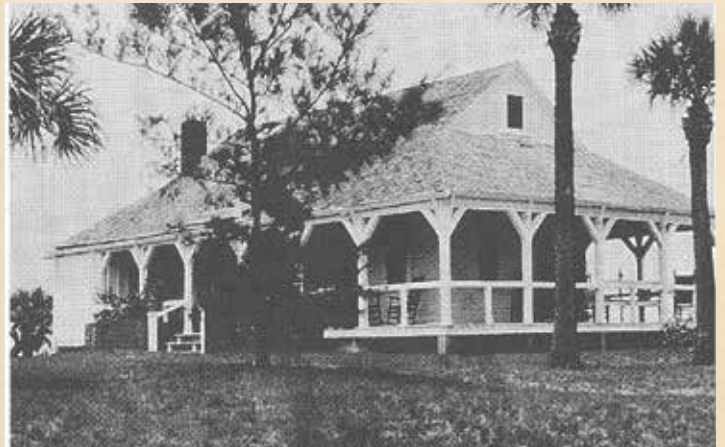


Coast Guard Telephone Project Documents, collection of Ponce de Leon Inlet Lighthouse Preservation Association

INSTALLATION OF TELEPHONES

Charles F. Geiss, an assistant supervisor of telephone lines for the Coast Guard, was assigned the task of setting up phone communications in both Florida and the Great Lakes. Geiss was from Green Bay, Wisconsin, and would travel from the Great Lakes area to Florida many times during the project to install the new phones. Original documents and correspondence relating to Geiss' work on this project are in the collection of the Ponce de Leon Inlet Lighthouse Preservation Association.⁵

By January 1, 1917, the telephone gang had installed poles, fixtures, and wire halfway between Florida's Coast Guard Station 202 (the former Bulow Creek House of Refuge) and Cape Canaveral. Charles Geiss was then directed back to Green Bay, and then on to make an estimate for a lookout phone installation at Calumet Harbor near Chicago. Unfortunately, a severe storm washed out half the poles between Florida's Cape Canaveral Lighthouse and Coast Guard Station 204, the former Chester Shoal House of Refuge. Poles were also lost at Vero. Despite this setback, Geiss remained in Wisconsin, overseeing the repair of phone cables at North and South Manitou Island, Coast Guard Stations 259 and 260.



Chester Shoal House of Refuge, courtesy of United States Coast Guard, RG 26

In March, Geiss was working on connections near Station 231, Big Sandy, on Lake Ontario. Sixty poles were ordered at a cost of \$18. On March 28, 1917, Charles Geiss wrote from Green Bay that he was looking for new employees to work as assistant supervisors of phone lines. They must be able to pass the Civil Service exam, and starting pay should be \$100 per month. In April he was still

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THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)

working from his Wisconsin office and had suggested that Coast Guard station and lighthouse crews could work to help transport telephone poles from White Fish Point to places where they were needed along the Coast Guard's Great Lakes lines.

On April 24th, William McAdoo, Secretary of the Treasury, sent out a memo seeking voluntary contributions by department employees to be made to the Red Cross. His idea was that 50 cents would be appropriate for those making \$1,000 or less per year, \$1.00 for those making \$1,000-\$1,999, and anyone making over \$2,000 should be able to contribute \$2.00. He then followed up the request by stating that no employee should donate under a "sense of compulsion." Geiss received the memo but made no mention in his correspondence of giving to the cause.

On May 16, 1917, the Navy Department/Coast Guard sent a memo to Charles Geiss stating: "The Coast Guard will connect by telephone lines all Houses of Refuge in the East coast of Florida and also Mosquito Inlet Lighthouse, Cape Canaveral Lighthouse, and Hillsboro Inlet Lighthouse with the nearest telephone or telegraph company so as to be able to transmit or receive quickly telephone or telegraph messages." The American Telephone and Telegraph Company would be carrying out the actual work and, along with the three lighthouses, connections would also include the Bulow, Oakhill, Titusville, Vero, Ft. Pierce, Jensen, Ft. Lauderdale, and Miami Beach Houses of Refuge. It was preferable that these lines be connected to existing telephone exchanges whenever possible. If no local telephone company was available, the lines were required to end in telegraph offices. Each House of Refuge was to have two telephones, one in the lookout and one downstairs. The Titusville House of Refuge was to have a switch installed that would disconnect the section of line between it and the Cape Canaveral Lighthouse when the line was not being used for service between the two locations.

American Telephone and Telegraph was assisted in setting up lines and installing phones by crews of Coast Guard men who worked at the various stations involved. Laying the submarine cables needed to connect all these installations was also to be done by the Coast Guard. Because the appropriated funds were limited, there were no instructions for carrying the lines and telephones down into the Keys. Charles Geiss was directed to make a preliminary survey of the requirements for that work.



Cape Canaveral Lighthouse, collection of Ponce de Leon Inlet Lighthouse Preservation Association

General plans for the construction work in Florida included 20 foot northern cedar poles to be shipped from Chicago. The poles would be placed 176 feet apart on straight sections. Brackets rather than cross arms would be used, and wires would be attached to existing poles whenever practicable. Geiss was to measure the lengths of line and cable needed and to make all plans in conjunction with the assigned representative from the American Telephone and Telegraph Company. On May 18th, Geiss was advised to proceed to Washington, DC, and then on to Florida, working from Jacksonville to Key West. His correspondence indicates that he planned to arrive in Daytona on Monday, May 21, 1917, to confer with Mr. Olsson of American Telephone and Telegraph.

The project was interrupted by a serious illness contracted by Geiss. From June 5-8, he was unable to work and was admitted to the "marine hospital" in Savannah at his own expense. The cost was 75 cents per day plus medications. On June 9, he sent a telegram to the Coast Guard commandant in Washington, DC, saying that he was well although still weak and had returned to

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THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)

duty. Shortly after this, on June 12, the Navy Department sent Geiss a new Corona typewriter and advised him to discontinue using a rental machine. This was most probably a very welcome technological upgrade.

Meanwhile, some of the Michigan phone lines were having problems. In early August, the keeper at Coast Guard Station 257 at Beaver Island was directed to visit Station 270 at Grand Haven to make cable repairs. No one in the area had experience in this work so repairs went slowly. Station 282 reported a line to the "outer lookout" was also out of service.

While Geiss was in Titusville, Florida, trying to hire a boat to lay cable, he received permission to travel from Jacksonville to Atlanta to confer with the Plant Engineer of the American Telephone and Telegraph Company. A week later he was back in Florida at Ft. Pierce, trying to purchase gloves for the men who were setting the creosote-soaked telephone poles.

On August 18, he received news that his wife was gravely ill so he returned home to Green Bay immediately. Ten days later, he arranged to send her to a sanitarium, the normal treatment for victims of tuberculosis, a common bacterial lung infection of the time, often called "consumption." While Geiss was handling this personal crisis in Green Bay, he received a communication from the War Department giving the Coast Guard permission to lay submarine telephone cables along the Atlantic and Gulf coasts. Mr. Geiss was advised to motivate the local Florida Army engineers to move on this as quickly as possible and lay the cable along Florida's east coast as far as the Keys. By August 23rd, Geiss was in Miami and on August 28 from his headquarters in Ft. Lauderdale he complained that he was short of funds as his paycheck had gone missing in the mail.

At the end of the month, a report was sent to Geiss concerning the slow progress of work on the Great Lakes phone lines, and a few days later he was in Wisconsin working on the Weather Bureau telephone cable between Sleeping Bear Point and the Manitou Islands of Lake Michigan. Work progressed well under his guidance and by mid-September he was back in Florida to oversee the installations from Miami to Key West. On September 9, 1917, telephones were installed at the Mosquito (Ponce) Inlet Lighthouse. The keeper's log notes that by October 3, line repairs were already needed and underway.



*South Manitou Island Lighthouse,
courtesy Michigan Lighthouse Conservancy*

On September 12, 1917, the Assistant Secretary of War, William M. Ingraham, wrote to the Secretary of the Navy to ask permission to lay submarine telephone cables to connect Orient Point, Long Island, and Plum Island, New York, and certain lighthouses in that area, with the commercial telephone line running from Miami to Key West. At about the same time, workers were laying telephone cables between the lighthouses of the Florida Keys.

By October of 1917, the telephone work at Canaveral was finished and cable was being laid between the Cape Canaveral Lighthouse and Coast Guard Station 204 (the former Chester Shoal House of Refuge). Geiss was working on phones in the Vero area and then he moved on to Jensen Beach. Another man, Acting Electrician Frank D. Evans, was assigned to Marathon until the east coast Florida and Florida Keys phone installations were complete. Bell Telephone partnered on the Florida project. The Ft. Lauderdale Telephone Company furnished service to Coast Guard Station 208, formerly the Life-Saving Service's Ft. Lauderdale House of Refuge.

On November 23, 1917, the line between Fowey Rocks Lighthouse and Miami was being completed. The line crossed the property of one H.M. Matheson on Key Biscayne. Matheson had requested permission to connect his own telephone to the Coast Guard line, but the joining of private lines to government lines had been forbidden. Because Key Biscayne was such an isolated island and because the Coast Guard line stretched for 3 miles across it, and because it was not always possible to

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THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)



Mosquito Inlet Light Station c. 1914, collection of Ponce de Leon Inlet Lighthouse Preservation Association

land a boat at the Key, the Coast Guard allowed an exception. Matheson could possibly be called on to make emergency repairs to the line if he were allowed the connection, so this exception was a good choice for all involved.

The Commandant of the Seventh Naval District sent out orders on November 24, 1917, to the commanding officer of the vessel *Panama* requesting him to sail as quickly as possible from Key West, stopping at all lighthouses along the Florida Keys for the purpose of transporting Charles Geiss and to cooperate with him in all ways possible to speed the completion of the submarine telephone cable connecting the various lighthouses.

Much of the correspondence between Mr. Geiss and the Coast Guard Commandant's office involved his travel expenses and other costs. Geiss' travels for the month of November 1917 totaled \$110.25. He also rang up laundry charges of \$3.45 which the government had not reimbursed, claiming that Geiss had not included receipts with his travel expense request. Geiss replied that the woman doing his laundry "could not

write her name much less provide receipts."

A December 26, 1917, communication from Lighthouse Inspector William Demeritt to the Commandant of the Seventh Naval District, reported on the installations of telephones in the Florida Reef lighthouses near Key West. The telephone at the Fowey Rocks Lighthouse was in operation through a commercial exchange. A connection there cost 90 cents. All the other reef light stations were on government exchanges. At Carysfort Reef the phone was installed, the cable from shore was installed, and three miles of poles were in the process of being raised. The line would be served by the Key West exchange. At Alligator Reef, all equipment was installed and the telephone was about to go into service through the Key West exchange. The equipment at both the Sombrero Key Lighthouse and the station at American Shoal had been installed and was operating through Key West.

On the last day of December, a letter from the Bureau of Lighthouses in Washington went out to inquire if the Florida Reef lighthouses had been equipped by the Coast Guard with telephones that were not authorized by the Bureau. Apparently the Seventh District phones were installed without this authority but the Seventh Naval District Commandant had been involved in arrangements, so the Lighthouse Inspector had assumed that all the proper channels had been utilized.

A January 1, 1918 memo went out from C. F. Geiss, Assistant Supervisor of Telephone Lines for the Coast Guard, advising light keepers of their responsibilities for upkeep of the Coast Guard telephone lines. A set of instructions was included for each keeper. These instructions informed keepers of how to examine and make tight all outside connections and then work back along the wires searching for broken, creased, or grounded wires. Temporary repairs were to be made and then the nearest Coast Guard telephone man was to be contacted. Submarine cables that were connected to lighthouses were to be tested daily by the Coast Guard and reports of trouble were to be made to the nearest Coast Guard telephone man. C. E. Verdon was named as the nearest electrician for the lighthouses near Key West. If the phone line was connected to a commercial telephone exchange, the commercial carrier was charged with these duties.

THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)

As of January 7, 1918, the Coast Guard had completed installing phones in the Florida lighthouses. Geiss sent a heartfelt letter to Lighthouse Inspector Captain William Demeritt in Key West, thanking him for his help and for the help of the lighthouse tender *Ivy's* captain in the installation of the lines. Geiss stated that he was next headed to Green Bay, Wisconsin, to continue his work there. He expressed regret that the Coast Guard did not sanction a phone to be installed in Demeritt's office. The following day the tender *Ivy* was sent to spend 15 days of mine planting practice in Key West Harbor.



*Florida Lighthouses,
courtesy Kraig Anderson, lighthousefriends.com*

On January 22, 1918, Charles Geiss was directed to leave Florida and come to Washington, DC, for orders. He was then to proceed to Green Bay for official business - overseeing more work on the Great Lakes lighthouse telephones. Geiss was advised to submit his travel vouchers which show a cost of \$8.95 for a train ticket from West Palm Beach to Jacksonville. (In 2013, the same ticket ranged from \$53 to \$70.)

In February 1918, Geiss was called on the carpet for demurrage charges on a shipment of supplies in Key West. He had been in Miami overseeing the unloading of cables for nearly a week. He then rushed to Key West but it took many days to find a work

crew to unload the shipment. The South Florida Contacting and Engineering Company provided the crew, and unloading of the ship commenced on a Thursday. When Sunday came, the men refused to work for less than double pay, so that day was skipped and the job continued on until Tuesday. Payment to the crew was delayed until Geiss could explain why the delays resulted in the demurrage charges.

By March 1918, most of the telephone installations around the country were complete. A list of lighthouses provided with telephones by the Coast Guard was compiled by the by the Commissioner of Lighthouses:

First District: Little River Light, Libby Island, Moose Peak, Nash Island, Petit Manan, Prospect Harbor, Egg Rock, Baker Island, Great Duck Island, Bear Island, Bass Harbor Head Light, Saddleback Lodge, Heron Neck, Matinicus Rock, Two Bush Island, Whitehead, Marshall Point, Monhegan Island, Ram Island, Pond Island, Seguin, Halfway Rock, Cape Elizabeth, Wood Island, Goat Island, Cape Neddick, Boon Island, Whaleback, Isles of Shoals.

Second District: Cape Ann, Bakers Island, Egg Rock, The Graves, Minots Ledge, Boston, Plymouth (Gurnet), Race Point, Wood End, Long Point, Sandy Neck, Cape Cod, Nauset Beach, Monomy Point, Great Point, Sankaty Head, Brant Point.

Third District: Point Judith, Block Island SE Light, Montauk Point, Watch Hill, Orient Point, Execution Rocks, Fire Island, Sea Girt, Barnegat, Tucker Beach, Absecon, Ludlam Beach, Hereford Inlet.

Fourth District : Cape Henlopen, Fenwick Island.

Fifth District: Assateague, Hog Island, Cape Charles, Cape Henry, Currituck Beach, Bodie Island, Cape Hatteras, Ocracoke, Cape Lookout.

Sixth District: Cape Fear, Bald Head, Georgetown, Cape Romain, Charleston, Hunting Island, Hilton Head, Sapelo, Amelia, Mosquito Inlet, Cape Canaveral, Hillsboro Inlet.

Seventh District: Fowey Rocks, Carysfort Reef, Alligator Reef, Sombrero Key, American Shoal, Anclote Keys.

THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)

Eighth District: Cape St. George, Cape San Blas, Pensacola, Sand Island, Ship Island, Chandeleur, Pass A Loutre, Sabine Bank, Sabine Pass, Bolivar Point, Brazos River, Matagorda, Aransas Pass, Brazos Santiago.

Eleventh District: Whitefish Point Light, Michigan.

Twelfth District: Rock Island; Pine Island Light, Wisconsin.

Seventeenth District: Heceta Head.

Eighteenth District: Point Loma, Point Fermin, Santa Cruz, Lime Point, Point Arena, Trinidad Head.

In 1918, Congressional hearings considered whether or not the President should be given the power to take over all radio and telephone communications. There was no backup plan if an important company such as Western Union should go on strike, and the War Department had very few trained telegraph or telephone operators of its own. Wireless had, by this time, been taken over by the government. A takeover of all other forms of communication was now considered to be necessary. The hearings considered how companies would be compensated for this government takeover.

Another issue involved confusion about who would pay for calls on the newly installed telephone systems. From the Seventh Naval District, a memo of June 3, 1918, detailing Order 49, went to all light keepers and Coast Guard stations, identifying the types of calls and who would be responsible for them. Lighthouse keepers were charged with listing calls made at their facilities. Long distance calls on official Navy business would be paid for by the Navy Department. The charges would be reversed for these calls and the person called could pay. These would be officials at Naval Stations, Naval Air Stations, and US Naval Radio Stations. Long distance calls on official business for the Department of Commerce would also be reversed. The persons called would be the lighthouse inspectors at Key West and Charleston.

Private calls could also be made and would be prepaid by the caller to the lighthouse keeper. Stations south of Fowey Rocks making calls to Key West would incur no charges according to a memo to accompany Order 49 and sent out by Lighthouse Inspector Demeritt.⁶



*Alligator Reef,
courtesy State Archives of Florida Memory*

Secure use of telephones was another concern. On September 26, 1918, a confidential memo was sent to the personnel at Coast Guard stations and lighthouses in the Seventh District. "In order to prevent the giving out of military information through unauthorized channels, all telephone communication will be confined to official business only." Official business was defined as enemy activities observed from the various facilities; reports received from passing vessels that required transmission; reports from and about the district or other public vessels and aircraft; reports concerning suspicious circumstances along shore, onshore, or offshore; calls for medical assistance; requests for supplies or necessary transportation; other matters in the line of duty including repairs needed at stations.

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THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)

A December 1918 Navy Department Report from Josephus Daniels expressed the advantages of sending radio messages over those sent via cable. Radio messages were quick and virtually free of charge, other than the small land line charge for messages to and from radio stations. Cable traffic was congested while radios were operating at about half capacity. The big disadvantage of radio was that anyone could listen to the message, and all important dispatches would need to be sent in reliable and secure codes that were changed frequently. Radio was available to and from Europe, Honolulu, Guam, and the Philippines.⁷

Despite Daniels' championing of radio communication, the work to install and upgrade telephone systems of the Lighthouse Service, the Coast Guard, and other military installations continued beyond the war's end and also beyond the return of the Coast Guard to the Treasury Department in August of 1919.



*Cape Florida,
courtesy State Archives of Florida Memory*

NOTES: THE LIGHTHOUSE SERVICE AND THE GREAT WAR, PART III

¹Capt. L.S. Howeth, USNRet, History of Communications Electronics in the United States Navy, 67-83 (Bureau of Ships and Office of Naval History, 1963)

²Alex R. Larzelere, The Coast Guard in World War I, An Untold Story, 232-233 (Navy Institute Press, 2003)

³United States Congressional Serial Set, House of Representatives 65th Congress, First Session, Document No. 10, The Coast Guard Telephone System (Treasury Department, Washington DC, April 4, 1917)

⁴Notice of February 19, 1917 from Bureau of Lighthouses to Lighthouse Inspector, Key West, United States Coast Guard Record Group 26 E5 NC63

⁵Original documents consisting of approximately 93 telegrams and 100 pages of correspondence to and from Charles F. Geiss and the Coast Guard regarding the installation of telephones in Coast Guard and Lighthouse Service Facilities in Florida and Michigan during World War I, Collection of the Ponce de Leon Inlet Lighthouse Preservation Association.

⁶USCG RG 26 E5 NC63

⁷Ibid.

The Science of Light

“Light is visible energy. It warms the Earth and provides plants with the energy that they need to grow. Nearly all living things need it to survive. Without it, our world would be a cold, dark, lifeless rock.

Humankind has relied on this special form energy since the dawn of time. They have worshipped it, named gods after it, and built temples in its honor. Whether shining down from the heavens above, or produced by a flickering flame or electric bulb, light has illuminated the world around us and kept us safe.

But how does light work? Why is it visible when other forms of energy are not? How does it interact with the world around us, and how do we use it in our daily lives? We will discuss these and many other questions during the next sixty minutes as we explore the Science of Light and how it relates to Lighthouse Illumination.”

Thus begins the Ponce De Leon Inlet Lighthouse Preservation Association’s newest educational outreach program.

Unveiled for the first time at Longstreet Elementary School in Daytona Beach Shores in February, 2014, it is the Preservation Association’s hope that *Science of Light* will prove to be one of its most popular educational outreach programs. Taking more than two years to develop this unique program was written and directed by Mike Bennett with assistance from Ed Gunn, Ellen Henry, Christina Bennett, and John and Jackie Mann, *Science of Light* is a unique interactive program that explores the physics of light, the evolution of lighthouse optics, and the history and design of lighthouses through the ages.

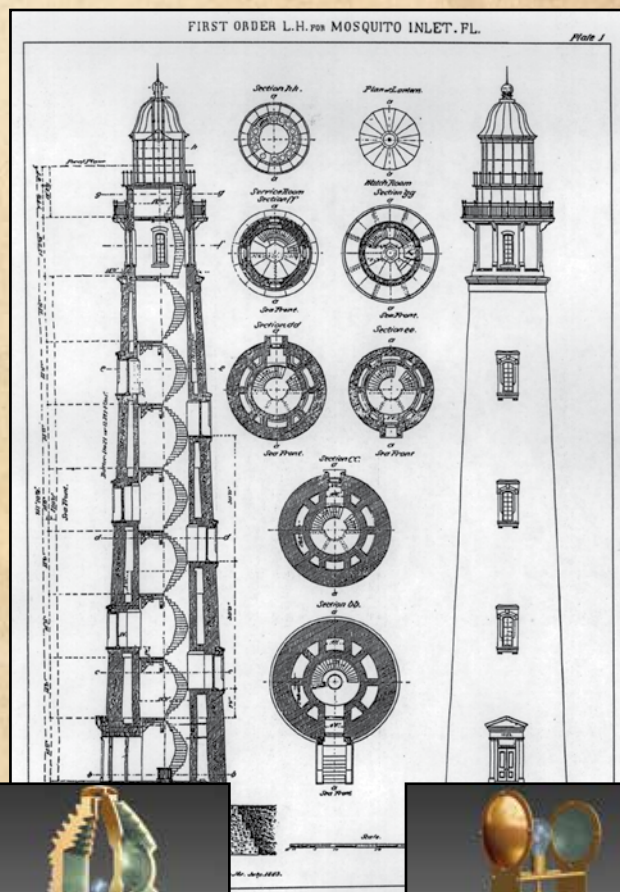
Addressing multiple learning styles including visual, aural, verbal, physical, logical, and social, Science of Light utilizes an interactive three-part video coupled with hands-on models, scientific experiments, and group discussions to help students develop a better understanding of what light is, how lighthouse optics have evolved over the years, what lighthouse is and how it works. The three parts of the program are:

1. What is Light and How Does it Interact with the World around Us?
2. Prisms and the Evolution of Lighthouse Optics
3. The History, Purpose, and Architecture of Lighthouses through the Ages.

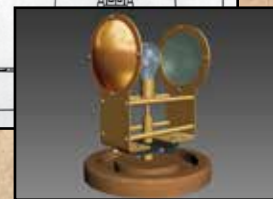
Aligned with the Florida Department of Education’s standards of learning, part one examines the science of light. Concepts addressed in this section include what energy is (photons), how it travels (in waves), why some forms of energy are visible and others or not (wavelength), the visual spectrum (rainbows), and how light interacts with the world around us (refraction, reflection, scattering, and diffusion).

Part two of the program takes the concepts addressed in the first section and applies them to the evolution of lighthouse optics. Including an in-depth examination of how prisms are used to refract, reflect, and focus light, the second section of the *Science of Light* traces the development of lighthouse beacons over the ages from days of simple bonfires lit upon the beach or atop tall cliffs through the use of tallow candles and spider lamps during the sixteenth, seventeenth, and eighteenth centuries, to the much-maligned Winslow Lewis Apparatus of the early to mid-nineteenth century, and ultimately to the magnificent Fresnel lenses of the nineteenth and twentieth centuries. Concepts discussed in this section are reinforced with hands-on experiments utilizing life size models of the optics featured in the video.

Part three of the *Science of Light* program takes the concepts addressed in parts one and two and applies them to the history and design of lighthouses through the ages. Starting with history’s oldest known lighthouse, the ancient Pharos Lighthouse of Alexandria, Egypt, and ending with the modern masonry and iron lighthouses of the twentieth century, the third and final section of the Science of Light examines the altruistic purpose of all lighthouses, the principal architectural features shared by all lighthouses, and how each lighthouse displayed a unique nighttime-characteristic and day-mark to allow mariners to discern one from the another at sea.



Fresnel Lens



Winslow Lewis Lens

TOM HELLEM, V.I.P Volunteer



Committed to the ongoing preservation and dissemination of the maritime and social history of Ponce de Leon Inlet Light Station, the Lighthouse Preservation Association relies heavily on the dedication of its volunteer corps to provide quality educational programming to museum visitors and others throughout the community.

Each quarter, the Association likes to recognize a particular individual who exemplifies the spirit of volunteerism that is so critical to helping it achieve its many goals. In this issue of Illuminations the Preservation Association is pleased to recognize Tom Hellem as its Volunteer of the Quarter.

Born in rural northwest Indiana and raised in a home without electricity or running water until he was eight years old, Tom can easily relate to what life was like for the keepers and families who lived at the Ponce Inlet Lighthouse in the early 1900s. Experiencing a childhood that was remarkably similar to that of a typical lighthouse kid in 1920, Tom performed many of the same chores that were typically given to children at the Lighthouse. In addition to chores, Tom can also recall enjoying many of the same games and activities that were played by lighthouse children those many years ago.

Originally attracted by the Lighthouse's history, its solid standing within the community, and the more than 150,000 visitors who come to the museum each year, Tom loves leading guided tours, facilitating family-oriented workshops, and sharing the Lighthouse's unique maritime and social history with all who are interested. His unique insight growing up in rural Indiana provides for very interesting and humorous accounts of what it was like to empty chamber pots, haul water, wash cloths by hand, and get into mischief when there was nothing else to do. In fact, sharing his experiences about life prior to the introduction of modern conveniences is one of the things that Tom likes best about volunteering at the Lighthouse.

Following his high school graduation, Tom moved to Chicago where he was employed by Western Electric. Over the years he has done everything from working at Junior Toy Company installing the front wheels on tricycles to working on the world's first nuclear powered ship, the *U.S.S. Nautilus*.

Tom entered the Navy in 1957, and following boot camp attended Submarine School in New London, Connecticut. After his graduation from sub school Tom was assigned to the *USS Blenny* (SS-324), a diesel-electric submarine operating out of Naval Submarine Base New London. Launched in April, 1944, the Blenny was patrolled the Atlantic where she participated in NATO exercises, performed anti-submarine warfare, and operated with a submarine development group engaged in evaluating new equipment.

Following his tour aboard the *Blenny*, Tom was enrolled in the Navy's fledgling nuclear power school where he learned how to operate and maintain nuclear powered submarines. Following graduation from "nuke school" Tom was assigned to America's first nuclear-powered submarine the *USS Nautilus*, and then to the *USS Triton*. Unlike any other nuclear submarine in the US arsenal then or now, the *USS Triton* was powered by two reactors instead of the usual one and was specifically designed to serve as the presidential communications ship in the case of a nuclear disaster.

Following his retirement from the US Navy, Tom began a second career with Lockheed in Sand Diego, California. Specializing in the field of deep submergence vehicles, Tom maintained the life support and communication systems on some of the first deep submergence rescue vehicles (DSRVs) ever used. Capable of diving to depths in excess of 5,000 feet, DSRVs were used to rescue people trapped in disabled submarines. Due to the extreme depths and hazardous environment in which they operated, it was imperative that the divers aboard the DSRVs maintained constant communication with each other at all times. Tom made sure they did.

Tom's last command was aboard the deep sea vehicle *Sea Cliff* (DSV4) which transported oceanographers to great depths to study earthquake fault lines and the marine environment. It was aboard the *Sea Cliff* that Tom made the deepest dive of his long career, descending to 6,400 feet below the waves to recover weapons that had been lost off the Mexican coast.

During his career Tom earned his BA in Logistics and an MBA from the National University in San Diego. He retired from his position as a quality engineer with Lockheed and moved to Ponce Inlet in 2008.

Tom is the father of 4 children. He is also blessed with eight grandchildren and four great-grandchildren. When Tom isn't volunteering at the Ponce Inlet Lighthouse you might see him volunteering at the "Save the Animals" thrift shop in Port Orange or as the cook on Thursday nights at the Veterans of Foreign Wars (VFW). You might also see him walking on the beach with his two Carin Terriers Abigale and Dorothy.

We are pleased to have Tom Hellem as our VIP Volunteer of the Quarter at the Ponce Inlet Lighthouse.

CHRISTMAS REVISITED



In an effort to create a different kind of presence in our local communities, the Museum staff decided to create a lighthouse-themed float to make available for parades and events. With only two weeks' time before the 2013 Christmas parade season, the museum's Director of Operations, Mike Bennett, took on the challenge of designing a working replica of the lighthouse tower.

Using original lighthouse and lantern room blueprints, Mike developed plans for an impressive 11 ½ foot scale replica of the Ponce Inlet Lighthouse. The museum's entire maintenance crew worked at top speed to modify the design and bring Mike's vision to life. Bob McLean and Stump Madison created the tower using a 4" x 4" post as the center spine. Plywood disks were fitted over the post at 1 foot intervals to create the form of the tower. One-eighth inch veneer strips were applied over the disks and the seams were glued together. Once the structure was dry, it was coated with fiberglass by the crew with help from the Museum's Executive Director, Ed Gunn.

The lantern room cupola was created by Mike Bennett from plywood ribs, with expandable foam sprayed between the ribs and sanded into the proper bell shape. Mike cleverly employed a doorknob to serve as the ventilator ball at the top. A galvanized



roofing nail was hammered through to create the "lightning rod" at the very tip. A vapor light was installed in the lantern room to provide the illumination, and the lighthouse was almost ready to go. Tom DiTusa built the tower entrance and windows to scale. Dave Doiron created the picket fence around the trailer to be used as the float, and Ed Milano prepared the trailer and the wiring. Chuck Westcoat gave his assistance wherever the project needed it.

The night before the float's debut, the crew noticed something amiss in the replica lantern room. The expanding foam, had, in the heat of the day, continued to expand causing the lantern room structure to burst. Quick repairs were made and the tower was installed on the float trailer. The finished replica stands an impressive 12' 8" tall!

The first outing for the float was the Town of Ponce Inlet's annual Christmas Parade. Mike Bennett, accompanied by his wife Dr. Tina Bennett, drove the trailer. Sophia and Isabella Bennett rode on the float and enjoyed giving out candy to onlookers. Museum

volunteer docent Tom Hellem, dressed as an old-time lighthouse keeper, rode on the float as did Carol Jerson, dressed as Nelly the Lighthouse Cat. The lighthouse banner was carried by Rick and Cathy Safarik. Jeanette Kellum and Claudia Kavanagh walked beside the float.

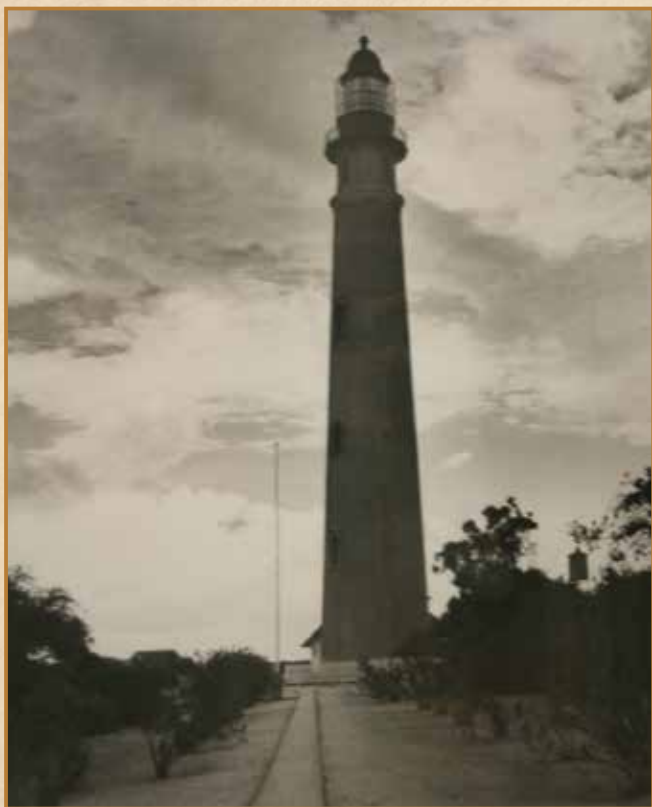
The day after the Ponce Inlet debut, a second parade took place in Port Orange. For this parade, John Mann portrayed the lighthouse keeper,

and Melanie DiTusa performed as Nelly the Cat. The Bennetts again drove the truck, and their twins Sophia and Isabella again rode in the float. Also riding the float was Myra Postell. The banner was carried by Cameron DiTusa and Sai Ann Postell.



*The Crew (clockwise from left):
Dave Doiron, Stump Madison, Tom
DiTusa, Mike Bennett, Bob McClean*

The Ponce Inlet Lighthouse by Richard LeSesne



The Preservation Association has recently acquired a high quality copy of a handsome black and white photograph of the Ponce Inlet Lighthouse tower. The original print, probably made in the mid-1920s, is signed by Richard LeSesne, one of Daytona's earliest resident photographers. An antique frame for the display of this photograph has also been donated.

Mr. LeSesne moved to Daytona in the early years of the 20th century and married the sister of Henry Kaiser, another photographer who had established a studio on Beach Street. LeSesne bought Kaiser's studio and worked from that location until 1926 when he relocated his business to South Palmetto Street.

Richard LeSesne was famous for his views of Florida, but he is best known for recording images of the beach races and racers who made Daytona the "Birthplace of Speed." He was the official race photographer and his images appeared in newspapers and magazine articles all over the country. LeSesne died in 1946, and his original photographs are now prized collectibles.

THANK YOU & WISH LIST

Thanks go out this quarter to Tom and Peggy Ellwood whose Richard LeSesne photograph was copied for display in our First Assistant Keeper dwelling. We also wish to thank Julie Davis for an antique picture frame, and for a beautiful vintage perfume atomizer. Faithful volunteers and donors Earl and Gladys Davis presented us with an antique carving set to grace the dining table display in the First Assistant Keeper's kitchen.

Our wish list for this quarter includes a plea for more volunteer help. We could not get along without our wonderful volunteers! If you have ever considered volunteering, there are many fun opportunities available. Please contact MaryWentzel at 386-761-1821, ext. 18. And, if you are already a volunteer and you can put in some extra hours, please let us know. We need you! Our Education Department is also in need of several large, sturdy rolling suitcases for our outreach programs. The "spinner" style would be ideal.



*Carving Set,
Gift of Gladys and Earl Davis*



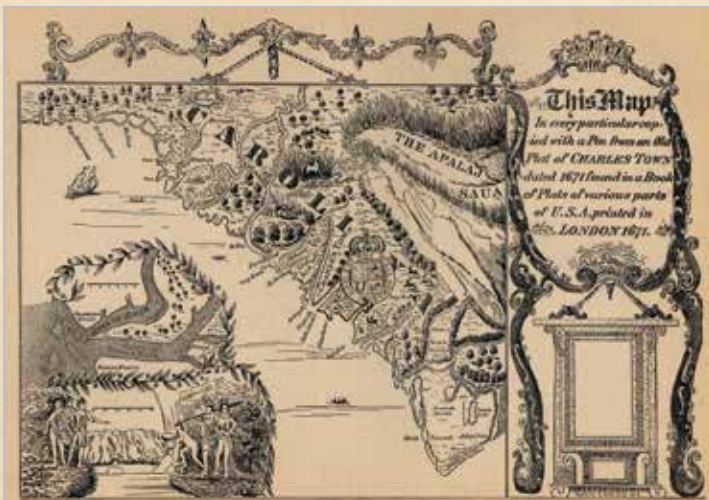
*Perfume Atomizer,
Gift of Julie Davis*



HISTORY OF THE CHARLESTON/MORRIS ISLAND LIGHTHOUSE

The historic port city of Charleston, South Carolina was founded in 1670 by William Sayle, the first Royal Governor of the Province of South Carolina, and three shiploads of settlers from England, Bermuda, and Barbados. Originally located on the west bank of the Ashley River at a place called Albemarle Point, the Charles Town settlement was frequently attacked during its first ten years of existence by hostile natives, marauding pirates, and French and Spanish raiders who contested England's claim to the Carolinas. Finding Albemarle Point too difficult to defend, Charles Town was relocated in 1680, to a narrow peninsula that separated the Ashley and Cooper rivers a few miles away. Commonly referred to as Oyster Point, this narrow peninsula remains geographic heart of Charleston to this day.

As the capital of the Carolina colony, Charles Town was the principal point of immigration for colonialists wishing to settle in the southern colonial region. Blessed with a fine natural harbor and situated at the mouths of two of the colony's most navigable rivers, Charles Town thrived. By the mid-18th century the city had become one of the most prosperous ports in the American Colonies and the central hub of maritime commerce in south. Exceeded only by Boston, New York, and Philadelphia in sheer volume of maritime commerce, Charles Town led the British colonies in the exporting of deer skins, naval stores, indigo, rice, cotton, and other agriculture products. In addition, the port of Charles Town was also the principal dropping off point for Africans who had been pressed into servitude as slaves destined for the American colonies.



A 1671 Map of Charles Town prior to the colony relocating to the peninsula located between the Ashley and Cooper Rivers.

Source: www.nationallhumanitiescenter.org

As Charles Town grew, so too did the volume of ships transiting the treacherous waters of Pumpkin Hill Channel, which connected the port to the open sea. Although marked by a burning ball of pitch and ocum set in an iron brazier atop Morrison's Island since 1673, (the iron basket was replaced by large tallow candles around 1716, and by an oil burning spider lamp shortly thereafter) concealed sandbars and treacherous rocks on either side of the channel represented the greatest danger to ships entering and exiting the harbor. A 1760 map of the area summarized the devastating potential of these unseen obstacles with a simple warning, "If struck, you will sink immediately."¹

With more than 800 ships clearing the port annually, Charles Town leaders recognized that the time had come to erect a formal lighthouse at the harbor's entrance and petitioned the Crown to do so. In 1750, his Majesty's legislature in Carolina passed an act authorizing the construction of a permanent beacon to guide ships safely through the hazardous channel.

In 1766, the commissioners of pilotage for the bar and harbor of Charles Town announced that a contract had been struck with an engineer named Samuel Cardy to erect a beacon "upon Middle Bay Island, near the bar, to be built of brick, 115 feet high, with a lantern on the top, so that it may occasionally serve as a Lighthouse, which will be of very great service to navigation."² On May 30, 1767, the cornerstone for the harbor's first permanent lighthouse was set by builder Adam Miller. Octagonal in shape, the tower represented the first formal lighthouse built in the southern colonies.

Although originally calling for tower 115 feet tall, the actual height of the completed lighthouse may have been far less with many historians estimating that the actual elevation of the completed structure reached no more than 45 feet above mean low tide. Housing a beacon comprised of eight oil lamps (commonly referred to as spider lamps) suspended from the roof of the lantern room, the Charles Town light was illuminated for the first time in the fall of 1868. Above the main entrance a copper plate was mounted bearing the inscription, "The first stone of this beacon was laid on the 30th of May 1767 in the seventh year of his Majesty's Reign, George III."³ Commonly referred to as the Charles Town Light, it was one of only ten colonial lighthouses built prior to the American Revolution.

Extinguished in 1775 by the colonial Council of Safety to prevent the English from utilizing the navigational aid, the Charles Town Lighthouse cast only shadows throughout most of the Revolutionary War. When the city was taken by British forces under the command Lieutenant General Sir Henry Clinton in 1780, American soldiers chose to destroy the tower rather than let it fall into enemy hands. Although it is unclear if the tower was completely demolished or severely damaged by the Continentals, a journal entry by Captain Peter Russell of the 64th Regiment of Foot records that British sailors aboard the *HMS Blonde* "saw the Lighthouse at Charles Town blown up by the Rebels" prior to their surrender.⁴

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HISTORY OF THE CHARLESTON/MORRIS ISLAND LIGHTHOUSE (CONTINUED)



Map of the British Navy's siege of Charleston in 1780 during the American Revolution.
Source: www.wikimedia.com

Following the withdrawal of the British from Charles Town in December, 1782, town leaders began the arduous tasks of rebuilding. The city was renamed Charleston to make it sound less British and plans were made to reopen the harbor to trade and repair and/or replace the port's essential aids to navigation which had been damaged during the city's defense and occupation.

Convened at the urging of South Carolina Governor William Moultrie, a special committee was formed to assess the immediate

needs of war weary city. Following a lengthy investigation, the committee reported in 1785, that "rebuilding a light-house (at the mouth of the harbor) and erecting beacons, as leading marks over the bar, for the Port of Charleston, would be of real utility to vessels coming to the port."⁵

The South Carolina State Legislature responded to the committee's report in 1785, by authorizing a "special tax of 3 pence per ton on all vessels entering in and clearing out at the Customs House in the city for the express purpose of rebuilding the Light House and Beacons for the bar at Charleston Harbor".⁶ Costing more than £1,000 to complete, construction of the new tower began in 1788. Completed in either late 1789 or early 1790, the new stone tower stood approximately 80 feet tall and featured wooden interior stairs, a wood-framed lantern room, and spider lamps to provide illumination.

Following the ratification of "An Act for the Establishment and Support of Lighthouses, Beacons, and Buoys" in 1789, ownership of the Charles Town Light was transferred from the State of South Carolina to the Federal Government along with Coming's Island, Morrison's Island, and Middle Bay Island which protected the harbor from the open sea. Originally separated by tidal creeks, the three islands merged when silt carried by tidal waters filled in the narrow channels. Stretching across most of the inlet, this large barrier island was later renamed Morris Island.

On July 1, 1791, fire broke out inside the recently completed Charleston Light. Although the stone tower escaped the flames relatively unscathed, the structure's interior woodwork was damaged. Forced to close the tower to complete repairs, the Commissioners of Pilotage for the bar of Charleston released a

notice to mariners that the "lantern of the light-house was, on the night of the first instant (July 1st), consumed by fire, so that there can be no light shown till the light house is repaired."⁷ Repaired and returned to operational status, the Charleston Light continued to guide mariners through the harbor's shallow entrance for nearly a decade before catching fire for a second time on the evening of July 21, 1799. Consumed by flames to such an extent that nearly all of the structure's wooden elements including the stairs and lantern room were destroyed, Charleston's Lighthouse Superintendent Daniel Stevens wasted little time soliciting proposals for the restoring the lighthouse, and, mindful of past issues with the structure, requested that the repairs be made using fire resistant materials instead of wood. Particular details regarding upgrades to the damaged structure included:

- *The building lantern story, of iron, of an octagonal form, particular parts thereof to be covered with sheet copper, no part of which is to be of wood; the floor of the lantern to be of best flagstones, and trap door of iron.*
- *The stairs from the bottom to the floor of the lantern, to be of brick or stone, or of wood, as shall hereafter be agreed upon.*
- *The oil cistern to be completely repaired and securely leaded as it was before it was burnt, with an iron trapdoor and lock.*
- *To build a brick oil vault, at a distance from the light-house, and wooden cistern therein, with a shed over the whole.*
- *To replace four substantial window frames and sashes glazed with the best white clear glass, in each of the first, second, third, and fourth stories; also a strong well-made door frame and door of good materials of yellow pine, to the entrance of the light-house, and strong well-made stock lock.⁸*

The extensive repairs and upgrades to the Charleston Light were completed at a cost of nearly \$6,000. On November 10, 1800, Superintendent Stevens released a Notice to Merchants and Masters of Vessels, and to the Pilots stating "The Superintendent of the Light-House Establishment at Charleston, South Carolina, with pleasure announces, that the CHARLESTON LIGHTHOUSE is now completely rebuilt, having a secure stairs within, built of stone and brick, and an iron Lantern on the top, covered with copper, perfectly in respect secure from an accident of fire, wherein is now exhibited a full and very brilliant light."⁹ The newly restored lighthouse was described by Captain Lawrence Furlong in his 1800 edition of the *American Coast Pilot* as a brick tower "situated on an island which you leave to larboard hand going in, on low sandy land, the lower part of which is white and the upper part black".¹⁰

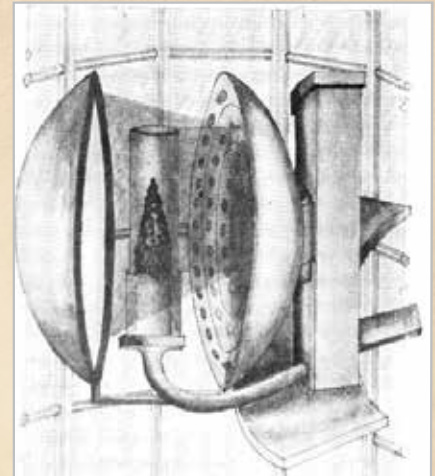
HISTORY OF THE CHARLESTON/MORRIS ISLAND LIGHTHOUSE (CONTINUED)



Rebuilt in 1789, the second Charleston Lighthouse was octagonal in shape and originally utilized a spider lamp as its beacon.
Source: www.wikimedia.com

In 1812, the Charleston Light underwent additional renovations. Planned changes to the lighthouse included increasing the tower's height to 110 feet, renovating the keepers' dwelling, making general repairs to the existing structures, and replacing the antiquated spider lamp in the lantern room with a new rotating Winslow Lewis lens. Modeled after Aime Argand's patented hollow-wick oil lamp, the Winslow Lewis Lens consisted of a hollow wick oil lamp sandwiched between a parabolic reflector and a convex prism that closely resembled a large magnifying lens.

Although disrupted by the War of 1812, nearly all of the work originally planned for the lighthouse was completed by the end of 1813. Shipped aboard the USLHE schooner *Union Jack*, the tower's new Winslow Lewis "Magnifying and Reflecting Lantern" was en route to Charleston when the *Union Jack* was captured by the frigate *HMS Aeolus* just outside the harbor. Confiscated by the British along with the rest of the ship and its cargo, the new optic would not be received at the Charleston Lighthouse until the summer of 1816.



Adopted by the United States Light-House Establishment in the early 1800s, the Winslow Lewis Lighting Apparatus garnered little praise and much criticism throughout its years of operation. It was replaced by the far superior Fresnel style of lens in the 1950s.
Source: United States Coast Guard's Historian Office

Attracted by its efficiency, the head of the United States Light-House Establishment (USLHE) Stephen Pleasanton chose the Lewis lamp as the most suitable replacement for the nation's antiquated lighthouse optics. Massachusetts Superintendent of Light-Houses Henry A. Dearborn was impressed by the lamp as well and credited Winslow Lewis's genius, industry, and zeal for helping elevate the United States Light House Establishment to one of the most modern aids to navigation services in the world. In letter written in 1816, Superintendent Davis praised the new Winslow Lewis Apparatus as a marvel of modern engineering, claiming that "the brilliancy of the lights, and the great distance they are to be seen, are so notorious as to excite the admiration of the mariners who frequent our coast."¹¹

Others, however, disagreed. Renowned for cutting corners and using inferior materials, Winslow Lewis' new lighthouse beacon was plagued with numerous flaws including reflectors that were easily warped, unreliable clockwork mechanisms, fragile chimneys, oil lamps that produced too much soot, and lenses of such poor optical quality that the light produced by the beacon was harder to see with them in place than with them removed entirely. One ship's captain went so far as to complain that the light produced by the Winslow Lewis lens was so dim that a navigator stood a far greater chance of running his ship aground in search of a lighthouse than he was ignoring the lighthouses all together.

Installed two years after the end of the war, the new rotating optic exhibited a flashing white light that was produced by twelve individual oil lamps arrayed in two opposing triangular sections consisting of six lamps each. Lit for the first time on November 1, 1816, a public notice was released in the *Charleston Courier* the following day informing the maritime community that the characteristic of the beacon had changed:

*"From the Charleston Courier of Nov. 2
Harbor Master's Department*

November 1.

*Revolving Light- the Light was displayed for the first time in Charleston Light-House, last evening; and is to continue as such in the future. It will revolve twice in three minutes and three quarters; by which it will be distinguished from the other lights on this coast."*¹²

By the 1830s, the many failings of the Winslow Lewis Lighting Apparatus had become a matter of great concern for mariners and members of the Light House Establishment alike. Of the beacon atop the Charleston Light District Superintendent and Customs Collector W.J. Grayson wrote to Steven Pleasanton, Fifth Auditor of the Treasury Department and head of the US Light-House Establishment, on July 13, 1843, "The new clockwork mechanism, furnished by Mr. Lewis, has not performed well. The frame containing the lamps rests and revolves on a spindle, resting on a metal plate; and it wears rapidly, as to embarrass the movement of the light."¹³

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HISTORY OF THE CHARLESTON/MORRIS ISLAND LIGHTHOUSE (CONTINUED)

Recognizing that the Light-House Establishment under Pleasanton had failed to meet the needs of the maritime industry, a Light-House Board was convened by Congress in 1851, to assess the state of the nation's lighthouses, beacons, and buoys, to make recommendations on how to improve efficiency and performance, and to ultimately assume responsibility for the county's aids to navigation system. Following the conclusion of its initial investigation, the Board quickly moved to repair and restore the nation's aging lighthouses, beacons, and buoys and replace the much reviled Winslow Lewis Apparatus which was installed in every lighthouse in the country with the far superior Fresnel lens which had been in use throughout Europe for more than two decades.

Work commenced almost immediately at many of the nation's most important light stations including the Charleston Lighthouse and its associated range lights, beacons, and buoys. Completed in 1858, renovations and improvements at the Charleston/Morris Island Light Station included raising the height of the tower for a second time, restoring and/or replacing the station's decaying structures, and installing a new Fresnel lens. An article appearing in the April 7, 1858, issue of the *Charleston Mercury* described the improvements to Charleston Harbor's navigation aids in great detail.

"Charleston Lighthouse has just been entirely renovated; the defective masonry all made good; the inside and out replastered; new doors, windows, and floors put in; the top of the old tower removed and rebuilt to a greater height, with bold projecting corbels, forming a graceful capital to the structure; a superb new lantern, twenty-two feet high and ten, exclusive of outer galleries, in diameter; substituted for the old one; and a magnificent second order Fresnel lens, with its powerful lamp- 'a burning and shining light'- put in place of the twelve injured burners and reflectors (Lewis Lamp), which were a burning shame and reflection upon the optical science of the nineteenth century. The entire height of the lighthouse is now nearly 140 feet, and the focal plane of the lens 130 feet above the sea, permitting the light to be seen twenty miles from a coaster's deck, and further from larger vessels. Its second order lens is no less than five feet in diameter and nearly nine in height...producing a broad radial horizontal beam that brightens the mariner's path like a 'pillar of fire by night to show them light and the way wherein they should go.'

In addition, the article went on to describe the Morris Island Light Station's newly constructed keepers' dwelling:

"The Light-keeper's dwelling, on Morris Island, is a tasteful two-story double house, conveniently arranged for the accommodation of the principal keeper and his two assistants...instead of the old tumble-down 'ventilation gossamer' structure."¹⁴

Alarmed by the election of the openly abolitionist Abraham Lincoln as the nation's sixteenth president, South Carolina became the first state to secede from the Union on December 20, 1860. That same day, the lighthouse inspector in Charleston notified the Light-House Board that "The Governor of the State of South Carolina has requested me to leave the state" and that "forcible possession has been taken of the lighthouse, buoys and beacons of the harbor and that similar measures would be adapted in regard to all lights in the state."¹⁵ The Morris Island Lighthouse was now firmly in the possession of what would soon become the Confederate States of America.

Notified that the vessel *Star of the West* had sailed from New York with Union troops and supplies bound for nearby Fort Sumter, students from South Carolina's military academy, the Citadel, removed the tower's second order Fresnel lens and buried it somewhere in the dunes to prevent it from falling into enemy hands. The task had barely been completed when the cadets witnessed the *Star of the West* attempting to cross the bar into *Charleston Harbor*. Manning four 24-pounder howitzers, the cadets fired on the *Star of the West*, striking it on the bow and stern. Fearing for his ship and crew, the captain reversed course and fled north without ever reinforcing the Federal troops stationed at Ft. Sumter. The cadets standing watch atop the Morris Island Lighthouse had just witnessed the opening volley of the American Civil War.

Knowing Union forces would soon return to lay siege to Charleston, Confederate military leaders developed a well-prepared system of defenses. Realizing that Morris Island would be the first stepping stone in the Union's campaign to capture the port, the



Harper's Weekly: Firing on the 'Star of the West' from the South Carolina battery on Morris Island, January 10, 1861.

Source: www.wikimedia.com

city's defenders ordered that the Morris Island Lighthouse be destroyed to prevent it from becoming an observation post for the artillery units that would inevitably bombard the city and harbor from that location. On December 20, 1861, the *Charleston Mercury* reported that a "report reached us yesterday that the Charleston Lighthouse, situated on Morris Island, and which for many years has guided the mariner to our harbor, was blown up on Wednesday night, by order of the military authorities. Nothing but a heap of ruins marks the spot where it stood."¹⁶ For a second time in its history, the Charleston Lighthouse had been demolished by its city's defenders to prevent it from aiding an invading army.

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HISTORY OF THE CHARLESTON/MORRIS ISLAND LIGHTHOUSE (CONTINUED)



Union troops observe Charleston from a watchtower built atop the rubble of the Charleston Lighthouse destroyed by Confederate forces in 1861.
Source: www.wikimedia.com

In 1873, Congress authorized the construction of a new lighthouse to service Charleston Harbor. Like its predecessors, the new tower would be located on Morris Island. Unlike the other towers, however, the proposed 3,200 ton structure would rest on a foundation comprised of 264 iron piles driven into the sand and surrounded by a cofferdam filled

to a depth of twenty-two feet with Portland cement.

Taking three years to complete the new Morris Island Lighthouse was illuminated for the first time on October 1, 1876. Identical in design to both the Bodie Island Lighthouse in North Carolina and the Currituck Lighthouse in the Outer Banks, the new conical tower stood 150 feet tall and tapered from thirty-three feet in diameter at its base to sixteen feet, eight inches at its top directly below the lantern room. Featuring two brick walls connected by six radial masonry arms, the lantern room was accessed via nine flights of cast iron stairs. Like Currituck and Bodie Island, the Morris Island Lighthouse featured a parapet, gallery, deck supports, and lantern room made entirely of iron. Painted with alternating black and white horizontal bands, the completed lighthouse exhibited a flashing white light produced by a rotating, first order Fresnel lens weighing nearly 13,000 pounds.



The newly constructed Morris Island Light Station in 1876
Source: www.wikimedia.com

As the tower was being constructed so, too, were the light station's other structures including keepers housing and numerous auxiliary buildings to store the supplies and materials needed to maintain and operate the light for extended periods of time. Nautical maps from the late 1800s show at least fifteen buildings at the Morris Island Light Station.

For more than sixty years the Morris Island Lighthouse guided mariners through the treacherous waters leading into Charleston Harbor. In 1896, a system of jetties was constructed to control silt build-up in the main channel. Although effectively performing their intended purpose, the impact of the jetties on Morris Island was disastrous. Starved of sand depositing currents, the shoals protecting the island from the open sea were destroyed and the island itself was subjected to significant erosion. In 1880, the light station stood 2,700 feet from the shoreline. By 1938, the tower's base stood only a few feet from the high water mark.

By the 1930s little remained of the low lying island. In 1935, a hurricane struck the South Carolina coast. The violent storm surge swept over the island and into the tower. Gladys Meyer Davis, a daughter of keeper Edward Meyer, recalls staring down through the center of the lighthouse where she and her family had taken refuge. "I remember looking down at the water rushing into the tower and asking my father to close the door forgetting that it was only an iron grate." When the storm cleared many of the station's buildings were gone along with more of the island itself.

Realizing little could be done to stop the island from disappearing into the sea, Lighthouse officials decided that the light station could no longer function as a manned facility and began the process of automating the beacon. The keeper's dwelling was sold to a local businessman who had the building disassembled piece by piece and then reconstructed on the mainland as his personal residence. Structures that could not be moved were destroyed to prevent the debris from become a hazard to navigation. The Army Corps of Engineers installed a sixty-eight foot cylindrical bulkhead filled with concrete around the base of the tower to protect it from further erosion and the original rotating first order Fresnel lens was removed. The lighthouse was officially automated in the fall of 1938 following the installation of a mechanized fourth order acetylene lamp set to display a characteristic of four flashes every thirty seconds. By 1940, all that remained of the Light Station was the tower itself.

On January 14, 1957, the Board of Harbor Commissioners for the Port of Charleston requested that the old Morris Island Lighthouse be replaced. Approved by the United States Coast Guard in 1958, plans were set in motion to construct a new tower on Sullivans Island a few miles away. Illuminated for the first time on January 15, 1962, the Sullivans Island Lighthouse is constructed entirely of concrete and, unlike any of other lighthouse in the country, is triangular in shape. Resembling an air traffic control tower more than a lighthouse, the Sullivans Island Light is the only tower in the country equipped with both air conditioning and an elevator. It remains in operation to this day.

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HISTORY OF THE CHARLESTON/MORRIS ISLAND LIGHTHOUSE (CONTINUED)

The Sullivans Island Lighthouse was illuminated for the first time on January 15, 1962. Source: www.wikimedia.com

Deactivated on the same day that Sullivans Island was first illuminated, the Morris Island Lighthouse faced an uncertain future. Although slated for demolition in 1965, political pressure and public outcry convinced the Coast Guard to suspend its plans to take down the tower until a private entity could be found to assume responsibility for the derelict structure.

Trading hands several times over the next thirty years, the land around the Morris Island Lighthouse continued to erode until the island itself no longer existed. Standing more than 1,200 feet offshore and surrounded completely by water, the old tower was eventually purchased by the not-for-profit preservation group Save the Light, Inc. in 1999 for \$75,000. The title for the lighthouse was transferred to South Carolina's Department of Natural Resources one year later.

Working closely with Save the Light, Inc. and the State's DNR, the contracting firm of Taylor Brothers Marine Construction began the arduous task of stabilizing and restoring the venerable lighthouse in 2007. The work continues to this day. To learn more about the history of this fascinating light station and how you can help save it for future generations, visit Save the Light's website at: www.savethelight.org.



The Morris Island Lighthouse today. Source: www.wikimedia.com

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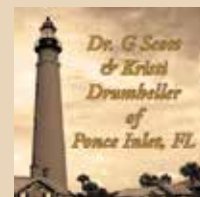
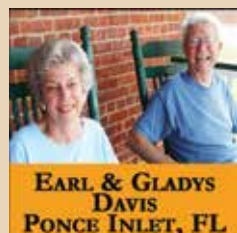
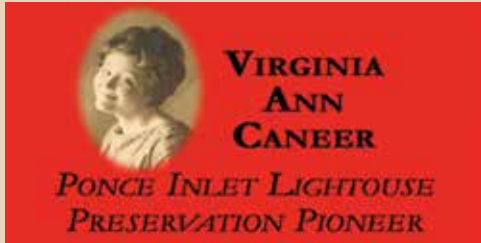
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PRICE: \$45.99 (+S&H)



CUSTOM PONCE INLET LIGHTHOUSE SUN CATCHER

BRING A SPLASH OF COLOR INTO THE ROOM AS YOU ENJOY THE BEAUTIFUL FLORIDA SUNSHINE WITH

THIS CUSTOM HAND-PAINTED SUN CATCHER FEATURING THE PONCE DE LEON INLET LIGHT STATION. SUN CATCHER MEASURES 5" X 7" AND INCLUDES A CHROME CHAIN FOR HANGING.

ITEM #: 0023
PRICE: \$22.99 (+S&H)



US LIGHT HOUSE SERVICE MUG

DESCRIPTION: ENJOY YOUR MORNING COFFEE OF OTHER HOT BEVERAGE WITH THIS STURDY MUG EMBOSSED WITH THE US LIGHT HOUSE SERVICE'S HISTORIC SEAL FEATURING THE FAMOUS MINOT'S LEDGE LIGHTHOUSE PERCHED ATOP COHASSET ROCKS IN BOSTON HARBOR.

ITEM #: 0003
PRICE: \$10.95 (+ S&H)



DANNY O'DRISCOLL LIGHTHOUSE PRINT

CREATED BY ARTIST DANNY O'DRISCOLL, THIS BEAUTIFUL LIMITED EDITION MATTED PRINT FEATURES THE PONCE DE LEON INLET LIGHTHOUSE. THIS WARM AND INVITING LIGHTHOUSE PRINT WILL ADD A COASTAL FLAIR TO ANY HOME DÉCOR. AVAILABLE IN THREE SIZES: 5" X 7", 8" X 12", & 12" X 16".

5" X 7" PRINT	8" X 12" PRINT	12" X 16" PRINT
ITEM #: 0797	ITEM #: 0798	ITEM #: 0801
PRICE: \$20.99 (+S&H)	PRICE: \$40.99 (+S&H)	PRICE: \$80.99 (+S&H)



PONCE INLET LIGHTHOUSE T-SHIRT

ENJOY THE WARM DAYS OF SUMMER WITH THIS WONDERFUL 100% PRESHRUNK COTTON T-SHIRT FEATURING THE NAME OF THE PONCE INLET LIGHTHOUSE AND DATE OF ACTIVATION ON THE FRONT LEFT BREAST AND A UNIQUE NAUTICAL THEMED IMAGE OF THE LIGHTHOUSE ON THE BACK. AVAILABLE IN BLUE OR GREEN; SIZES SMALL THROUGH XX-LARGE. PLEASE INDICATE DESIRED SIZE AND COLOR WHEN ORDERING.

ITEM #: 0756
PRICE: \$15.99 (+S&H) (SIZES SMALL THROUGH X-LARGE)
\$16.99 (+S&H) (SIZE XX-LARGE)

**Non-Profit Organization
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**PONCE DE LEON INLET LIGHTHOUSE
PRESERVATION ASSOCIATION, INC.**

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



NATURAL NIRVANA AROMATHERAPY SET

PAMPER YOURSELF OR THAT SPECIAL SOMEONE WITH

A NATURAL NIRVANA AROMATHERAPY GIFT SET. EACH SET CONTAINS ONE JAR OF SCENTED EXFOLIATING SCRUB, ONE BOTTLE OF SCENTED MASSAGE/BODY OIL, AND ONE BAR OF ARTESIAN SOAP. HAND-CRAFTED IN FLORIDA, ALL PRODUCTS ARE FORMULATED WITH 100% PURE ESSENTIAL OILS AND ORGANIC HERBS TO PROVIDE TRUE AROMATHERAPY BENEFITS FOR THE BODY, MIND, AND SPIRIT. AVAILABLE IN NUMEROUS SCENTS INCLUDING LAVENDER, LEMONGRASS, ORANGE-PEPPERMINT, ROSEMARY, AND PATCHOULI. PLEASE INDICATE DESIRED SCENT WHEN ORDERING.

ITEM #: 0912
PRICE: \$27.00 (+ S&H)



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, 2014 through June 30, 2014.

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.