



# 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



A Special Thanks to Our Sponsors and Donors,

The Ponce de Leon Inlet Lighthouse Preservation Association would like to thank all who have contributed to this year's Endowment Fund Campaign including its 125th Anniversary Sponsors, silent auction contributors, and individual donors. Thanks to you, the Preservation Association successfully raised more than \$85,000 of the \$125,000 Endowment Fundraising Goal. Your generous support will help the Preservation Association continue its ongoing restoration and preservation work so as to ensure that the tower's beacon will continue to shine for present and future generations. I encourage you to continue donating to the Association's Endowment Fund when planning your charitable contributions and making arrangements for your estate.

On November 2nd, volunteers, "old lighthouse keepers", Board members, and staff provided sponsors and guests an unforgettable evening of education and entertainment. Those attending enjoyed guided tours of the museum's historic keepers dwellings, our world class Fresnel Lens exhibit, and for those up to the challenge, a unique opportunity to climb the lighthouse and visit the lantern room.

As we continue to preserve and disseminate the maritime and social history of the Ponce De Leon Inlet Light Station please keep in mind that the Association's continuing mission to safeguard and interpret this important National Historic Landmark would not be possible if not for the ongoing generosity of its many members.

2013 proved to be an eventful and successful year at the Lighthouse, 2014's program-rich schedule once again provides for another active year filled with an abundance of the Association's award winning educational programs, family-oriented activities, and additional offerings. Scheduled events for the upcoming quarter include Girl Scout Day, Museum at Night, History of Beach Racing, Lighthouse Family Days, Florida Heritage Day, and Beach Racing Day

featuring cars, drivers, mechanics and crews from the days of racing on Ponce Inlet's beach, and other Bike Week activities. Be sure to visit page 4 for a detailed listing of these family fun-filled activities.

Numerous restorations of classical Fresnel lenses at the Ponce Inlet Lighthouse performed by Association trained staff and volunteers have positioned the organization as a leader in historic lens restoration research and development. Exhibits examining the Association's ground breaking restoration techniques along with its extensive collection of Fresnel lenses has made the Ponce Inlet Lighthouse Museum lens exhibit one of the finest in the world.

We are proud to announce the museum's recent acquisition of two historic lenses acquired in England. Manufactured by Chance Brothers, both are excellent examples of fixed fourth order lenses. The first of these beacons once shone from Scotland's Granton Harbour Pierhead light and includes the lens, pedestal, and lamp holder. The second was originally installed in Ireland's Spit Bank Lighthouse, and like the original Mosquito (now Ponce) Inlet Lighthouse fixed first order Fresnel lens, features a 225 degree characteristic. Please refer to the Object of the Quarter article on page 14 to learn more about these recent acquisitions currently on display in the Ayres Davies Lens Exhibit Building.

I wish you all a Happy New Year and thank you for your warm support of the Ponce Inlet Lighthouse and Museum.

Respectfully,

*Ed Gunnlaugsson*

Ed Gunnlaugsson  
Executive Director  
Ponce Inlet Lighthouse

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

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**FRONT COVER IMAGE: MOSQUITO INLET LIGHTHOUSE IN 1907, FROM THE ASSOCIATIONS ARCHIVE.**

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**JANUARY 18 ~ (SATURDAY) 10:00 AM - 2:00 PM . . . . . GIRL SCOUT DAY**  
 Calling all Girl Scouts! Come and enjoy the Lighthouse and museum while working on requirements for the Lighthouse Brownie Try-It Badge, Junior Lighthouse Badge, or Lighthouse Interest Project. Advanced registration is required. Tickets may be purchased online at [www.lighthouselocker.org](http://www.lighthouselocker.org), beginning January 1st at 12:00 pm.

**JANUARY 24 ~ (FRIDAY) 6:00 PM TO 8:30 PM . . . . . MUSEUM AT NIGHT**  
 Experience the Ponce Inlet Lighthouse at night when the beacon's light is shining bright! Tour the tower and grounds, enjoy family-oriented activities, and experience what it may have been like to man the lighthouse at night from a keeper's perspective. All Volusia County teachers admitted free of charge with proof of employment. All activities are included with the cost of regular admission, no advanced registration required.

**FEBRUARY 16 ~ (SUNDAY) 10:00 AM TO 2:00 PM . . . . . HISTORY OF BEACH RACING DAY**  
 History of Beach Racing Day gives visitors a chance to see historic beach racing cars and talk with former drivers, owners and mechanics, who were there from the early days of racing on the World's Most Famous Beach. Participants will have an opportunity to photograph and get autographs, tour the grounds, climb the tower and participate in family oriented activities. Author William P. Lazarus will speak about The History of Beach Racing. Event sponsored by Racing's North Turn Beach Bar and Grille and the Living Legends of Auto Racing Museum. 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.

**FEBRUARY 21 ~ (FRIDAY) 10:00 AM TO 2:00 PM . . . . . BEACH RACING DAY**  
 Relive the wild and wooly days of beach racing as you examine historic racecars and visit with owners, drivers, and mechanics from the early days of auto racing on the World's Most Famous Beach at the Ponce Inlet Lighthouse. Author William P. Lazarus will speak about The History of Women in Racing. Participants will have an opportunity to photograph and get autographs, tour the grounds, climb the tower and participate in family oriented activities. 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.

**FEBRUARY 28 - MARCH 9 ~ (LAST FRIDAY IN FEB. - 1ST SUNDAY IN MARCH) 12:00 PM - 2:00 PM . . . . . BIKE WEEK**  
 Tour the historic Ponce de Leon Inlet Light Station, examine artifacts, and learn about historic motorcycle racing on the World's Most Famous Beach. All activities are included with the cost of regular admission, no advanced registration required.

**MARCH 20 & 21 ~ (THURSDAY & FRIDAY) 10:00 AM - 2:00 PM . . . . . FAMILY FUN DAYS**  
 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.

**MARCH 29 ~ (SATURDAY) 10:00 AM - 2:00 PM . . . . . FLORIDA HERITAGE DAY**  
 Celebrate Florida Heritage Day with a visit to the Ponce de Leon Inlet Light Station. Talk with historic re-enactors and learn about important events in Florida history. Tour the lighthouse and museum and enjoy family-oriented activities. All offerings are included with the cost of regular admission, no advanced registration required.

**2014 WINTER/SPRING CLIMB TO THE MOON EVENT CALENDAR**

<b>JANUARY 15</b> (WEDNESDAY) 5:00 PM - 6:30 PM	<b>FEBRUARY 14</b> (FRIDAY) 5:30 PM - 7:00 PM	<b>MARCH 16</b> (SUNDAY) 6:45 PM - 8:15 PM
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Climb to the Moon at Florida's tallest lighthouse! Treat your significant other, family, and friends to breathtaking views of the ocean, beach, and coastal wetlands under the golden glow of the setting sun. Toast the full moon as it rises above the distant horizon with a sparkling beverage and enjoy panoramic views of the World's Most Famous Beach under its silvery light. Join the Old Lighthouse Keeper as he leads you on your journey into the past and discover the unique history of this National Historic Landmark.

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

**UPCOMING MEETINGS:**

- January 20, 2014  
MONDAY  
Board of Trustees and  
QUARTERLY MEMBERSHIP  
MEETING  
OPEN TO GENERAL MEMBERSHIP
- February 17, 2014  
MONDAY  
Board of Trustees Meeting  
CLOSED TO GENERAL PUBLIC  
AND MEMBERSHIP
- March 17, 2014  
MONDAY  
Board of Trustees Meeting  
CLOSED TO GENERAL PUBLIC  
AND MEMBERSHIP

ALL MEETINGS ARE HELD IN THE GIFT SHOP CONFERENCE ROOM.



**2014 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**

JANUARY 24, 2014  
 OPEN FROM 10:00 AM UNTIL 8:30 PM  
 (LAST MUSEUM ADMISSION AT 7:30 PM)

RACE WEEK EXTENDED HOURS  
 FEBRUARY 14 & 15 (FRI - SAT)  
 FEBRUARY 21 & 22 (FRI - SAT)  
 FEBRUARY 24, 25, 26 (MON - WED)  
 OPEN FROM 10:00 AM UNTIL 7:00 PM  
 (LAST MUSEUM ADMISSION AT 6:00 PM)

BIKE WEEK EXTENDED HOURS  
 MARCH 13, 14, & 15  
 (THURSDAY, FRIDAY, SATURDAY)  
 OPEN FROM 10:00 AM UNTIL 7:00 PM  
 (LAST MUSEUM ADMISSION AT 6:00 PM)

**SCHEDULED TOWER CLOSURES**

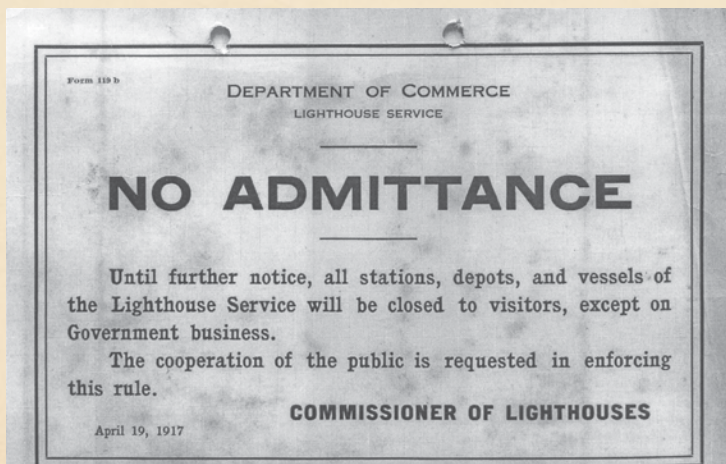
JANUARY 15, 2014  
 (WEDNESDAY)  
 TOWER CLOSED FROM 4:45 PM UNTIL 6:00 PM  
 MUSEUM AND GIFT SHOP OPEN UNTIL 6:00 PM  
 (LAST MUSEUM ADMISSION AT 5:00 PM)

FEBRUARY 14, 2014  
 (FRIDAY)  
 TOWER CLOSED FROM 5:15 P.M. UNTIL 7:00 PM  
 MUSEUM AND GIFT SHOP OPEN UNTIL 7:00 PM  
 (LAST MUSEUM ADMISSION AT 6:00 PM)

# THE LIGHTHOUSE SERVICE AND THE GREAT WAR

## PART II

**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.



**LIGHTHOUSES WERE CLOSED TO UNAUTHORIZED VISITORS DURING THE WAR**

### TRANSITION INTO WAR

Regulations concerning the duties of the United States Lighthouse Service personnel during wartime were quickly distributed when the United States entered the Great War. The first of these regulations stated that when authorized by the President, vessels, equipment, stations, and personnel would be assigned to the jurisdiction of the War Department, the Army, or the Navy Department. Those departments would furnish the Commissioner of Lighthouses with the appropriate names and addresses of officers to whom the Lighthouse Service would report.

The Commissioner of Lighthouses would provide the various district inspectors the contact information for officers under whom they would serve. Control by the Navy or War Department would begin as of the date of the President's proclamation of war, and the control of the Lighthouse Service by the Department of Commerce would cease on that date. The duties of the lighthouse district inspectors would remain the same as in peace time with the additional responsibilities of keeping their Navy, Army, or War Department superiors informed of all lighthouse and vessel activities. All light stations were closed to any persons not on official government business.

Some important new duties for Lighthouse Service vessels were the setting of submarine nets at vulnerable harbors and inlets along the east coast where U-boat activity could be anticipated. Tenders would also plant mines in some areas, and the tenders with mine planting equipment already onboard when the war broke out included:

- First District, headquartered at Portland, Maine - *Hibiscus* and *Zizania*
- Second District, Boston - *Mayflower* and *Azalea*
- Third District, Tompkinsville, NY - *Pansy*, *Larkspur*, *John Rodgers*, *Mistletoe*, *Daisy*, *Tulip*, and *Myrtle*
- Fourth District, Philadelphia - *Iris*
- Fifth District, Baltimore - *Maple*, *Jessamine*, *Columbine*, *Orchid*, *Arbutus*
- Sixth District, Charleston - *Cypress* and *Mangrove*
- Seventh District, Key West - *Ivy*
- Eighth District, New Orleans - *Camellia*, *Magnolia*

On March 19, 1917, George Putnam, the Commissioner of Lighthouses, sent a memo to lighthouse inspectors in all districts except 10, 11, 12, 13, 14 and 15. The War Department would reimburse the Lighthouse Service for all mine-planting work carried out by lighthouse tenders. Inspectors were to forward their accounts covering such service promptly.<sup>1</sup>

>> CONTINUED ON PAGE 6

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

Putnam also sent out a confidential memo to the Navy Department on April 12, 1917, detailing his concerns about the lack of tenders. ...“In the last few years the Lighthouse Service has not been able to obtain appropriations and to get built sufficient tenders to meet the natural increase in the Service and to replace tenders worn out and condemned...There is no surplus of tenders available over those needed for the efficient prosecution of their regular work. This Department desires to cooperate in every possible way, and the Bureau of Lighthouses and the Lighthouse Inspectors in charge of the various districts have been so instructed, but it is suggested that it may be well to have the facts set forth above fully understood by the officers in charge of the various coastal defense and naval districts, in order that they may be in a position the better to determine the relative urgency of various duties which may be assigned to these tenders after their transfer.”

Putnam pointed out that there were only 48 tenders available, three less than in 1910. These tenders were charged with the care of over 15,000 aids to navigation, 3500 more than there were in 1910. So, with fewer tenders serving more aids to navigation, the Commissioner wanted to make certain the Navy understood that taking tenders away from the Lighthouse Service could well have a negative impact on the maintenance of militarily important navigational aids. Naval officers should carefully assess the urgency of any requests for tender use. In reply, the Navy requested that the Lighthouse Service keep them informed of the locations of all Lighthouse Service vessels and the nature of the work in which such vessels were engaged.

There would be direct communication between the Office of Naval Operations, the Office of the Chief of Coast Artillery, and the Bureau of Lighthouses on all matters affecting the details of carrying out the provisions of the Act of August 29, 1916, which had outlined the changes in operations to be implemented in wartime. Additionally, many lighthouses would have to accommodate more personnel since three or more military signalmen would be assigned to each chosen lighthouse. The signalmen would be responsible for teaching and for carrying out communications with methods that included International Code signal flags, wig-wag flags, semaphore flags, and visual code provided by flashes from “the EVEREADY electric hand torch as an occulting light.”<sup>2</sup>

In Florida and the Bahamas, Mosquito Inlet, Fowey Rocks, Carysfort Reef, Alligator Reef, Sombrero Key, Loggerhead Key, Great Isaac Light, Southwest Point Light, Gun Cay Light, North Elbow Cay Light would all be assigned three signalmen each. At Jupiter and Sand Key, which both had Weather Bureau signal equipment, six men would be stationed; and at Hillsboro Inlet there would be four. Eventually, men would also be assigned to Sanibel Island and Egmont Key.

A confidential memo from the Seventh Naval District, Key West, on October 1, 1918, stated that signalmen and keepers would maintain continuous watch 24 hours a day. Signalmen would watch from sunrise to sunset and keepers would watch at night. Daily signal practice for the Lighthouse Service crew would be led, of course, by the signalmen. Logs of the watches were to be kept in order to record all matters of general interest concerning conditions at and near the lighthouse, time and type of signal practice, all signals sent and received, all aircraft seen and any circumstances connected with them, all passing vessels, their type, names if possible, and direction of travel.<sup>3</sup>

Signalmen were not allowed to challenge passing vessels unless peculiar circumstances were noticed. Any vessel in distress was to be reported immediately. Instructions went on to cover submarine spotting, any sounds of gunfire, aircraft sighted, and more - including instructions on keeping the light stations clean. Each signalman was

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

required to purchase a minimum of 30 days worth of food and supplies for himself before departure to his assigned location. He would receive a subsistence allowance of \$1 per day.<sup>4</sup>

When the official state of emergency was declared, William C. Redfield, Secretary of Commerce, wrote to George Putnam:

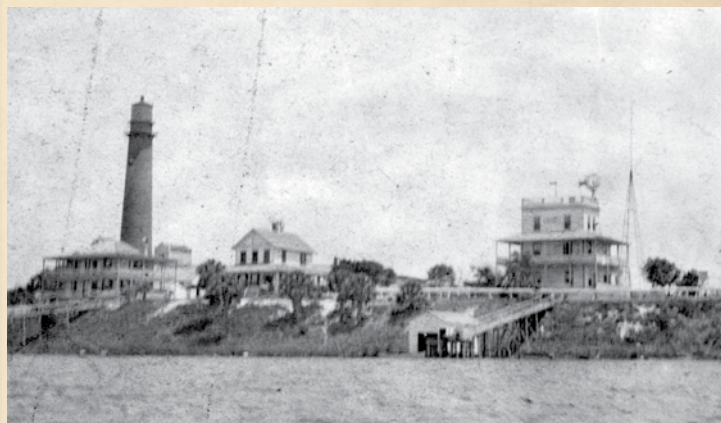
### “(TO THE...) COMMISSIONER OF LIGHTHOUSES:

The officers and men of the vessels of your Service, with the ships on which they serve, and the officers of certain important lightships and light stations are about to be called to serve their country during the present war under the charge of the military departments of the Government. They have in the past by unselfish devotion to duty under conditions often severe, often hazardous, shown their willingness to assume and their fitness to carry out any service for the public good whatever element of risk may have been involved.”

This communication was followed by a series of telegrams from Putnam to ensure lighthouses and vessels were properly outfitted with binoculars, motorboats, mine planting supplies, and other equipment. Inspectors were advised not to give out information to anyone regarding movements of or repairs to lighthouse vessels except as instructions needed in notices to mariners. The lighthouse districts were now superseded by Navy districts which were similar to but not exactly the same as those of the Lighthouse Service. For example, the Seventh Naval District was everything south of Jacksonville, Florida, unlike the Seventh Lighthouse District which covered the state south of Jupiter Inlet to Perdido Entrance including sea and gulf coasts of Florida.

Also in April 1917, an Executive Order of President Wilson established defensive sea areas around many east and west coast harbors as well as some in Hawaii and Manila, and specified regulations for vessels entering these areas. Any suspicious or non-cooperative vessels could be boarded and taken by force. Defensive sea areas in Florida included a seven-mile circle at Key West and a six-mile circle at Egmont Key Light near Tampa.

On April 10, 1917, the Chief of Naval Operations sent out a memo to the Navy's Bureau of Construction and Repair concerning the arming of lighthouse tenders. If available and if the ship design was suitable, six pound guns would be installed. Otherwise, three- or one-pounders would be suitable. Whatever the armament, it was not to interfere with the function of the vessel as a lighthouse tender. The installation of these guns would be done at the Navy yard closest to the current home port of each designated tender.<sup>5</sup>



**JUPITER INLET LIGHTHOUSE  
AND WIRELESS STATION**

As of April 11, the President announced the transfer of some lighthouse tenders to the War Department including *Hibiscus*, *Anemone*, *Mistletoe*, *Iris*, *Orchid*, *Mangrove*, *Sunflower*, *Heather*, *Zizania*, *Pansy*, *Tulip*, *Maple*, *Laurel*, *Ivy*, *Madrono*, *Columbine*, *Mayflower*, *Larkspur*, *Daisy*, *Jessamine*, *Arbutus*, *Magnolia*, *Sequoia*, *Azalea*, *John Rodgers*, *Myrtle*, *Juniper*, *Cypress*, *Camellia*, and *Manzanita*. To the Navy Department went the tenders *Lilac*, *Woodbine*, *Holly*, *Water Lily*, *Snow Drop*, *Hyacinth*, *Sumac*, *Crocus*, *Amaranth*, *Marigold*, *Aspen*, *Clover*, *Fern*, *Rose*, and *Kukui*.

Also transferred to the Navy were various light stations. In the first district, West Quoddy Head, Brass Head Harbor, Heron Neck, Pemaquit Point, and Cape Neddick were transferred. In the Second Naval District there were the light vessel *Nantucket Shoal* and light stations Gay Head; Point Judith; North Light; Block Island; Sakonnet; Watch Hill; and South East Light, Block Island. In the Third Naval District, Montauk, Fire Island, and Highlands of Navesink were transferred along with light vessel *Fire*

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



**CARYSFORT REEF LIGHTHOUSE**

*Island*. In the Fourth Naval District, Cape May and Cape Henlopen Light Stations were transferred. In the Fifth District, Cape Charles and Cape Henry, and the light vessel *Diamond Head Shoal* went to Navy control. No stations were transferred in the Sixth Naval District, but the light vessel *Frying Pan Shoals* was transferred. In the Seventh Naval District the lighthouses at St. Augustine, Mosquito Inlet, and Jupiter Inlet were all transferred.

A list was sent out on April 12, 1917, giving the addresses of the Coast Defense Commanders to which certain lighthouse tenders would report. In the Sixth District the *Cypress* would report to the commanding officer of Coast Defenses of Charleston at Fort Moultrie, South Carolina. The *Mangrove* would report to the Coast Defenses of Savannah at Fort Screven, Georgia. In the Seventh District the *Ivy* reported to the Key West Barracks. In the Eighth District the *Magnolia* reported to the Coast Defenses of Pensacola at Fort Barrancas, Florida. These orders involved Lighthouse districts 1, 2, 3, 4, 5, 6, 7, 8, 17, 18 and 19. Other tenders were assigned to various Navy Commandants. Some tenders were assigned to the Coast Defense Commanders and, following that assignment, to the Naval Commandants.

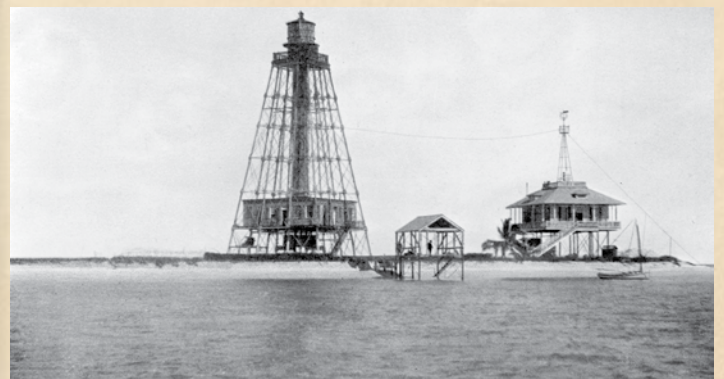
In the Sixth Lighthouse District, tenders *Mangrove* and *Cypress* were assigned to the Sixth Naval District at the Navy Yard in Charleston. Likewise the light vessel *Frying Pan Shoals*. The tender *Water Lily* and the St. Augustine, Mosquito Inlet, and Jupiter Inlet Light Stations were assigned to the Commandant of the Seventh Naval District at the Key West Naval Station. From the Seventh District, the tender *Snowdrop* was under Navy command at Key West. From the Eighth Lighthouse District the tender *Magnolia* was assigned to Key West.

Lighthouse Service, Coast Guard, and private vessels being taken into the Navy for war service sometimes had similar or identical names. To avoid confusion these vessels were designated by a name and a number plus appropriate initials such as USS, CGC or LHT as prefix to the vessel name.

In May, the Department of the Navy approved the enrollment of Lighthouse Service personnel into the Naval Reserve Forces. Men serving on Lighthouse Service vessels would be able to retain their current status and pay unless or until they might be called by the Navy into active duty enrollment. Also, Navy men, enlisted or reserves, could be detailed to the USLHS vessels or stations or to the Coast Guard as needed to fill vacancies. USLHS men who had enrolled in the Naval Reserve Force would not be called out of the Lighthouse Service and into the Navy unless absolutely necessary.

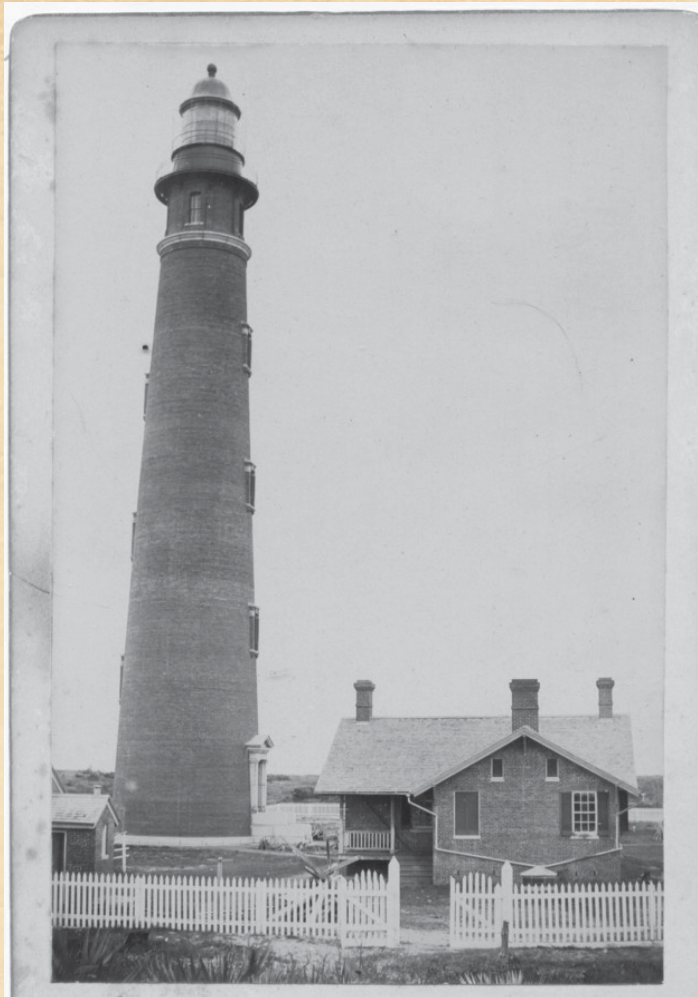
In September of 1917, concerns were being raised about the status of Lighthouse Service employees who might be killed or wounded during the war. Would such personnel be covered by "War Risk Insurance"? The answer came back that such persons would be considered part of the Navy and be entitled to the same treatments and benefits as well as a pension for any future disability. The War Department had a different opinion of the status of the Lighthouse Service personnel working for them. Such persons would not be considered as military but would occupy a civilian status, so the Navy and War Departments were asked to reconsider the question of status.

On April 18, 1917, a memo from the Navy Department Naval Communication Service to the Commissioner of Lighthouses specified that the Navy signalmen or



**SAND KEY LIGHTHOUSE c. 1910**



**THE LIGHTHOUSE SERVICE AND THE GREAT WAR (CONTINUED)****MOSQUITO INLET LIGHTHOUSE c. 1915**

electricians assigned to lighthouses, lighthouses with signal stations, or lighthouse service vessels, were subordinate to the Principal Keepers or vessel masters in all Lighthouse Service matters and should not interfere with keeper duties in any way.<sup>6</sup>

The Navy Department took charge of not just existing aids to navigation but also assumed the right to create temporary aids such as lighted buoys. The Navy rather grudgingly acceded to a Lighthouse Service request that lighthouse keepers be informed when such temporary aids were established. A June 12, 1918, memo from the Seventh Naval District Commandant's office referred to this notification process as a "formality" that was for the purpose of cooperation with the Department of Commerce and not to be "considered as increasing or diminishing such authority to make changes in aids to navigation as may at present be vested in District Commandants by the Navy."<sup>7</sup>

Other incidents revealed that these transitions of control were not always well-received. On September 12, 1918, a memo from the Superintendent of Lighthouses to the Commandant of the Seventh Naval District addressed several typical issues. At the Dry Tortugas Light, the three keepers each had their own kitchens and could decide whether or not to take meals together or separately. When several Navy signalmen arrived, they first ate with one of the keepers, but problems arose so they decided to cook their own meals and the Principal Keeper provided them with a stove and utensils for this purpose. Apparently, this was going on at other light stations within the district as well.

The signalmen at Dry Tortugas also requested that a diving board be attached to the dock. The Principal Keeper was not enthusiastic about this request and it took some time and encouragement for him to comply. Complaints about the Principal Keeper's perceived rigidity were addressed in the Lighthouse Superintendent's memo where he stated that "In reference to the Keeper appearing over

**A DIRIGIBLE HEADS FOR ITS HANGAR AT KEY WEST NAVAL AIR STATION**

&gt;&gt; CONTINUED ON PAGE 10

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

jealous of his authority about the premises, finicky, etc. This lightkeeper maintains a model station, and in order to keep it so, everything must be systematical. He must have the courage to see that the personnel complies with every requirement, for if he became lax, the station soon shows it, and on the next inspection he is cautioned, reprimanded, permitted to resign or is dismissed. It is not unusual for men and especially boys who are not yet accustomed to discipline to feel that the man in charge is finicky, unfriendly, etc., when as a matter of fact he is only insisting on the observance of the requirements." The Superintendent's memo also addressed complaints that some light keepers were "harsh and unruly" in their treatment of the signalmen, but the Seventh District keepers had not been included in these complaints.<sup>8</sup>

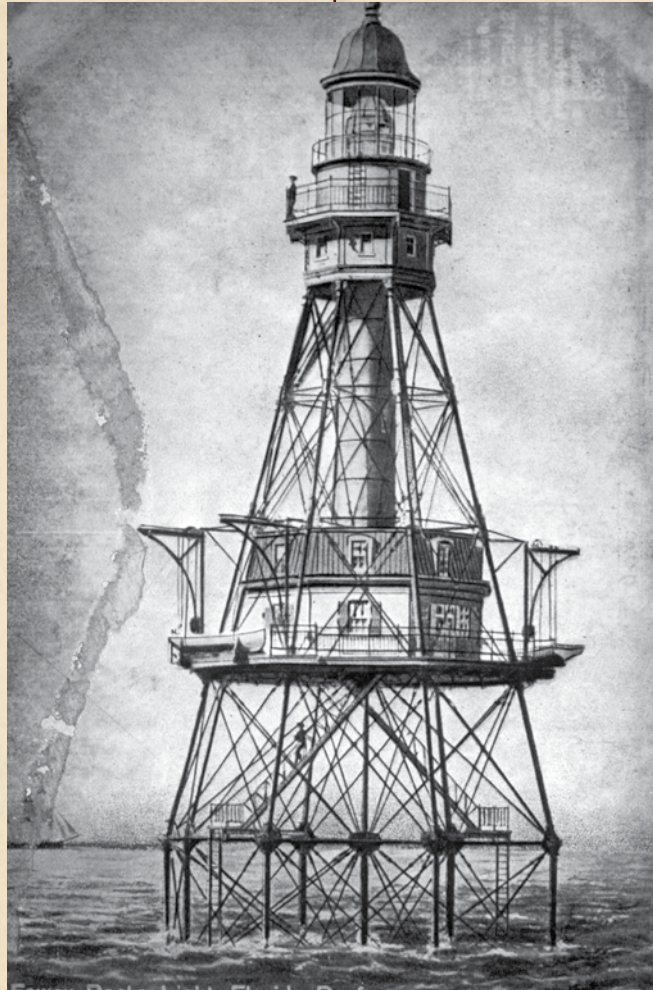
One incident in the Seventh District did turn hot enough to be recorded in correspondence of September 13, 1918, from William Demeritt of the Seventh Lighthouse District, to P.L. Cosgrove, Jr., master of the tender *USS Ivy*. "It is found that on the morning of September 3, 1918, when entering the Naval Station (at Key West) you were not recognized and were therefore stopped by the Acting Corporal of the Guard for identification. Instead of immediately showing this representative of the Authorities your evidence that you were the commanding officer of a Naval Vessel and a proper person to be admitted within the limits of the Naval Station, you entered into an argument with the Guard in which considerable excitement was evident. As an officer, and especially a commanding officer, you displayed very poor judgment and a lack of proper self

control in permitting yourself to thus resent what you felt was discourteous treatment, and your actions on this occasion did not reflect credit on yourself or the Service from which you were transferred. You are therefore cautioned and further directed to refrain from similar actions in future, and whenever you feel that you have been improperly treated, submit a report in writing with all facts in the case, to the proper authorities, through the regular channels and not attempt to adjust the affair yourself."<sup>9</sup>

Perhaps the most inadvertently humorous incident of disrespect between Lighthouse Service men and those of the Navy took place at the Fowey Rocks Light Station. William Demeritt, the Seventh District Lighthouse Inspector, approached the Station on board the tender *Ivy* on July 20, 1918. Demeritt boarded one of the ship's boats and as this craft drew near the tower, Navy Signalman Milton Terry came out on the balcony of the lighthouse and urinated down towards the Inspector and his companions.

As soon as he reached the tower, Demeritt cornered Mr. Terry and informed him that the Light Station had a toilet and he should use it. Terry asked if his urination would

"hurt the ocean." Demeritt countered that men were to use the place provided for the purpose, and no other location could be considered appropriate. Terry replied that he would take no orders from a lighthouse inspector who, as far as Terry was concerned, "did not amount to a piece of s\*\*t." To add insult to injury, Terry was also out of uniform at the time of the incident.



**FOWEY ROCKS LIGHTHOUSE**

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



DRY TORTUGAS LIGHTHOUSE

The Signalman was dressed only in dungarees and the inspector's report stated that the man was "naked to the waste" - both a wrong and hilarious choice of spelling considering what the man was doing. Wanting to waste no time, Demeritt promptly called the Second Commander of the Second Section and recited the facts of the case. In response, Terry was immediately removed from Fowey Rocks and confined to barracks for ten days where he was kept busy washing windows and performing other menial tasks.<sup>10</sup>

Fowey was a place with more than one man with problems. On July 29, 1918, Mr. Demeritt received a letter from Sanders-Peacock Company of Coconut Grove, Florida. A crewman from Fowey Rocks had apparently purchased some provisions and neglected to pay his bill. The company was hoping that Demeritt could help secure a payment. Demeritt investigated and an assistant lighthouse keeper acknowledged the debt. He was in debt to others as well, but Demeritt suggested to Sanders-Peacock that the man would eventually make good on his debt if he were given a little more time.

As late as April 1919, issues of mutual discomfort between men of different services were still to be considered. For example, at Roamer Shoal Light Station in New York Harbor, when four signalmen were to be quartered there, E.B. Woodworth, Assistant Director of Naval Communications, wrote to the Commissioner of Lighthouses to assure him that the Navy men would be subordinate to the principal lighthouse keeper or to the master on board light ships.

## NOTES: THE LIGHTHOUSE SERVICE AND THE GREAT WAR, PART II

- <sup>1</sup>United States Coast Guard Record Group 26 E5 NC63  
<sup>2</sup>United States Navy Record Group 45 E-522, I-18, Box 6  
<sup>3</sup>USCG RG 26 E5 MC63  
<sup>4</sup>Navy RG 80, 24514  
<sup>5</sup>US Navy RG 80 28764 (57) - 28765 (98) Box 2764  
<sup>6</sup>USCG RG 26 E5 NC63  
<sup>7</sup>Ibid.  
<sup>8</sup>Ibid.  
<sup>9</sup>Ibid.  
<sup>10</sup>Letter from W.W. Demeritt to Commandant Seventh Naval district, USCG RG 26 E5 NC63

Photo Sources, Part 2 of

## THE LIGHTHOUSE SERVICE AND THE GREAT WAR

1. Lighthouses are closed to unauthorized visitors; collection Ponce de Leon Inlet Lighthouse Preservation Association
2. Lighthouse Tender Cypress; Ponce de Leon Inlet Lighthouse Preservation Association digital collection
3. Jupiter Inlet Lighthouse and Wireless Station; courtesy of State Archives of Florida, Florida Memory
4. Carysfort Reef Lighthouse; courtesy of State Archives of Florida, Florida Memory
5. Sand Key Lighthouse c. 1910; courtesy of State Archives of Florida, Florida Memory
6. Mosquito Inlet Lighthouse c. 1915; collection of Ponce de Leon Inlet Lighthouse Preservation Association
7. A dirigible heads for its hangar at Key West Naval Air Station; courtesy of State Archives of Florida, Florida Memory
8. Fowey Rocks Lighthouse; courtesy of State Archives of Florida, Florida Memory
9. Dry Tortugas Lighthouse; courtesy of State Archives of Florida, Florida Memory



## THE LIGHTHOUSE SERVICE AND THE GREAT WAR

SIGNED COPIES OF THE LIGHTHOUSE SERVICE AND THE GREAT WAR BY CURATOR ELLEN HENRY ARE NOW AVAILABLE FOR PURCHASE ONLINE AND IN THE LIGHTHOUSE GIFT SHOP.

## DICK NELAND, President and CEO of Inlet Harbor Restaurant & Marina.



The Ponce de Leon Inlet Lighthouse Preservation Association honors Inlet Harbor Restaurant and Marina's President and CEO Dick Neland as this issue's V.I.P Volunteer of the Quarter.

Situated on the banks of the Halifax River, Inlet Harbor Fishing Camp was first established in 1939, by Capt. William Redwood Wharton. The site has grown significantly over the years. The once modest fish camp is now a destination in and of itself. One of the area's largest and most popular eateries and marinas, Inlet Harbor is known

not only for its excellent food and live entertainment but for its beautiful riverfront sunsets as well.

Located a few miles north of the Lighthouse in Ponce Inlet, Inlet Harbor Restaurant and Marina is one of the Association's longest standing corporate members. As the business' President and CEO, Mr. Neland's support of the Lighthouse has taken many forms over the years including sponsorship, invitations to participate in many of the restaurant's public events, free advertising, and by providing participants of the Lighthouse's monthly Climb to the Moon event with a wonderful assortment of delicious hors d'oeuvres.

Enjoyed from the top of Florida's tallest lighthouse as they watch the sun set behind the coastal wetlands and the full moon rise over the Atlantic Ocean, Climb to the Moon participants consistently rave about Inlet Harbor's generous culinary offerings. These have included succulent shrimp cocktail, and cheese and fruit platters, which have been provided by the restaurant since the event's inception in 2010.

Thanks in part to the delicious hors d'oeuvres donated by Inlet Harbor Restaurant, the Association's monthly Climb to the Moon event has become one of the Lighthouse's most popular RSVP events. Held on the eve of each full moon, participants are given the unique opportunity to experience the historic Ponce Inlet Lighthouse by the light of the full moon and the glow of the setting sun.

A symbol of hope and love for many who attend this unique event, watching the sun set to the west and the moon rise in the east from the top of the Ponce Inlet Lighthouse can bring out the romantic side of even the most stoic of men, and more than one woman has experienced the thrill of being asked to marry the man kneeling before her as the full moon paints the shimmering waters of the Atlantic Ocean with its silvery light. Participants of recent Climb to the Moon tour were treated to just such an event when a

young gentleman "popped the question" to his girlfriend from the top of the Lighthouse. We are pleased to say that she said "Yes!"

A long-time advocate of the Ponce Inlet Lighthouse, Mr. Neland's support of the Association and its ongoing mission to preserve and disseminate the maritime and social history of this important National Historic Landmark has never wavered. His long-standing generosity has not only benefitted Climb to the Moon participants but the Association's ongoing efforts to preserve this magnificent lighthouse for present and future generations as well. As such, we at the Lighthouse would like to thank Dick Neland and his staff for their continued support and encourage all of our readers to patronize Inlet Harbor Restaurant during your next visit to the Ponce Inlet Lighthouse.

People who are interested in attending one of our Climb to the Moon events are encouraged to purchase tickets well in advance. (Please note that the February 14th event is scheduled on the first evening after Valentine's Day.) Visit us online at [www.ponceinlet.org](http://www.ponceinlet.org) for more information regarding this and other scheduled Lighthouse events. Individuals wishing to RSVP may do so via email by contacting Tasha Gallimore at [tgallimore@ponceinlet.org](mailto:tgallimore@ponceinlet.org), or by phone at (386) 761-1821 ext. 10.

### Scheduled Spring Volunteer Training Sessions

January 14, 2014	10:00 am – 11:00 am
February 11, 2014	10:00 am – 11:00 am

\*All volunteer training is held in education building unless otherwise noted.



*Early image of Redwood Wharton's Inlet Harbor Grill.  
Photo courtesy of the State of Florida Historic Archives*



*the Inlet Harbor Restaurant and Marina today*

## AUTUMN WITNESSES A WHIRLWIND OF ACTIVITY AT THE LIGHTHOUSE.

The first weekend of October had the programs department and V.I.P Lighthouse volunteers hopping.

We kicked off October by taking part in the Town of Ponce Inlet's 50th Anniversary Celebration. Held in the in the Ayres and Kay Davies Memorial Park on October 5th, Lighthouse volunteers were on-hand to join the Town of Ponce Inlet and many of the community's local businesses in celebrating the Town's founding in 1963. Festival offerings included live music, children's activities, games, bouncy houses, a petting zoo, a dunking booth, and a wide assortment of tasty treats from many of the area's most popular eateries.

Setting aside their age-old feline/canine feud, Nelly the Lighthouse Cat and McGruff the Crime Dog toured the park together to the entertainment of young and old alike. Always one to garner attention, Nelly won the respect and admiration of many when she dunked a local Ponce Inlet resident in the water tank with a wicked fast ball. Having a natural aversion to water, Nelly quickly high-tailed it over to petting zoo when someone suggested that she take a turn in the dunk tank herself.

While things were heating up in the Ayres and Kay Davies Park, another group of dedicated Lighthouse volunteers manned a booth at the Port Orange Family Days Festival. Scheduled annually in October, Port Orange Family Days has become one of the area's most popular events and is regularly attended by more than fifty thousand local residents. This year's festival was no exception and Lighthouse volunteers succeeded in talking with tens of thousands throughout the three-day event with one lucky family winning a free annual family Lighthouse membership.

On Friday, October 19th, the Ponce Inlet Lighthouse remained open after dark in support of the Museums at Night initiative. The Museum at Night concept began as a national campaign in the United Kingdom as a means of encouraging museum visitation by opening galleries and heritage sites after normal operating hours and hosting educational events. Spreading the United States shortly after its inception in the UK, Museum at Night has developed widespread popularity with museums across the country.

The October 19th Museum at Night event looked to the heavens as more than 220 museum guests enjoyed the rare opportunity to study the stars through high-powered telescopes and learn first-hand about the moon, planets, and constellations from Daytona Beach Museum of Arts and Science Curators Seth Mayo and James Zacharias along



with several members of the Astronomy Club from Embry-Riddle Aeronautical University. Designated a teacher appreciation event, all Volusia County educators received free admission during this unique event.

The Ponce Inlet Lighthouse's annual Homeschool Day was held on November 7th. The museum was thrilled to host more than 150 homeschool students and their parents who enjoyed a wide variety of educational activities focusing on turn-of-the-century children's games and domestic chores. In addition to chore-related activities developed by Lighthouse staff and volunteers, attendees also learned how to play popular games from the Victorian era with Jerry Horton from Daytona's historic Lillian Place.

Most of the homeschool students were accompanied by their parents, some of which took part in a special archaeological program called *Project Archaeology: Investigating Shelter*, presented by the Florida Public Archaeology Network. Our presenter Sarah Miller, Northeast Regional Director for FPN (Florida Public Archaeology



>> CONTINUED ON PAGE 14

## AUTUMN WITNESSES A WHIRLWIND OF ACTIVITY (CONTINUED)

Network) and the Statewide Coordinator for Project Archaeology, provided homeschooling parents with valuable information about how to teach the science of archaeology to their children. We were very fortunate to have Ms. Miller provide such a wonderful educational opportunity to our homeschooling parents.

Upcoming educational events at the Lighthouse include Girl Scout Day on Saturday, January 18, 2014. As with many of our larger group events, Girl Scout Day will focus on a specific theme. This year's theme will be turn-of-the-century games and chores with an emphasis on what life would have been like for boys and girls growing up at a remote light station. Participating Girl Scouts will have the opportunity to climb the Lighthouse, explore the museum's many exhibits and work on the Girl Scout requirements for the Lighthouse Brownie Try-It, the Junior Lighthouse Badge, or the Lighthouse Interest Project.

Additional events scheduled in the coming months include Museum at Night on Friday, January 24th from 6:00 pm - 8:30 pm, History of Beach Racing on Sunday, February 16th, the Lighthouse's 10th Annual Beach Racing Day on Friday, February 21st, and Family Fun Days on March 20th and 21st. Please review the Calendar of Events in this issue to learn more about upcoming events at the Lighthouse.

The Lighthouse has officially rolled out our 2014 Climb to the Moon Event Calendar and the dates are filling up fast. Don't miss the opportunity to toast the setting sun with a sparkling beverage and enjoy delicious hors d'oeuvres by the light of the full moon. Limited to only 25 participants per evening, Climb to the Moon events often sell out months in advance so be sure to register early. Tickets must be purchased by calling Tasha at (386) 761-1821 ext. 10.

In closing, we would like to thank our dedicated volunteer corps, Association 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.

Individuals interested in becoming a Lighthouse volunteer may contact Programs Manager Mary Wentzel by email at [mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org) or by phone at (386) 761-1821 ext. 18 to learn more about volunteer opportunities at the Ponce Inlet Lighthouse. We hope to see you soon.



*A young homeschool student learns how carpets were cleaned in the days before vacuum cleaners*

## THANK YOU & WISH LIST

We are so fortunate to have many generous donors who help us grow our collections! This quarter we have received nearly a record number of interesting and important items. We wish to thank Julie Davis and Earl and Gladys Davis for their continuing donations of household items, furniture, toys and games. Ralph Smith, Jr., donated a Carlisle and Finch flood light. Jacques and Marion Jacobsen have contributed a number of very early Coast Guard materials. Tom and Peggy Ellwood provided family photographs and a fine old wicker basket. From Joanne and Carroll Hamilton we received clothing, Depression glassware, a Flagg and Homan pewter dish, and household items. Jon and Kathy Ruding gave a collection of vintage tools and hardware. We thank Maggi Hall for household items, tools, and an antique Winchester rifle. Linda Manville provided the museum with a vintage gas-powered clothes iron. We would also like to thank the Volusia County Beach Safety Division and its director Mark Swanson for donating a Cuban raft that washed ashore in Ormond.

*Cuban raft from Volusia County Beach Safety Division*



*Wicker basket from Tom and Peggy Ellwood*



*Winchester Rifle, gift of Maggi Hall*

## SALVATION ARMY PIN, WORLD WAR I

Founded in 1865, in London by William and Catherine Booth, the East London Christian Mission was eventually restructured along military lines and by 1878, was known as the Salvation Army - complete with uniforms, officers, and its own flag. Its mission to help the destitute by meeting their physical and spiritual needs was summed up by its founders as "Soup, soap, salvation."



During World War I, a small group of Salvation Army officers left in August 1917, to join the American Expeditionary Forces in France. Another group followed in September. Eventually about 500 individuals served in Europe. These members of "God's Army" built huts that served as canteens where soldiers could get fresh baked doughnuts and pies, have their uniforms mended, attend concerts and religious services, and have their morale further bolstered in Bible classes. The "Sallies" followed the troops wherever they were fighting and often carried out their work in combat areas.

Our Salvation Army pin was donated to the museum by Jacques and Marion Jacobsen. Thank you for this reminder of those who served!

### MUSEUM COLLECTION UPDATE

## RECENT ADDITIONS TO THE LEN'S EXHIBIT

The Preservation Association is delighted to announce two significant new Chance Brothers lighthouse lens acquisitions. Both lenses are currently on display in the Museum's Ayres Davies Lens Exhibit Building.

Located near the city of Birmingham, England, Chance Brothers was founded in 1824, as a producer of window glass. By 1851, the company had branched out into production of lighthouse optics, equipment, and into the engineering of complete lighthouses.

Manufactured by Chance Brothers c.1869, the fourth order fixed Granton Harbor lens was used as the leading light on the middle pier of Granton Harbor, Edinburgh, Scotland. The piers at Granton Harbor featured original designs by Robert Stevenson. This lens still sits on its original pedestal and is displayed with its original burner stand and red glass liner.

The second lens, also a fourth order fixed, is both unusual and significant for several reasons. It was made by Chance Brothers in 1859, specifically to illuminate an early screwpile lighthouse designed by Alexander Mitchell, who patented the screw pile mooring system in 1833. Located at Spit Bank in County Cork, Cork Harbor, Ireland, the lighthouse is very similar to another Mitchell-designed lighthouse which is still standing at Florida's Sand Key.

The Spit Bank lens originally exhibited a red light, produced by a red shade that was fitted to the exterior of the lens. In 1877, a 24 degree white sector was added to point northwest over Bar Rock. The white sector was increased to 25 degrees in 1903. The added white sector gives this lens an unusual design. It is displayed on its original and quite decorative pedestal along with a Moyes Type 2 acetylene burner and stand. The Preservation Association is considering undertaking restoration and stabilization to correct previous work done on the Spit Bank lens prior to its purchase.



*Spit Bank Fourth  
Order Lens*

*Granton Harbor  
Fourth Order Lens*

## CABO DE SAO VICENTE (CAPE SAINT VINCENT)

Located on the southwestern-most point of Portugal on the Atlantic coast, the Cabo de Sao Vicente (Cape Saint Vincent) Lighthouse is widely considered one of the world's greatest lighthouses and Portugal's most famous. Geographically situated at "land's end" (the extreme southwestern point of the European continent) the Cape Saint Vincent Lighthouse beacon served as the principal landmark for Portuguese, Spanish, French, and English sailors returning from Africa, the Mediterranean, and the Orient from the sixteenth through the twentieth centuries.



*The lighthouse's distinctive Red Lantern room houses a rare 1st order hyper-radiant Fresnel Lens.*

Although utilized by all regardless of nationality, the Cape Saint Vincent Lighthouse was originally constructed to support of the Portuguese maritime industry which had dominated European commerce for more than two hundred years due to its exclusive trade agreements with China, India, and other eastern countries. Prospering greatly from this monopoly, Portugal quickly emerged as one of 16th century Europe's most affluent nations thanks in part to the extensive system of Portuguese navigational aids to which the Point Saint Vincent Lighthouse belonged.

Illuminated for the first time in 1515, the Point Saint Vincent beacon was housed in tower attached to a Catholic convent. Although this may seem strange by today's standards, this architectural arrangement was by no means uncommon at a



*The Cape Saint Vincent Light Station on the cliffs of Sagres Point, in the Algrave, southern Portugal.*

time when religious monks and nuns had already been tending crude beacons along the European coast since the middle ages.

Nor was the cape considered an obscure location prior to the tower's construction. Significant to the native population long before the emergence of Europe's nation-states, the promontory has been considered a sacred place since the Stone Age when rough-hewn stone megaliths called menhirs had been erected on the site. Referred to as the Promontorium Sacrum or Holy Promontory by the Romans prior to the empire's conversion to Christianity, the rocky cape was also believed to be a magical place where the sunset was larger than anywhere else in the world and from which the sun could be viewed sinking below the far Atlantic horizon, marking the very edge of the world.

Although burned to the ground in 1587 during the Anglo-Spanish War (1585-1604) by the English privateer Sir Francis Drake, a new lighthouse was not constructed on the site until after the war's conclusion. Erected in 1605, the second Cape Saint Vincent Lighthouse served as one of the Europe's most important aids to navigation for more than two hundred years until the tower's progressively deteriorating condition necessitated its replacement in the early 1840s.

Completed in 1846, the present-day Cape Saint Vincent Lighthouse underwent extensive renovations in 1908. Changes to the structure included increasing the tower's height and enlarging the lantern room so as to accommodate a larger first order hyper-radiant Fresnel lens which continues to operate in the tower to this day. Larger than the first order fixed and rotating Fresnel lenses currently on display at the Ponce Inlet Lighthouse Museum, the Cape Saint Vincent beacon was not only one of ten first order hyper-radiant Fresnel lenses ever to be built, but one of the few lenses of this type still in operation today.

Perched atop high rocky cliffs overlooking the Atlantic Ocean, the Cape Saint Vincent Lighthouse remains an active aid to navigation to this day. Guarding one of the busiest shipping lanes in the world, the tower's beacon features a focal plane of 282 feet above sea level and a visible range of up to 25 nautical miles out to sea. While the station is automated, the Portuguese Lighthouse Service still maintains full-time keepers at all of their active light stations, and runs a school for lighthouse keepers in training.



*Visitors looking at the massive hyper-radiant lens.*



# JOIN THE PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION

## A GENERAL ANNUAL MEMBERSHIP INCLUDES:

- Free admission to the museum and lighthouse during regular hours of operation
- 10 percent discount in the museum gift shop and online store
- One subscription to The Light Station quarterly newsletter
- Invitations to special events
- Volunteer opportunities

## MEMBERSHIP CATEGORIES:

- General** ..... \$20
- The benefits listed above for one individual
- Senior** ..... \$10
- All privileges of General Membership for one individual 62 years or older
- Student** ..... \$10
- All privileges of General Membership for one individual 12 years or older with a valid student identification
- Family** ..... \$40
- All privileges of General Membership for the immediate family
  - Immediate family is limited to one or two adults and your children under age 18. Grandchildren are not eligible.
  - You will be issued one membership card for each parent, and each card will list the names of your children.
  - Child under 12 must be accompanied by an adult

**2nd Assistant Keeper** ..... \$100

- All privileges of General or Family Membership
- Recognition of your membership in the quarterly newsletters' 2nd Assistant Keeper List

**1st Assistant Keeper** ..... \$200

- All privileges of 2nd Assistant Membership
- Two gift General Memberships
- Recognition of your support in the quarterly newsletters' 1st Assistant Keeper List

**Principal Keeper** ..... \$500

- All privileges of 1st Assistant Membership
- A personalized guided tour of the Light Station
- Recognition of your support in the quarterly newsletters' Principal Keeper List

**Corporate Lampist** ..... \$500

- All privileges of General or Family Membership for up to five company principals
- A personalized guided tour of the Light Station
- Use of the Light Station's conference room for one meeting.
- Recognition of your companies support in the quarterly newsletters' Corporate Lampist List

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

Registration #: CH137

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



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

### Select type of membership:

- General ..... \$20
- Senior ..... \$10
- Student (submit copy of ID) ..... \$10
- Family ..... \$40
- Gift Membership From: \_\_\_\_\_
- Renewal
- 2nd Assistant Keeper ..... \$100
- 1st Assistant Keeper ..... \$200
- Principal Keeper ..... \$500
- Corporate Lampist ..... \$500

Name: \_\_\_\_\_

Address 1: \_\_\_\_\_

Address 2: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

Phone: ( ) - \_\_\_\_\_

E-mail: \_\_\_\_\_

**Office use only**  
Begins \_\_\_\_\_ Ends \_\_\_\_\_

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

Spouse/Partner: \_\_\_\_\_

Children: \_\_\_\_\_

(List any additional names on a separate sheet.)

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

Membership enclosed: \$ \_\_\_\_\_

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

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

Please charge my: (check one)

Visa  MasterCard 3-Digit Security Code: \_\_\_\_\_

CC#: \_\_\_\_\_

Exp. Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Or, make check payable to:

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

**Thank You for Your Generous Support!**



*The following are proud supporters of the  
Ponce de Leon Inlet Light Station's 125th Anniversary*

**PLATINUM LEVEL SPONSOR:**

Ann Caneer, Lighthouse Preservation Pioneer

**GOLD LEVEL SPONSORS:**

Travel Host Magazine, Daytona Beach Edition

**SILVER LEVEL SPONSORS:**

Tyco Integrated Security  
Tony Girolami of Ponce Inlet, FL

**BRONZE LEVEL SPONSORS:**

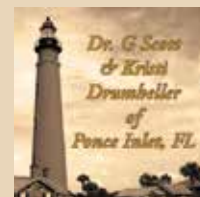
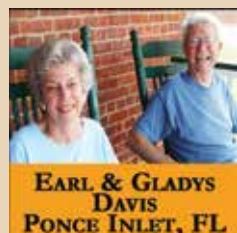
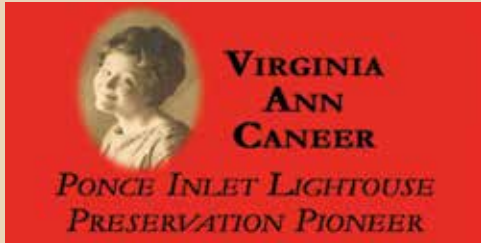
Brian Layman Wealth Management of Raymond James & Associates, Inc.  
Alan & Mary Ann Redinger / Halifax Humane Society  
7-11 of Ponce Inlet  
The Connection  
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Maycom Communications  
Florida Hospital Memorial Medical Center  
Spanos Motors  
Schmidts- Well Drilling and Irrigation Systems, Inc.  
Halifax Health  
Marsha Lewis of Daytona Beach, FL  
RWE Builders, Inc.  
Bennett's Framing Gallery: Artist John Driskel  
Dr. G Scott & Kristi Drumheller of Ponce Inlet, FL  
Earl & Gladys Davis of Ponce Inlet, FL  
Pilot Club of the Halifax Area

**ADDITIONAL LIGHTHOUSE ENDOWMENT FUND CONTRIBUTORS:**

Coca Cola, Cupcakes by the Sea, Marc Smith Builders, Daytona Beverage, Mike Hurd, Kathy Wilson & Bob LeDone, Sam's Club, Winn-Dixie, Joe & Judy DiCarlo, Tim Fowler, Barbara Davis, Mike Bestic MD, Sylvie Shaefer, Frey's Carpet Care, Pinnacle Pavers, Liberty Lawn & Pest, BMW of Daytona, Wholesale Lighting, Edson Graham, Racing's North Turn Beach Bar and Grille, SW Grill at Sunset Harbor, Hyde Park Restaurant, Advanced Hair Design, the Ocean Deck Restaurant & Beach Club, Tire Kingdom, Vince Carter's Restaurant, Embry-Riddle Aeronautical University, Wal-Mart, Dr. Ed and Ken Staudt, Kennedy Space Center, and John's Appliance City



*The following are proud supporters of the Ponce de Leon Inlet Light Station's 125th Anniversary*



To learn more about becoming a sponsor of the Lighthouse's 125th Anniversary, contact Executive Director Ed Gunn via email at [edgunn@ponceinlet.org](mailto:edgunn@ponceinlet.org) or by phone at (386) 761-1821 ext. 15.



### FLORIDA LIGHTHOUSE STAINED GLASS PANEL

CELEBRATE FLORIDA'S RICH MARITIME HISTORY WITH THIS COLORFUL STAINED GLASS PANEL FEATURING SEVEN OF THE STATE'S BEAUTIFUL BEACONS INCLUDING THE PONCE DE LEON INLET LIGHT STATION. A BEVEL-CUT COMPASS ROSE ADORNS THE CENTER OF THIS MAGNIFICENT STAINED GLASS PANEL MEASURING 9" WIDE BY 40" TALL.

ITEM #: 0481  
PRICE: \$179.99 (+S&H)



### PULL OVER NANTUCKET SWEATER

STAY TOASTY WARM DURING THE COLD DAYS OF WINTER WITH THIS FLUFFY GREY/WHITE SWEATER FEATURING AN EMBROIDERED IMAGE OF THE PONCE INLET LIGHTHOUSE. AVAILABLE IN SIZES SMALL THROUGH XX-LARGE. PLEASE INDICATE DESIRED SIZE WHEN ORDERING.

(SIZE S-XL) PRICE: \$24.99 (+S&H)  
(SIZE XXL) PRICE: \$25.99 (+S&H)



### THE LIGHTHOUSE SERVICE AND THE GREAT WAR

WRITTEN BY MUSEUM CURATOR ELLEN HENRY AND PUBLISHED BY THE PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION, THIS FASCINATING BOOK EXPLAINS THE ROLE OF THE UNITED STATES

LIGHTHOUSE SERVICE DURING WORLD WAR I AND IMPORTANT TECHNOLOGICAL INNOVATIONS THAT WERE INTRODUCED AT US LIGHTHOUSES AT THE TIME OF THE "WAR TO END ALL WARS". PAPERBACK BOOK SIGNED BY THE AUTHOR.

ITEM #: 0978  
PRICE: \$6.95 (+S&H)



### CAN YOU SEE WHAT I SEE? TREASURE SHIP

A NEW

SEARCH-AND-FIND ADVENTURE FROM THE BESTSELLING PHOTOGRAPHER, WALTER WICK! AMAZING PHOTOS ACCOMPANY A FUN SEARCH-AND-FIND GAME BY WALTER WICK, THE CREATOR THE NY TIMES BESTSELLING CAN YOU SEE WHAT I SEE? SERIES.

A PIRATE SHIP AND A CHEST OF GOLD TAKE READERS ON A JOURNEY THROUGH TIME THAT LEADS TO THE LOCATION OF PURLOINED TREASURES.

ITEM #: 7804  
PRICE: \$13.99 (+S&H)



### CUSTOM PONCE INLET LIGHTHOUSE STATUE

SHOW YOUR LOVE FOR OUR MAJESTIC NATIONAL HISTORIC LANDMARK WITH THIS 12" ILLUMINATED STATUE OF THE PONCE INLET LIGHTHOUSE. MADE EXCLUSIVELY FOR THE PONCE INLET LIGHTHOUSE PRESERVATION ASSOCIATION, THIS BEAUTIFUL MODEL FEATURES THE 175 FOOT TOWER AND ONE OF THE KEEPERS' DWELLINGS. INCLUDES ONE CORDED BULB AND SOCKET.

ITEM #: 0716  
PRICE: 20.99 (+ S&H)



### COLLIGATE PONCE INLET LADIES SWEATSHIRT WITH POCKET

FEND OFF THE COOL DAYS OF SPRING WITH THIS SIMPLE BUT ATTRACTIVE LADIES SWEATSHIRT FEATURING A SCREEN PRINT OF THE PONCE INLET LIGHTHOUSE. AVAILABLE IN SIZES SMALL THROUGH XX-LARGE. PLEASE INDICATE DESIRED SIZE WHEN ORDERING.

(SIZE S-XL) PRICE: \$19.99 (+S&H)  
(SIZE XXL) PRICE: \$22.99 (+S&H)



### VICTORIAN ROSE GLASS PEN SET

KEEP IN TOUCH WITH FRIENDS AND RELATIVES THE OLD-FASHIONED WAY WITH THIS UNIQUE BEAUTIFUL HAND-CRAFTED GLASS QUILL PEN. EACH WRITING KIT COMES WITH ONE DECORATIVE GLASS PEN, ONE BOTTLE OF INK, AND A GLASS PEN REST.

ITEM #: 4941  
PRICE: \$16.95 (+S&H)



### CUSTOM PONCE INLET LIGHTHOUSE BLANKET

CURL UP ON THE COUCH ON COLD WINTER NIGHTS WITH THIS COMFY BLANKET FEATURING

THE PONCE INLET LIGHTHOUSE. MADE OF A SOFT MACHINE-WASHABLE 80/20 COTTON/POLYESTER BLEND. AVAILABLE IN NAVY BLUE, RED, PINK, & LIME GREEN.

ITEM #: 2644  
PRICE: 19.99 (+ S&H)

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

**PONCE DE LEON INLET LIGHTHOUSE  
PRESERVATION ASSOCIATION, INC.**

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

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 including a wide selection of Harbour Lights and other miniatures. 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 info@ponceinlet.org for more information. Usual UPS shipping charges apply to all orders.



### PONCE INLET LIGHTHOUSE MEMBERSHIP COUPON

**20% OFF ANY SINGLE ITEM**

Limit one coupon per member. Coupon may not be used in conjunction with any other discount. Proof of membership must be shown at time of purchase. Not valid for purchase of Memorial Bricks.

Good from January 1, 2014 through March 31, 2014.