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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



KEEPER'S RESIDENCE, MOSQUITO INLET LIGHT STATION, PONCE DE LEON, FLA.



# PONCE DE LEON INLET LIGHT STATION

Volume XXX • Issue 2  
 April, 2006

The Quarterly Newsletter of the Ponce de Leon Inlet Lighthouse Preservation Association, Inc.  
 4931 South Peninsula Drive • Ponce Inlet, Florida 32127 • (386) 761-1821  
 www.ponceinlet.org • www.ponceinletstore.org • lighthouse@ponceinlet.org

## BRICKS AND MORTAR

On January 20, 2006, three new exhibits opened that highlight the construction and evolution of the Light Station. Galleries in the Principal Keeper's Dwelling now more completely tell the story of how the Light Station was built, how electricity and indoor plumbing came to be added, and how the staff is working to protect and preserve this historic site.

Brick was the single most important building material used in the construction of the Light Station. The initial order was placed in 1884 with John Oldfield of New York for 600,000 bricks and 1,200 barrels of Portland cement to be used in making the mortar. The contract for these was approved on March 17, 1884, and about half of the order was delivered by early summer.

Oldfield was supplying Haverstraw bricks. These were made in the Hudson Valley of New York, north of New York City, in several small towns including Haverstraw, Kingston, and others, with Haverstraw being the primary location. Some of the old companies were Hanrahan Brick & Ice, Kingston Brick & Ice, Malley, Brockway, and DP Brick Works. The brick industry was made possible in this area because the melting glaciers of the ice age had left behind huge, rich deposits of clay along the Hudson River. By the 1880s there were over 40 brick yards in the Haverstraw area that were kept busy by the growth of New York City nearby. In a single year, 300 million bricks were shipped from Haverstraw. On January 8, 1906, the town was nearly wiped out by a landslide caused by numerous excavations of clay. This landslide, plus the dwindling clay deposits caused the decline of Haverstraw and in 1941 the last brick yard (Rockland County Brick Company) closed.

A portion of the first order of Haverstraw bricks sent to the Lighthouse was used to construct the foundation for the tower. In August of 1884, John Oldfield requested that he be released



from fulfilling the rest of the contract. Original correspondence to him from the Lighthouse Service indicated that any vessel able to enter Mosquito (Ponce) Inlet would have no problem coming to the lighthouse landing on the Halifax River. Unfortunately, there was a sandbar in the river on the way to the lighthouse, and the brick ship could not get over. The ship then had to pay for lighterage - the removal of part of the load so the ship could get over the bar. Also, the extended time it took to deliver the cargo was deducted from John Oldfield's profits.

### UPCOMING MEETINGS:

- |                |   |
|----------------|---|
| April 12, 2006 | Budget and Endowment<br>Fund Committee Meeting<br><i>8:30 a.m. in the Gift Shop conference room</i> |
| April 16, 2006 | Quarterly Membership and Board<br>of Trustees Meeting   |
| May 15, 2006   | Board of Trustees Meeting   |
| June 19, 2006  | Board of Trustees Meeting   |

All Board Meetings are at 7:30 p.m. in the Gift Shop conference room. Meetings are open to the public, and we welcome your attendance and participation.

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The Ponce de Leon Inlet Lighthouse Preservation Association is dedicated to the preservation and dissemination of the maritime and social history of the Ponce de Leon Inlet Light Station.

2005 Board of Trustees

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Sharon Strommel, Bill Teasley

Lighthouse Ambassador: T.C.

The Light Station is published quarterly by the Ponce de Leon Inlet Lighthouse Preservation Association, Inc.

Subscription is a benefit of membership in the association. The Light Station welcomes letters and comments from our readers.

MEMBER:

AMERICAN ASSOCIATION OF MUSEUMS
AMERICAN ASSOCIATION FOR STATE AND LOCAL HISTORY
FLORIDA ASSOCIATION OF MUSEUMS

FROM THE EXECUTIVE DIRECTOR

We would like to thank all our members who attended our exhibit opening in January. Our staff worked hard on the new Principal Keeper's Dwelling exhibits and we are glad that so many of you turned out to see the progress we have made.

We would also like to thank everyone who contributed to our annual fund drive. Funds raised during this drive go towards the day-to-day operation of the Light Station, and allow us to keep the grounds and historic buildings looking their best.

We have many new 2nd Assistant Keeper, 1st Assistant Keeper and Corporate members this issue. We would like to thank these new members for their generous support, and we encourage all our members to look into the benefits of different levels of membership.

Finally we would like to recognize the friends and family of Cindy Guigley, who made a donation to the museum in her memory. Cindy, who died in an automobile accident on Nov. 30, 2005, was instrumental in the construction of the lens exhibit building at the Light Station.

- Dave and Terry Findlay, Gary Starr
Janice Martin, Lou and Pat Catalli
Paul and Pat Caruana, Natalie Starr
Brett and Debra Starr, Jerry and Linda Ness
Mike & Stephanie Molohan, Ros and Ian Watt
Greg and Wendy Bonert, Beth Turner
Dave Duff, Jim and Lynn Sousa
Larry and Bev Rohr, Jim and Anita Ness
Jeff and Deb Starr

Thank you,
Ann Caneer
Executive Director

NEW KEEPERS:

We would like to give extra special thanks to our new Keepers:

Corporate Lampists

Brown and Brown, Inc.
Daytona Beach, FL

Boondocks Restaurant
Wilbur by the Sea, FL

Brochure Displays
Port Orange, FL

Inlet Harbor Restaurant
Ponce Inlet, FL

Raymond James and Associates, Inc.
Daytona Beach, FL

1st Assistant Keepers

Patrick and Debbie Pawling
Hamilton, OH

Edson Graham
Ponce Inlet, FL

Eric, Mari, Neil and Dain Owen
Marietta, GA

2nd Assistant Keepers

Janice Fredey
Oviedo, FL

Diane L. Schamay
Ponce Inlet, FL

Dr. William Rippey, Sr.
Port Orange, FL

Bruce and Janet Babbit
Danville, Ind.

Robert and Mary Roth
Plymouth, Ind.

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
Senior \$10
Student \$10

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

Select type of membership:

- General \$20
Senior \$10
Student \$10
Family \$40
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

- Family \$40
2nd Assistant Keeper \$100
1st Assistant Keeper \$200
Principal Keeper \$500
Corporate Lampist \$500

For a family membership, you may list an additional adult and the names of all children:

Adult:
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

CC#:
Exp. Date:
Signature:

Or, make check payable to:

Ponce de Leon Inlet Lighthouse Preservation Association, Inc.
4931 S. Peninsula Dr., Ponce Inlet, FL 32127

Thank You for Your Generous Support!

# EVENTS CALENDAR

## April-June, 2006

Tuesday, April 11  
9:00 - 11:00 a.m.

### Climb with the Keepers

Join the "old time lighthouse keepers" on a climb up to the Lantern Room, for a breathtaking view of the surrounding landscape, and learn how the 1930s keepers maintained the 3rd order Fresnel Lens. This is a unique and very special opportunity to go where the general public cannot go. There is a \$50.00 charge for this tour (\$45.00 is tax deductible), and advance reservations are required. Call Bob Callister at 761-1821 for more information and reservations.

Saturday, May 13  
1:00 - 2:00 p.m.

### Canaveral Lens Demonstration

Meet the old-time lighthouse keepers, in the Lens Exhibit Building. Learn about the Cape Canaveral 1st Order Fresnel Lens, and the maintenance that had to be done every week. Included with regular admission; no advance registration required.

Saturday, May 20  
10:00 a.m. -  
4:00 p.m.

### Vettes at the Light

Corvette Show and the Lighthouse. Enjoy seeing over 100 Corvettes in the Kay & Aries Davies Park, adjacent to the lighthouse, for free. Visit the lighthouse and museum at regular admission fee.

Monday, May 29  
10:00 a.m. -  
4:00 p.m.

### Memorial Day at the Lighthouse

Celebrate Memorial Day at the Lighthouse. What kinds of games did kids play around the turn of the century? Bring the family and let the kids try some of them. Take a tour or have a chat with the old time lighthouse keeper. Included in the cost of regular admission, no advance reservations required.

**Extended summer hours begin: 10am to 9pm**

Friday, June 9  
10:00 a.m. -  
4:00 p.m.

### Family FUN Friday

This is a special day filled with activities and entertainment for family groups. Enjoy fun workshops for the kids, live entertainment, and meet historical characters. Included in the cost of regular admission, no advance reservations required.

## VOLUNTEER AND EDUCATION NEWS

Our expanded list of volunteer opportunities got the attention of nine new applicants. They will be having their orientation during March and will begin enjoying their volunteering experiences very soon. Thanks to all who have volunteered their time and talents to the lighthouse. Anyone with questions about volunteering at the lighthouse should call Bob Callister at 386-761-1821, pick up a volunteer brochure in our Gift Shop kiosk, or go to [www.ponceinlet.org](http://www.ponceinlet.org) for more information. Snowbirds are welcome!



*The Old Lighthouse Keeper*

The lighthouse volunteers recently traveled to the Merritt Island Wildlife Refuge and had a wonderful guided tour by Fish & Wildlife Service Ranger Nancy Corona and volunteer Al Brayton. They pointed out dozens of different species of birds that were swimming by, perched in the trees or soaring overhead. There is quite an impressive array of wildlife for visitors to see at this refuge, which is considered one of the best in the United States, and it's right in our backyard. After our tour we all had an enjoyable lunch at Dixie Crossroads in Titusville.

## THANK YOU

**The Ponce de Leon Inlet Light Station Preservation Association would like to thank the following people for their contributions to the museum:**

Thanks go out to the many special people who have donated items to our collection. Ray Chaiké has given an outstanding collection of items related to beach racing. Our other recent donors include William and Lisa Turner, Hazel Dauksis, Tom and Sena Zane, Barbara Steinberg, Earl and Gladys Davis, Bill Bayer, and Roselyn Leach of Delilah's Antiques in Sanford. Gail Fuller, Coast Guard Curator, has provided us with World War II radio beacon artifacts.

Recent contributors to our oral history project include Jack Anderson, Don Bailey, Raymond Parks, Robert Coolidge, Pamela Roberts Trivette, Russ Truelove, Ray Fox, and Dick Punnett.

## BEACH RACING

In the 1950s beach racing was taking place within sight of the Ponce Inlet Lighthouse. On February 17, 2006, members of Living Legends of Auto Racing, including former drivers, owners and mechanics, brought their cars and memories to the lighthouse for the first "Beach Racing Day at the Lighthouse". They shared their memories with the public, signed autographs and posed for pictures. The museum's John Peoples, and lighthouse volunteer Carroll Hamilton, spearheaded the effort that resulted in four cars and over a dozen former racing luminaries, being here.

Former driver Russ Truelove brought his restored 1956 Mercury (#226), and along with other drivers Ray Chaiké, Jack Anderson, and Don Bailey, delighted in talking with race fans. Former race car owners Ray Fox and Ray Parks, and former mechanic Olin Hopes, were also here.

Besides Truelove's Mercury, replicas of Fireball Roberts' 1955 Buick (M-1) owned

Very special thanks also go to Gene Greneker, President of RADAR Flashlight in Powder Springs, Georgia. Not only has he donated important items for our upcoming Radio Beacon House restoration, but he has continued for many months to help teach us about how the radio beacon would have operated. Thanks, Gene.

A new exhibit on the history of beach racing is currently in development. If you have documents, photographs, film clips, artifacts, or souvenirs related to beach racing of both cars and motorcycles before and/or after World War II, please consider making a donation or sharing your memories with us.

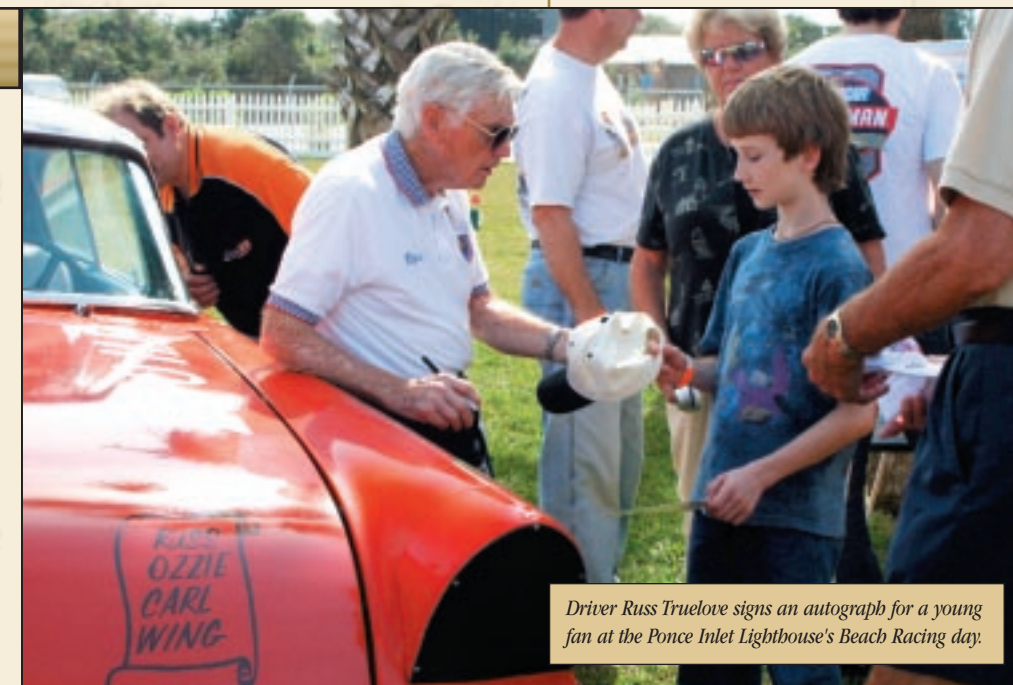
We are currently searching for donations of World War II items, especially those connected to Volusia County residents or wartime activities. Donations of pennies from 1943-44, sometimes called "steel" pennies, are wanted both for display and

## WE NEED YOUR HELP

for pass-around with school tours.

Objects related to lighthouses are always welcome, as are clothing and personal items dating from 1890-1945 for men, women and children. We are also seeking photographs and artifacts pertinent to the history of Ponce Park, the town of Ponce Inlet, and the Coast Guard. If you are a long-time resident of this area, are related to a Ponce Inlet lighthouse keeper, or are connected in some way to our history, we would love to interview you for our oral history project.

Please contact Ellen Henry at 386-761-1821, extension 17, or [ellen@ponceinlet.org](mailto:ellen@ponceinlet.org), to make donations of objects or for an oral history interview.



*Driver Russ Truelove signs an autograph for a young fan at the Ponce Inlet Lighthouse's Beach Racing day.*

by Josh Davidson; Roberts' 1939 Ford (#11), owned by Tony Layton; and a 1948 Studebaker, owned by Bob Coolidge, were on the grounds. All have been beautifully restored.

Our thanks to "Racing's North Turn" restaurant for cosponsoring this event. Visit the "Living Legends of Auto Racing" museum in the Sunshine Mall, on Ridgewood Ave., in South Daytona, to see more beach racing history.

## BRICKS, CONT'D.

It was during this time that Henry Pacetti, eldest son of Bartola Pacetti who had sold a parcel of land to the government for the new light station, lost his leg while bringing in a load of bricks. Henry's leg became entangled in a hawser and was ripped from his body. Henry partially recovered but eventually died of his wounds two years later. On the night of the accident, his pregnant young wife, LuLu Yates, went into premature labor, delivered a girl, and then died. This child, Janette or Nettie, survived into old age.

After the initial brick shipment was

completed, John Oldfield wrote to the office of the Light-House Engineer of the Sixth District in Baltimore, asking to be released from the remainder of his contract, believing that he had been given bad information about the dangers of the inlet and river, and realizing that he was doomed to keep losing money on the arrangement. The engineer, Jared Smith, in turn wrote to the Chairman of the Lighthouse Board in Washington DC requesting that Oldfield be paid for what had been delivered even though the entire contract had not been fulfilled.

At the same time, Congressional monies for the lighthouse had run out, a new appropriation had not been requested, and construction would have to cease for the

remainder of the year. Sixth District Lighthouse Engineer Jared Smith suggested that it would work to everyone's advantage to end Oldfield's contract. If Oldfield delivered more bricks they would just sit and deteriorate while everyone waited for the next congressional appropriation.

In June of 1885, Jared Smith wrote to Washington to suggest that the tower be left unfinished for the time being, since the bricks on hand were not enough to complete the job. The majority of bricks then on the market were a different size than those already purchased from Oldfield, and the tower should not be continued until new proposals for bricks of the same size and quality as Oldfield's could be published. The remaining bricks on hand, the rest of John Oldfield's Haverstraw bricks, "should be used to complete the dwellings, oil house, kitchens, and walks for which the quantity is well suited; and to procure the bricks required for the tower by contract; proposals to be invited by advertising..."

Smith also pointed out that it would be better to deliver the bricks to Mayport, Florida, near the mouth of the St. Johns River, where they could be shipped to Mosquito Inlet in shallow draught vessels. In a letter of June 18, 1885, again to Washington, Smith suggested that southern brick was of inferior quality and absorbed too much moisture, so that the request for proposals should be made in newspapers in New York City, Boston, Philadelphia, Baltimore, Washington and Wilmington, N.J. Some shipments of bricks came to the lighthouse from Baltimore. The Haverstraw bricks were used in the tower foundation, the keepers' dwellings, wood sheds, and cisterns. About 24,000 Baltimore bricks were used in the Oil House. On July 31, 1885, a contract was awarded to Smith and Schwartz of Boston for bricks to complete the Light Station construction.

We know from compilations of supplies and costs for building the Station that various types of mortars were used in construction. Oldfield's original shipment included Portland cement, which is a manufactured cement formula, developed

first in England around 1830. It was called Portland because the color when dried was similar to a Portland stone.

Two other types of cement were used here - Rosendale and Cumberland. Both of these were made from naturally occurring cement rock which was burned, ground up, and mixed with water. When it sets, natural cement is much harder than the rock from which it is derived. Rosendale refers to the area in upstate New York where the cement rock was first discovered, and Cumberland cement was a natural cement produced by the Cumberland Cement Works. The Portland or manufactured cement was used mainly for the tower, the Oil Storage Building floor, and parts of the cisterns and laundry areas. Natural cement was probably used in the dwellings, Oil Storage Building walls, and for constructing the privy/woodshed outbuildings.

Today, the challenge is to identify and match the original mortars as we restore these structures. Over the years our buildings have been patched by lighthouse keepers, Coast Guardsmen, volunteers, and past employees. Not all the repairs have been appropriate, and we are now beginning the process of using color-matched historic pointing mortar to create safe, lasting, and aesthetically pleasing repairs that will help preserve our bricks.

Contract if allowances are to be made for the extra expenses for demurrage and lightage incurred by the contractor in future shipments, as would seem equitable.

The closing of the contract is desirable in another point of view, as it will save the necessity of carrying for a large quantity of additional material until further appropriation is made.

I would, therefore, recommend that payment be made in full for all bricks already furnished and that the contract be terminated.

Very respectfully,  
 Your obedient servant,  
 Jared A. Smith  
 Major of Engineers,  
 U. S. Army.

The Chairman of  
 The Lighthouse Board,  
 Washington, D. C.

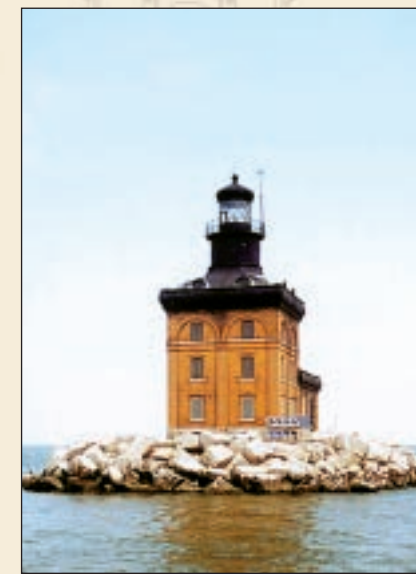
Office of Light-House Engineer,  
 SIXTH DISTRICT  
 Baltimore, Md., August 11, 1884.

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Referring to my letter of this date in regard to additional allowances to Mr. John Oldfield, contractor for the Mosquito Inlet brick, I have to say that as the representations made in the pamphlet inviting proposals are not in accordance with the facts of the case, the contractor, Mr. Oldfield, desires to be released from the obligations of his contract. Congress having failed to make an appropriation for continuing the work this year, it is questionable if the funds on hand are sufficient to pay for the balance of the brick to be furnished under this

## LIGHTHOUSES OF THE WORLD

Research is underway for a new exhibit titled, "Lighthouses of the World". Data on each light station includes its name, location, the type of beacon used, the tower construction and a bit of its history. Sometimes the resources provide rather interesting stories associated with the light station. One such story reported on the



Lighthouse Friends website concerns the Toledo (Ohio) Harbor Light. The light, on a man-made island in the middle of a lake, is a three-story Romanesque style structure with a circular tower on top. The original lens was a 3 1/2 order Fresnel lens, manufactured by Barbier & Benard of Paris. The beacon featured a 180-degree bulls eye, two smaller 60-degree bulls eyes and a ruby red half cylinder of glass. A weighted clockwork mechanism made the light rotate.

By 1966, the clockwork mechanism of the tower had become obsolete. As a result, Toledo Harbor Light was fully automated, with an electric motor turning the lens. Shortly thereafter, the Coast Guard took measures to prevent vandalism of the now keeperless light. Their security system came in the form of a fully-uniformed mannequin stationed in one of the upper windows of the dwelling. Originally a man with a penciled moustache, the mannequin now sports a long blonde wig. Ghost stories that tell of a phantom lighthouse keeper at Toledo Harbor can be traced back to this figure, for even though it sits motionless, some swear that it has beckoned to them from the window. The mannequin has become part of the Coast Guard's tradition, and new officers stationed at Toledo consider it a rite of passage to sign its shirt.