



PONCE DE LEON INLET LIGHT STATION

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

Mosquito Inlet
Lighthouse, Fla.
1846



- 2 FROM THE EXECUTIVE DIRECTOR
- 3 EVENTS CALENDAR
- 4 REGIONAL HISTORY
EUROPEAN CONFLICT IN LA FLORIDA
- 5 RATHLIN WEST LIGHTHOUSE
- 6 FEATURE ARTICLE
LETTERS FROM BABCOCK
- 8 OBJECT OF THE QUARTER
FOURTH ORDER LAMP
- 9 VOLUNTEER NEWS
THANK YOU & WISH LIST
- 10 120TH ANNIVERSARY SPONSORS
EDUCATION NEWS



As we approach the 120th Anniversary of the November 1st, 1887, lighting of the Ponce De Leon Inlet Lighthouse, planning is underway for a celebration. We invite our members, all Volusia

County residents, and lighthouse lovers to come celebrate this momentous occasion on Saturday, November 3rd, from 10:00 a.m. to 5:00 p.m. Included in the list of planned activities are arts and crafts, live entertainment, educational workshops, family-oriented activities, and guided tours of the Lighthouse and Light Station grounds. All Volusia County residents will be admitted free of charge for this historic event.

We would like to convey our sincere thanks to the following sponsors for their generous financial support: Bright House Networks, Sunset Quay Outfitters, Digital Press, Inc., Tomlinson Aviation, Inc., Brown & Brown Insurance, Daytona Beverage LLC, Mary Ann and Alan Redinger on behalf of the Halifax Humane Society, our wonderful Corporate Lampists, and the Association's many Principal, First Assistant, and Second Assistant Keepers. Please refer to our Keeper Listing on page three and the 120th Anniversary Sponsor Listing on page ten for more details.

The Ponce De Leon Inlet Lighthouse Preservation Association, Inc. celebrated its 35th Anniversary this summer and our focus is sharper than ever. I am proud to announce that several of the programs discussed in the July newsletter have recently been completed and introduced to the Volusia County School System with great success. Included in our list of newly completed educational programs are; the U.S.L.H.E. Traveling Library (please refer to the education article on page ten to learn more), the 120th Anniversary Student Art Show, and "Keepers in the Classroom". Expect the list of educational programming provided by the Ponce Inlet Lighthouse Preservation Association to grow in the coming months as several other programs near completion.

The Association is pleased to announce that the Ponce de Leon Inlet Light Station will

begin to encumber funds from the Cycle 19 General Operating Support Grant through the Florida Department of State, Division of Historical Resources, Historical Museums Grants-in-Aid Program. Approved by the State Legislature, this important \$29,266 grant will be applied to general operating costs at the Ponce Inlet Light Station during the 2007-2008 fiscal year.

After twelve months of continual re-pointing, the mortar restoration of the Principal Keeper's Dwelling is complete. Deteriorating mortar was painstakingly removed by staff and replaced with an approved historic mortar mix. Many of the Light Station's other historic structures have been scheduled to receive this service in the near future.

I am pleased to announce that several new exhibits have been recently added to the museum. The Keeper's Pantry, completed this past summer, interprets the lives of the keepers' wives and their domestic duties at the Light Station. A second exhibit, titled History of Ponce Inlet, provides visitors with the opportunity to learn about the long history of the Ponce Inlet area from the 1600s through present-day.

Speaking for both myself and the Board of Trustees, I would personally like to thank Tomlinson Aviation for their generous support of the museum. Your helicopter aviation services provided us with some much needed modern aerial images of the Light Station. Yours was a truly special contribution that we will continue to utilize in the years to come. I invite anyone who is interested in making a financial contribution to either our Annual Fund Drive or Endowment Fund to do so using the Donation Form found later in this issue. Your generosity will help ensure the beacon remains lit for future generations.

Sincerely,

Ann Caneer
EXECUTIVE DIRECTOR

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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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.

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UPCOMING MEETINGS:

Oct. 10, 2007 Budget/Finance
WEDNESDAY Committee Meeting
Oct. 15, 2007 Board of Trustees and
MONDAY Annual Membership Meeting
Nov. 19, 2007 Board of Trustees Meeting
MONDAY
Dec. 17, 2007 Board of Trustees Meeting
MONDAY
ALL MEETINGS ARE HELD IN THE GIFT SHOP
CONFERENCE ROOM

WALK INTO HISTORY

Completed in 1887, the Ponce Inlet Lighthouse has served mariners navigating the treacherous waters along the Florida coast for generations, saving countless numbers of lives and ships in the process.

Through the years, the light station has suffered the abuse of Mother Nature, time, and vandalism alike. Only through the generosity of visitors like you can we maintain the level of conservation necessary to keep this historic tower's beacon lit.

Help us maintain this beautiful light station by purchasing an engraved commemorative brick to remember your visit, loved ones or special event.

All proceeds from the brick program go towards funding ongoing conservation and preservation operations, program development and future historical exhibits.

You too can become part of history by purchasing a commemorative brick to be used within our facility.



The Ponce Inlet Lighthouse Preservation Assoc. is a non-profit organization dedicated to the conservation and preservation of this historic lighthouse and grounds.

Memorial Bricks make great holiday gifts for Birthdays, Weddings, Anniversaries, Memorials, Graduations, Dedications, Pets, etc. Act Now, You may never get another opportunity.

To purchase, please fill out the order form on the back of this flier and turn into cashier. Orders may also be mailed or faxed to the number and address listed on this form or completed at our online store at www.poncelighthousestore.org.

PURCHASE OPTIONS INCLUDE:

1. Standard 4"x8" Brick Paver with 3 lines of text (max 12 characters per line) and lighthouse logo.
COST: \$75.00
2. Limited Edition 4"x8" 120th Anniversary Commemorative Brick with 3 lines of text (max 12 characters per line) with anniversary logo.
COST: \$100.00
3. Duplicate full size 4"x8" brick sent to your home as a memento.
COST: \$50.00 + s & H
4. Duplicate 1"x3" brick mailed to your home as a memento.
COST: \$20.00 + s & H

PONCE INLET LIGHTHOUSE MEMORIAL BRICKS

PONCE INLET LIGHTHOUSE MEMORIAL BRICK PROGRAM

Now is your chance to support the Ponce Inlet Lighthouse Preservation Association and help fund current and future programs. Memorial bricks measure 4"x8"x2 1/4" and are engraved with both the Ponce Inlet Lighthouse Historical Landmark Logo, or the 120th Anniversary Logo, and up to 3 lines of text. Duplicate bricks may also be ordered and make great conversation pieces, mementos, and paperweights. Duplicate bricks come in two sizes, 1"x3" @ \$20.00 each, and in our regular 4"x8"x2 1/4" size @ \$50.00 each. A \$10.00 shipping and handling charge applies to all duplicate bricks. Memorial bricks will be used in the repaving of many of our non-historic walkways and will become a permanent part of the museum grounds. What better way to remember your visit, special event, or loved ones than with your very own specially engraved brick. Duplicate bricks must be purchased in conjunction with your memorial brick at the time of initial purchase.

To order, please fill out the form below including your name, address, and telephone number. All engraving requests are subject to lighthouse staff approval.

LINE 1:											
LINE 2:											
LINE 3:											

Each line is limited to 12 characters, including punctuation. Please leave spaces between words.

I WOULD LIKE TO PURCHASE THE FOLLOWING:

- a) Memorial 4"x 8"x 2 1/4" Brick Quantity: _____ @ \$75.00 /each
- b) 120th Anniv. 4"x 8"x 2 1/4" Brick Quantity: _____ @ \$100.00 /each
- c) Duplicate 4"x 8"x 2 1/4" Brick Quantity: _____ @ \$50.00 / each + \$10.00 S & H
- d) Duplicate 1" x 3" Brick Quantity: _____ @ \$20.00 / each + \$10.00 S & H

Total: \$ _____
Membership discounts do not apply.

CUSTOMER INFORMATION:

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Email (optional): _____ Telephone: _____

Credit Card #: _____ Exp. Date: _____ Visa MC 3 Digit Sec. Code: _____ | Check

(On back of card)

Mail or Fax Order Form to: **Ponce Inlet Lighthouse**
4931 South Peninsula Drive
Ponce Inlet, FL 32127
Fax #: (386) 761-3121
Phone: (386) 761-1821

Or Order Online at: www.poncelighthousestore.org

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LIGHTHOUSE EVENTS OCT–DEC 2007

OCT 8 (MON)
SPECIAL ACTIVITIES FROM
10:00AM – 2:00PM

OCT 12 (FRI)
1:00 – 2:00PM

OCT 18–21
SPECIAL ACTIVITIES FROM
10:00AM – 2:00PM

NOV 3 (SAT)
SPECIAL ACTIVITIES FROM
10:00AM – 4:00PM

NOV 8 (THU)
SPECIAL ACTIVITIES FROM
10:00AM – 4:00PM

NOV 23 (FRI)
SPECIAL ACTIVITIES FROM
10:00AM – 2:00PM

DEC 9 (SUN)
1:30PM – 2:30PM

DEC 27 (THU)
SPECIAL ACTIVITIES FROM
10:00AM – 2:00PM

COLUMBUS DAY

How did ancient navigators find their way across the ocean? Learn about estimating speed using a compass and other navigational aids used in the 1500s. Included with regular admission, no advance reservations required.

CANAVERAL LENS DEMONSTRATION

Join our old-time lighthouse keepers, as they talk about the history of the Cape Canaveral Lighthouse, and demonstrate their maintenance duties on the 1st Order Fresnel Lens. Included with regular admission, no advance reservations required.

BIKETOBERFEST

Enjoy casual tours of the historic grounds and learn about turn-of-the-century artifacts used at the lighthouse. Included with regular admission, no advance reservations required.

120TH ANNIVERSARY CELEBRATION

Learn about archaeology, knots per hour, compass reading and lighthouse flash characteristics. Kids, make your own lighthouse pennant. See a ham radio demonstration and talk to someone many miles away. Free admission for Volusia County residents, no advance reservations required.

HOMESCHOOL DAY

Special educational program designed for Home School Students at a special admission rate. Contact Bob Callister at bobcallister@ponceinlet.org for details.

THANKSGIVING GIFTS

Participate in family activities, make Christmas ornaments, observe the Canaveral Lens demonstration, and enjoy holiday music. Included with regular admission, no advance reservations required.

ECHO RANGERS PROGRAM

Special program in conjunction with Volusia County. Free admission with pre-registration by ECHO Ranger program participants. Call Linda Taylor, ECHO Coordinator, at 386-668-3840 for ECHO Program registration information.

EARLY NEW YEAR'S CELEBRATION

Enjoy family oriented activities, kid's crafts and participate in a children's play, listen to live entertainment and see the Canaveral Lens demonstration. Included with regular admission, no advance reservations required.

2007–2008 FALL & WINTER LIGHTHOUSE HOURS

NORMAL HOURS OF OPERATION

SEPTEMBER 4, 2007–MAY 27, 2008 Open daily from 10:00 a.m. until 6:00 p.m. (last admission at 5:00 p.m.)

SPECIAL HOURS OF OPERATION

OCTOBER 1ST GIFT SHOP CLOSED AT 2:00 FOR INVENTORY Lighthouse, Museum, and Grounds will remain open.

NOVEMBER 23RD–24TH THANKSGIVING HOLIDAY EXTENDED HOURS 10:00 a.m. until 7:00 p.m. (last admission at 6:00 p.m.)

DECEMBER 24TH (CHRISTMAS EVE) EARLY CLOSE 10:00 a.m. until 4:00 p.m. (last admission at 3:00 p.m.)

DECEMBER 25TH CLOSED FOR HOLIDAY

DECEMBER 26TH–30TH CHRISTMAS HOLIDAY EXTENDED HOURS 10:00 a.m. until 7:00 p.m. (last admission at 6:00 p.m.)

JANUARY 1ST NORMAL HOURS OF OPERATION

EUROPEAN CONFLICT IN LA FLORIDA



JUAN PONCE DE LEON

First visited by Juan Ponce de Leon shortly after his initial discovery of Florida on Easter Sunday, March 27, 1513, Ponce Inlet has a long and interesting history. Prior to the arrival of the Spanish, the inlet was home to a large population of Timucuan Indians until warfare, slavery, and European diseases decimated their numbers.



1513 ROUTE TRAVELED BY PONCE DE LEON FROM PUERTO RICO TO FLORIDA

Entering the inlet in mid-April with the intent of replenishing his wood and water supplies, de Leon conducted a quick survey of the area. Naming the area Rio de la Cruz (River of the Cross) after the unique shape formed by the convergence of the inlet, Spruce Creek, and the Halifax and Indian Rivers, Ponce de Leon and his crew were promptly attacked by approximately sixty Indians from a nearby village.

Fending off the band of hostile natives, the Spaniards erected a stone marker somewhere along the north bank proclaiming the inlet as a Spanish possession before departing the area. Among the men returning to the ships was a captured Native American whom Ponce de Leon intended to use as a guide and translator later in the voyage.

Sailing south, the small fleet rounded Cabo de las Corrientes (now known as Cape Canaveral). Continuing down the coast, Ponce de Leon navigated the Florida Straits, rounded the Dry Tortugas, and sailed west into the Gulf of Mexico. Although failing to find an abundance of precious metals, Ponce de Leon is credited with one of the most significant discoveries of the 16th century, the swift flowing Gulf Stream. Accosted at nearly every anchorage by hostile Native Americans, the Spanish quit the expedition and returned to St. Domingo and Puerto Rico. Ponce de Leon would not return to Florida until 1521, nearly twenty years later.

Encouraged by their discoveries elsewhere in the Americas, Spain launched numerous expeditions to Florida in the decades following Ponce de Leon's initial voyage. Plagued by hostile natives and an unforgiving environment, nearly all of these later expeditions ended in failure.

Discovering little of the valuable resources found in such abundance elsewhere in the New World, the Spanish quickly developed an attitude of indifference towards this wild and dangerous land that had cost them so much with so little in return. Save for the occasional raid to capture slaves for the gold mines of Hispanola, or the infrequent stop to replenish wood and water supplies, the Spanish maintained almost no presence in Florida. Not until the 1560's, when France began to challenge Spanish dominance in the New World, did Spain develop a new found interest in the largely unexplored peninsula.



"THE FRENCH LAND AT CAPE FRANCOIS" BY JACQUE LE MOYNE DEPICTING JEAN RIBAUT'S 1562 LANDELL NEAR PRESENT-DAY ST. AUGUSTINE.



JEAN RIBAUT MET MANY NATIVE AMERICANS DURING HIS TRAVELS IN THE NEW WORLD. THE LE MOYNE ILLUSTRATION ABOVE DEPICTS RIBAUT AND A TIMUCUAN CHIEFTAIN EXAMINING THE STONE MARKER ERECTED BY THE FRENCH ON THE BANKS OF THE ST. JOHN'S RIVER IN 1562.

Alarmed at the growing power and wealth of their Spanish and Portuguese neighbors, the French government quickly realized the nation's future depended upon their ability to establish American colonies of their own. In 1561, a French Huguenot and accomplished mariner named Jean Ribault was commissioned by King Charles IX to explore the North American coast, claim territories for France, and establish a colony to achieve this goal.

Setting sail from the port of Le Harve in northern France in mid-February, 1562, Ribault sighted the Florida coast on April 30th of the same year. Heading north past the Rio de la Cruz (Ponce Inlet), the French entered the St.

Johns River and came ashore near present-day Jacksonville. Ribault promptly renamed the river Riviera de Mai (May River), and erected a stone marker adorned with the Fleur-de-lis that proclaimed the entire region a French possession.

Departing the St. John's River, Ribault sailed approximately 170 miles to the north where he encountered a large bay which he named Port Royal. Located just north of modern-day Hilton Head Island, Ribault explored what he described as "one of the greatest and fairest havens in the world" before erecting a second stone monument on a small island in the middle of the sound. Choosing this as the location for the first French colony, Ribault hastily constructed a small wooden fort which he named Charlesfort in honor of the king. Leaving 27 men behind to continue construction of the newly formed colony, Ribault boarded his ship and returned to France.

Returning home, Ribault was dismayed to find that religious turmoil had erupted between the French Catholics and Protestant Huguenots. Unable to secure the King's continued support of the recently established Charlesfort colony, Ribault traveled to England in hopes of finding a sympathetic audience with Queen Elizabeth. The Queen's reaction



THE FRENCH ESTABLISHED THEIR SECOND COLONY IN THE NEW WORLD NEAR A BLUFF AT THE MOUTH OF THE ST. JOHN'S RIVER. NAMED FORT CAROLINE, THIS ILL-FATED COLONY WOULD BE DESTROYED BY PEDRO MENENDEZ IN 1565.

to Ribault's newly established colony was anything but positive. Alarmed by France's disregard of Spain's territorial rights (England had its own colonial aspirations in the New World), Ribault was promptly imprisoned.

In his absence, Rene Laudonniere (who had served as Jean Ribault's second-in-command), was selected by a reluctant King Charles to lead a rescue mission to Charlesfort. Departing with 300 colonists aboard three warships and a galleon, Laudonniere arrived at the mouth of the St. John's in 1564. Learning that Charlesfort had been abandoned, Laudonniere elected to remain where he was and hastily erected a wooden stockade that he named Fort Caroline.

An aristocrat by birth, Laudonniere proved himself ill equipped to lead the colonists under his care. Faced with numerous obstacles and little leadership, the fledgling colony soon found itself in dire straits and in need of assistance. In response to the alarming reports regarding Fort Caroline, King Charles dispatched the recently released Jean Ribault to relieve Laudonniere and take over administration of the struggling colony. Departing France with five ships loaded with 500 soldiers, over 100 colonists, and much needed supplies and provisions, Ribault assumed command of Fort Caroline in August, 1565.



ALTHOUGH MANY MAY VIEWED HIS METHODS AS RUTHLESS AND EXTREME, ST. AUGUSTINE FOUNDER ADMIRAL PEDRO MENENDEZ DE AVILES WAS INSTRUMENTAL IN REESTABLISHING SPAIN'S CLAIMS TO FLORIDA IN THE LATER HALF OF THE 1600S.

Menendez began construction on the outpost's first fortifications.

Challenged by the Spanish, Ribault realized that the colony's future depended upon his ability to destroy St. Augustine while it was still weak and disorganized. Gathering over 500 of his men, the Admiral set sail with the intent of launching a sea-borne attack against his hostile neighbors to the south. Arriving off the coast of the Spanish colony, Ribault soon discovered that his ships drew too deep a draft to cross the harbor's shallow sand bar. Anchored off shore and contemplating his next move, Ribault's plan was permanently shattered when a

violent hurricane caught his fleet unprepared and scattered it down the Florida coast.

Learning from a French traitor that the fleet carried a majority of the colony's fighting force, Menendez immediately marched 500 of his troops overland to Fort Caroline.

The ensuing battle proved remarkably one-sided with French casualties numbering more than 140 dead and 60 women and children captured. Of the original 250 defenders, only 50 managed to escape, including Rene Laudonniere and Jacques Le Moyne, creator of the now famous Timucuan Indian illustrations. Leaving some of his men to rebuild the fort which he



1584 SPANISH MAP OF FLORIDA

renamed San Mateo, Menendez marched back to St. Augustine where preparations for the arrival of the French fleet continued.

Approximately 60 miles to the south, Ribault was dismayed to find that the wind and angry sea had scattered much of his fleet along the desolate coast between modern-day Ponce Inlet and Cape Canaveral. With their ships lying crushed on the sandy beaches, the survivors faced a terrible dilemma: remain where they were or walk back to Fort Caroline through Spanish territory. Of the roughly 300+ survivors, 245 decided to risk the hazardous journey. Those who remained began construction on a fort made from the ships' wreckage.

Setting out in two groups (the later of which was led by Jean Ribault), the Frenchmen began their long journey back to the St. John's River. Harassed by hostile natives and deprived of food and water, the men made their way across the Rio de la Cruz (Ponce Inlet) and up the pristine beaches of Volusia and Flagler Counties. Continuing north, the



MEANING THE "PLACE OF MANY SLAUGHTERS", MATANZAS INLET EARNED ITS NAME FROM THE SPANISH SLAUGHTER OF NEARLY 250 FRENCH HUGUENOTS IN 1565.



BRASS STRAP BUCKLE AND OPENWORK FILIGREE DOUBLET BUTTONS FOUND BY ARCHEOLOGISTS NEAR CAPE CANAVERAL. THIS SITE IS BELIEVED TO BE A FRENCH CAMP ERECTED BY SURVIVORS OF ONE OF RIBAULT'S ILL-FATED SHIPS THAT WERE WRECKED ALONG THE COAST IN 1565.

CONTINUED ON PAGE 8 >

LIGHTHOUSES OF THE WORLD

RATHLIN WEST LIGHTHOUSE

Rathlin Island is in the North Channel 6 miles off the northern coast of Antrim, Northern Ireland, and 16 miles from the Mull of Kintyre in Scotland. The island is shaped like an inverted L, with the shorter leg pointed south and the longer one pointed west. It is surrounded by limestone and basalt sea cliffs reaching 470 feet in places. Three lighthouses stand as monuments to this wild coast, while over 40 recorded shipwrecks lie in the depths among underwater cliffs, caves, and a marine botanical paradise. No cars are allowed on the island, but all three lighthouses can be reached on foot.

One of the most spectacular lighthouses of the world is the Rathlin West Lighthouse. Its lantern, exhibiting a flashing

red light, is located on a concrete pad built into a notch in a spectacular almost-vertical cliff. Rising behind the lantern is a 60 foot high square cylindrical tower, attached at its upper end to a 2-story keeper's house, which is set into another, higher notch. (At this light station, the keepers climbed down to the light.) All buildings are painted white for best contrast against the dark cliff face.

This is one of the world's most spectacular settings for a lighthouse. Building the station took three years and £400,000, a huge sum for the time. The Royal Society for the Protection of Birds has a seabird observation platform atop the cliff close to the lighthouse. The lighthouse itself is inaccessible, but visitors can get close enough to take photos over the edge of the cliff.

The light, with a focal plane of 204 feet, continues as an active aid to navigation managed by the Commissioners of Irish Lights.



THE LANTERN IS BELOW THE OBSERVATION PLATFORM AND TOWER, ON THE NEXT LOWER LEVEL. PHOTO COURTESY IRISHISLANDS.INFO



THE LANTERN IS LOCATED ON THE LOWEST LEVEL AT THE BASE OF THE OBSERVATION PLATFORM. PHOTO COURTESY PETE AMASS.

LETTERS FROM BABCOCK

November marks the 120th anniversary of the Ponce de Leon Inlet Light Station. We are proud to celebrate our history with a day of family fun activities on Saturday, November 3, from 10 am until 4 pm. Sponsored by Bright House Networks, Sunset Quay Outfitters, Digital Press, Inc., Tomlinson Aviation, Inc., Brown & Brown Insurance, Daytona Beverage LLC, Mary Ann and Alan Redinger on behalf of the Halifax Humane Society. Admission is free for all residents of Volusia County. Come join the fun! See the Events Calendar on page three, or visit our website at www.ponceinlet.org for more information regarding this exciting event.

The lighthouse beacon was illuminated for the first time on the evening of November 1, 1887. That night was the culmination of a process that began in 1836 with the collapse of the tower located on the south shore of what was then called Mosquito Inlet. The loss of that lighthouse was keenly felt by the plantation owners and lumber businesses along the nearby rivers. In 1842, a letter from the Commissioner of Lighthouses to Stephen Pleasonton of the US Treasury Department outlined a plan for two new towers to be built, one on the inlet's north

shore and one on the south. This plan was never finalized and years passed.

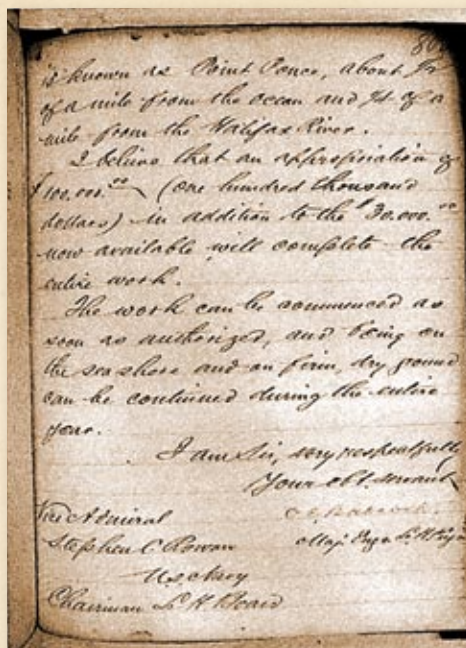
The shifting sands and dangerous sand bar at the inlet's entrance claimed many ships. A petition to Congress from the citizens of Jacksonville was drafted in 1880 to raise awareness of the need for a new lighthouse at Mosquito Inlet. It was finally decided that a major coastal light should indeed be constructed between St. Augustine and Cape Canaveral, and on August 7, 1882, a Congressional appropriation of \$30,000 was made to begin building the new light station.



BOATS SUCH AS THE ONE ABOVE WERE USED DURING THE BUILDING OF THE INTRACOASTAL WATERWAY.

The interior passage chosen by Babcock would also enable him to inspect part of a project that would eventually become today's Intracoastal Waterway. The Florida Coast Line Canal and Transportation Company was close to finishing a canal that would connect St. Augustine to the Indian River. The route would be via the Matanzas River, then the canal, Smith's Creek, and finally, the Halifax River. The canal was within five miles of completion, and Babcock planned to see it on his way down to Mosquito Inlet. His own route would take him along Bulow Creek to the Halifax River, including at least one spot where the whaleboat would have to be hauled over land to the next body of water.

It took Babcock and his companions two days to reach Mosquito Inlet. He described the inlet area as "having the appearance of being formed by the sea and winds. It has no heavy timber, simply a few scrub palmettos and such under growth as will live on sand in a semi-tropical climate. The portion near the inlet bears



LETTER WRITTEN BY CHIEF ENGINEER OF THE SIXTH LIGHTHOUSE DISTRICT, ORVILLE BABCOCK

In January 1883, a letter from the US House of Representatives was sent to the Secretary of the Treasury, inquiring as to how this appropriation was being spent. Since no information was available, Orville Babcock, Chief Engineer of the Sixth Lighthouse District, was sent to Florida to report on the situation. He gave a detailed account of his journey in a lengthy letter dated February 7, 1883.

Babcock departed Charleston on Thursday, January 18, 1883, and arrived in St. Augustine on Sunday, January 21st. He was traveling aboard the tender *Pharos*, and once in St. Augustine he discovered that the *Pharos* was too large to enter Mosquito Inlet. Babcock determined that attempting to go ashore in small boats from the *Pharos* would be too dangerous, so he decided to take interior waterways and approach Mosquito Inlet from the Halifax River.



RECREATION OF THE ORIGINAL 1835 MOSQUITO INLET LIGHTHOUSE BY JOHN MCSWAIN



1851 SURVEY MAP OF MOSQUITO INLET



THE WRECK OF THE SCHOONER NATHAN COBB LIES STRANDED ON DAYTONA BEACH.



MOSQUITO INLET



THE LIGHTHOUSE TENDER PHAROS WAS THE LAST OF THE SAIL-DRIVEN TENDERS EMPLOYED BY THE LIGHTHOUSE SERVICE.

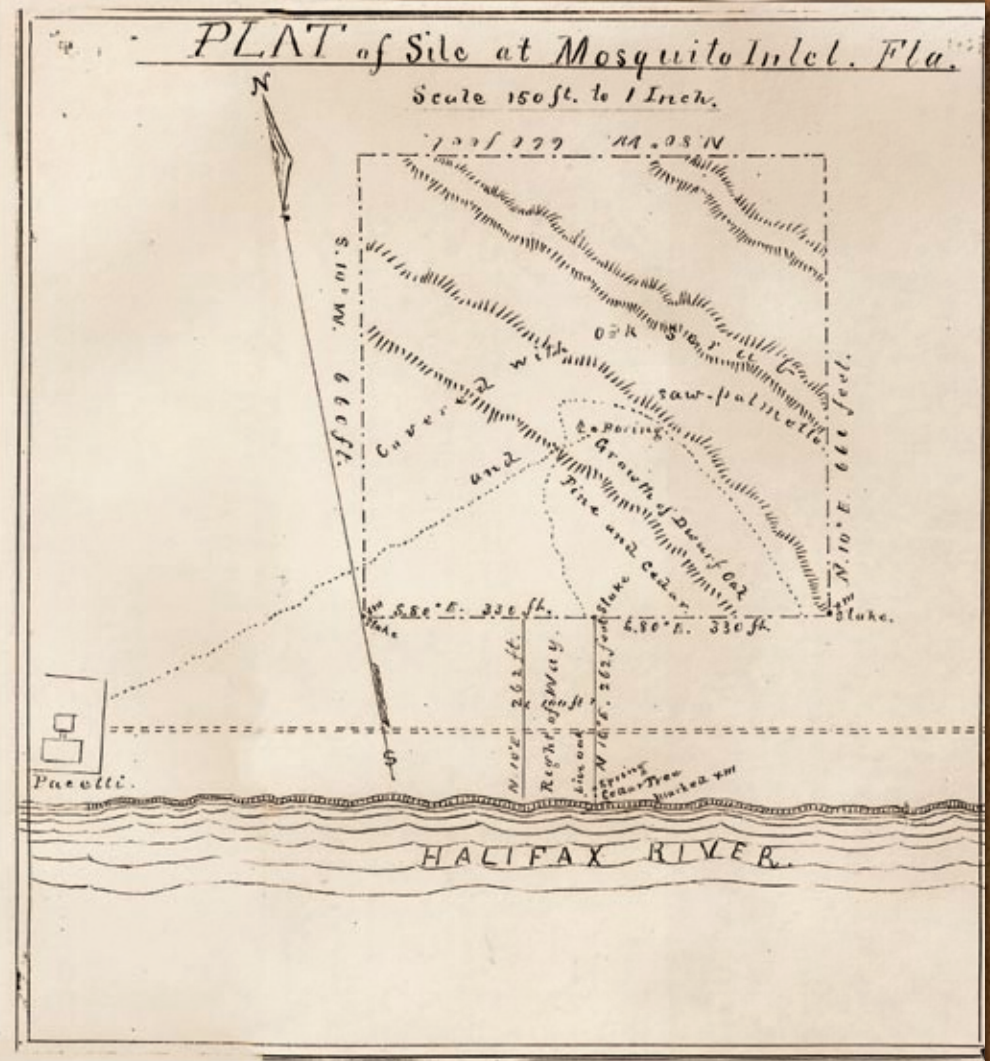
evidence of recent change.” He examined the site of the 1835-36 tower and found all traces of the lighthouse had disappeared.

The north shore seemed to him “bolder” and more substantial, showing no evidence of having been disturbed by the elements. He wrote, “I respectfully recommend that the light be placed on the north side of the Inlet at a point ... about ½ of a mile from the ocean beach, and about ¼ of a mile from the Halifax River, on the property now owned by B.C. Pacetti and his sister-in-law Merced (sic) Pacetti, being the property known as ‘Point Ponce’, the original Spanish grant having been given to Antonio Ponce and confirmed by the United States, and being Section 37 in Township 16 South of Range 34 East. The owner offers to deed the Government a site of 10 acres with right of way and wharf room on the Halifax River for \$40 per acre, and as it is ‘hammock’ land and of some real value, I consider the price reasonable....The water in the Halifax at this point is deep to the bank, requiring but small expense for facilities for landing the material.”

Babcock also analyzed exactly how materials could be shipped to the remote inlet. It might have been possible to ship items from the Jacksonville area down the St. Johns to the Indian River and then back up to Mosquito Inlet. After exploration of these waterways he concluded, “The material for the establishment can be contracted for to be delivered at Fort Marion, in St. Augustine harbor. About 100 feet of wharf will have to be built, only 25 feet of it beyond low water mark. This ground is not occupied, and it is presumed the War Department will have no objection to its use. From this point the material can be transferred on scows via the canal, if completed, or with a steamer suited to the work not drawing over 7 ½ feet of water when loaded. The St. Augustine bar had at present 13 feet of water at high tide. The distance from St. Augustine bar to the Mosquito Inlet bar being but 53 miles the sailing of a steamer can be so timed as to reach the Mosquito Inlet bar at high tide between daylight and dark.”

In conclusion, Orville Babcock stated that it would be practical to bring in any type of building materials, but that brick would be the most economical and simple to replace if any ships were lost at sea due to “gales.” It was not without danger that materials would eventually reach their destination. On February 9, 1883, the Committee on Location for the new light station drafted a letter to the Chairman of the Lighthouse Board agreeing with most of the recommendations made by Babcock and suggesting these be adopted.

In March, Orville Babcock once again visited Mosquito Inlet, this time to actually survey the 10 acre lighthouse site that was being purchased from Bartola Pacetti. As part of the



COPY OF PLAT MAP FOR NEW MOSQUITO INLET LIGHT STATION, C. 1883

survey, Babcock sank a shaft near the center of the site and, when water was struck at 8 feet, he installed an artesian well. He tested the soil to a depth of 24 feet and found sharp, clean sand with lower levels consisting of increasingly dense coquina with no trace of clay or mud.

In a report sent to the Treasury Department on April 7, 1883, he wrote, “I would recommend a concrete foundation resting on the soil below the level of the water. This foundation to be circular, forty-five feet in diameter at the bottom, to be twelve feet thick and thirty-five feet in diameter at the top.” He also recommended making the tower and planned multi-family dwelling identical to those at St. Augustine. Since the Lighthouse Service already had the plans on file, this would save the expense of drafting new plans. These suggestions were later revised, prior to the construction of the Mosquito Inlet Light Station.

In his April letter, Babcock wrote again of the inlet’s shifting sands, shallow water, and dangerous currents. Building supplies such as brick, he wrote again, should be shipped first to the government land around Fort Marion in

St. Augustine and then sent to Mosquito Inlet via the new inland water route if possible. Building supplies for the temporary structures needed to house the construction crew could be purchased from a mill near Daytona and sent down the Halifax River to a landing at the lighthouse site.

Throughout the summer and early fall of 1883, Orville Babcock was busy with looking over the bids for various aspects of the Light Station’s construction and finalizing plans for the tower and keepers’ dwellings. In December, the report of operations in the Sixth Lighthouse District stated that lumber and supplies for the workmen’s quarters had been ordered and delivered to the shore at the lighthouse site, fabrication of the metalwork for the tower had begun in Philadelphia, and cement for the tower construction had been shipped to Mayport and was ready for delivery to the new lighthouse. (A wharf had not been constructed at St. Augustine as suggested by Babcock, but storage was available at the Jacksonville location.)

On February 19, 1884, Babcock wrote to the Chairman of the Lighthouse Board that he

CONTINUED ON PAGE 8 >

FOURTH ORDER LAMP

A recent and significant addition to our collection is a United States Lighthouse Establishment Fourth Order kerosene lamp. Created in a size to fit a Fourth Order Fresnel lens, this lamp was produced in the Lighthouse Service lamp shop at its main depot on Staten Island. These lamps were identified by a cartouche attached to the front. The vintage glass chimney on our lamp shows signs of actual use.

When the lamp arrived, we were startled to discover that there was no knob to raise and lower the wick. A little research confirmed that no parts were missing. The keepers did indeed have to risk burning their hands to

raise and lower the wick, as these adjustments were made by grasping and turning a flange at the base of the glass chimney!

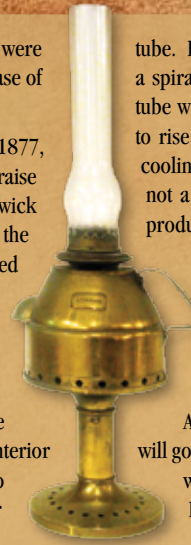
The first design of this lamp, produced before 1877, featured a knob that the keeper could turn to raise and lower the wick. At the other end of the wick riser was a wheel of fine spikes that penetrated the wick. As the knob was turned, the spikes forced the wick up or down. This design did not work well with the tubular Argand-lamp style wicks. The delicate spikes were easily bent or broken.

The next version of the lamp, and the style of the one in our collection, was designed with three interior tubes. The wick was sandwiched between the two inner tubes. These were surrounded by an outer

tube. Between the inner and outer tubes was a pin in a spiral groove. As the upper end of the outermost tube was turned, the pin would force the inner tubes to rise or fall. The upper flange was designed with cooling holes, but it would still get very hot and was not a very practical design. This type of lamp was produced from 1877 to 1900.

A third style was finally made with a knob that the keeper could turn that would raise and lower the wick inside the tubes. The keepers were no longer in danger of burning their fingers, and the wick riser functioned well.

After conservation, our new Fourth Order lamp will go on display in the Lens Exhibit Building where it will make a fine compliment to our reproduction Fourth Order lens.



FEATURE ARTICLE, CONTINUED

had completed construction of the workmen's quarters and other temporary buildings, and that some other materials had been delivered. His examination of the site revealed that a brick foundation for the tower would be a better and less-expensive option than concrete, and he requested permission to make this change in the construction plans.

Orville Babcock worked tirelessly overseeing the construction of the new light station during the spring of 1884. He had been so taken with the Mosquito Inlet area that he purchased 100 acres of land for himself adjoining the lighthouse site. The Sixth District's April and May reports stated that the engine and boiler for hoisting materials had arrived, the tramway from the river shore to the tower site had been completed, and many more supplies had arrived. The metalwork was being fabricated on schedule, and despite some difficulties with the brick manufacturer, things were progressing well.



POINT PONCE WITH LIGHTHOUSE AND BARTOLA PACETTI

The last letter from Babcock in our collection is dated May 15, 1884. In it, he requested some repairs to the tender *Pharos* as he was planning another visit to Mosquito Inlet in June. Sadly, on June 2, 1884, Orville Babcock failed to take

his own good advice about the dangers of entering the inlet from the Atlantic. While the *Pharos* sat at anchor in the ocean, he attempted to come ashore in a passing whaleboat against the advice of the *Pharos*' crew. The steering oar broke, and the small boat was capsized in the inlet. Babcock and three other men were drowned.

Despite this terrible setback, construction of the Light Station continued under the direction of Major Jared Smith. On November 1, 1887, when Principal Keeper William Rowinski climbed the tower and lighted the lamp, he was initiating a tradition that continues today. The Light Station is not only a National Historic Landmark, but is also a private aid to navigation that, after 120 years, is still guiding marine traffic along the Florida coast.

REGIONAL HISTORY, CONTINUED

Frenchmen found their route blocked by the swift and violent waters of an inlet ten miles south of St. Augustine.

Trapped and unable to continue northwards, the French were quickly discovered by an Indian who reported their presence to Menendez in St. Augustine. Meeting the survivors on the south side of the inlet, Menendez informed them of Fort Caroline's recent demise and urged them to surrender. Having lost most of their food and weapons in the shipwreck, the men had little choice but to capitulate. Disarmed and helpless, the French were ferried across the inlet in groups of ten.

Reaching the north bank, the French were quickly restrained and then marched behind a large sand dune. Hidden from their compatriots on the opposite shore, Menendez demanded that they renounce their Protestant faith and convert to Catholicism under fear of death. The majority of the Huguenots refused and 111 Frenchmen were killed. Only ten Catholic Frenchmen and six cabin boys were spared.

The events that transpired that bloody day were repeated two weeks later when the second group, led by Admiral Jean Ribault, arrived at the inlet. Surrendering to Menendez after learning of Fort Caroline's demise, Ribault and his men refused to denounce their faith and soon met the same grisly fate as those who came before them. This time 134 were killed. From that time on, the inlet has been called Matanzas—or—"place of many slaughters".

Although the location first known as Rio de la Cruz was never extensively colonized during the First Spanish Period, it was visited by the occasional Spanish official and shipwrecked sailor. The area was surveyed for the first time in October, 1566, by Gonzalo Gayon while searching for an east-west passage across the peninsula. Under orders from Menendez, Gayon mapped the inlet's waterways and searched for French survivors from the previous year to serve as Native American translators. Plagued by clouds of biting insects that infested the entire region, Gayon renamed the location Mosquito Inlet before returning to St. Augustine by way of the Halifax River (the first recorded use of the Intracoastal Waterway by Europeans).

With the exception of an extensive orange grove that was reported to exist on the west bank of the Hillsborough (now Indian) River in the late 1700s, a handful of suspected Spanish sites, and a limited collection of early Spanish documents (including the 1605 map of the area by Captain Alvaro Mexia), little evidence exists that would suggest that the area surrounding Rio de la Cruz was ever colonized during the First Spanish Period. Like most of Florida under Spanish rule, Mosquito Inlet remained relatively uninhabited until the transfer of Florida to the British Empire in 1763.



This quarter's first thank-you goes out to our wonderful volunteers, including Paul Milward, whose expertise allowed us to participate for the first time in nationwide and worldwide ham radio events. We also want to thank Allen Bestwick, our radio room chief, for his research and tireless efforts in locating artifacts for the museum. As always, we thank Gladys, Earl, and Julie Davis for

their ongoing contributions of knowledge as well as artifacts.

We are very grateful to Tomlinson Aviation of Ormond Beach for their donation of several hours of helicopter time, which allowed us to obtain new and badly needed aerial images of the Light Station and Third Order lens.

ABOVE LEFT: LANTERN ROOM WITH 3RD ORDER FRESNEL LENS
RIGHT: ARIAL VIEW OF LIGHTHOUSE. PHOTO OF THE PONCE INLET LIGHT STATION TAKEN DURING A HELICOPTER FLIGHT COURTESY OF TOMLINSON AVIATION (PHOTOS BY LYNN JUSTICE)



We are in need of books (in good condition) on regional and Florida history, and lighthouses and lighthouse history for our library. The Education Department two heavy-duty media carts and several hand trucks. Donations of pre-1930s clothing, shoes, hats, and personal items are always welcome. Antiques and vintage objects related to lighthouse history, and local or Florida history are also needed.



HAM RADIO OPERATOR VOLUNTEER PAUL MILWARD TALKS TO LIGHTHOUSES THROUGHOUT THE U.S. ON NATIONAL LIGHTHOUSE DAY

VOLUNTEER NEWS

These past summer months have certainly been active ones here at the Lighthouse. Thanks in a large part to our dedicated corps of volunteers, the Association hosted several special events these past three months.



GIRL SCOUTS PARTICIPATE IN HAND-ON-HISTORY WITH VOLUNTEER JOHN MAHN DURING GIRL SCOUT DAY AT THE LIGHTHOUSE

The Ponce Inlet Lighthouse celebrated National Lighthouse Day on August 7th with family oriented workshops, live entertainment, and children's activities throughout the grounds. Held in honor of that historic day of August 7, 1789, when Congress signed into law an Act that made the building and future support of all lighthouses, beacons, buoys, and public piers within the United States a federal responsibility, National Lighthouse Day is recognized as the birthday of the United States Light House Establishment.

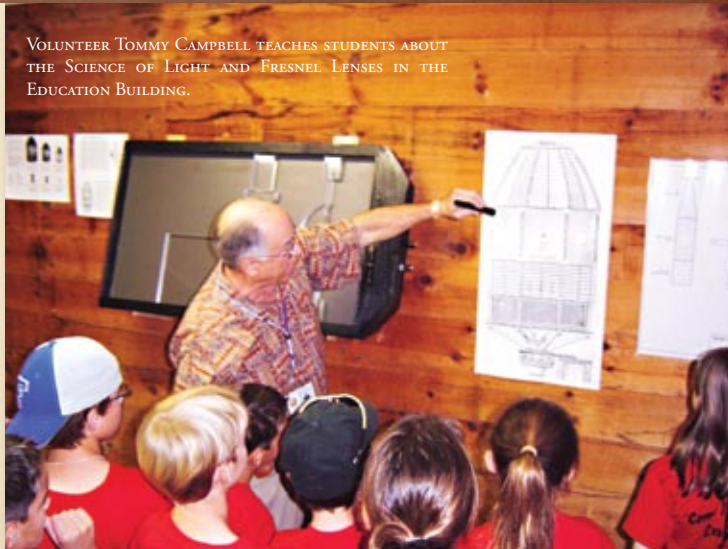
Additional special events held these past three months included Independence Day at the Lighthouse, Racing Fans Family Day on July 5th, Girl Scout Day on September 1st, and

Florida Lighthouse Day on September 15th. The success of these and many other events could not be possible without the generous support of our volunteers.

We would like to thank Volusia County Reading Specialists Mary Diez and Anita Watson for taking time out of their busy schedules to help us develop the Ponce Inlet Lighthouse Traveling Library. Both were instrumental in spreading the word about the program throughout the Volusia County School System. We would also like to express our appreciation to Suzi Preston, Visual Arts Specialist for Volusia County Schools. Ms. Preston's advice and feedback regarding the 120th Anniversary Student Art Show proved invaluable.

Special thanks to John & Jackie Mahn, Tommy Campbell, Art Hahn, Gerry Harris, Art and Tana White, and all of our wonderful volunteers. Your dedication and spirit of volunteerism has played a significant role in this past summer's success. Whether maintaining the Canaveral Lens, leading tours up the tower, or talking with visitors in the rain or shine, you proved time and again that you are all an integral part of the Ponce Inlet Lighthouse Team.

We look forward to the return of our seasonal volunteers who like so many "snowbirds" will begin to arrive in the coming months.



VOLUNTEER TOMMY CAMPBELL TEACHES STUDENTS ABOUT THE SCIENCE OF LIGHT AND FRESNEL LENSES IN THE EDUCATION BUILDING.

We encourage anyone who is interested in volunteering at the Ponce Inlet Light Station to contact Bob Callister, Program Manager, at (386) 761-1821 ext. 18, or by email at bobcallister@ponceinlet.org.

CHILDREN LEARN ABOUT TURN OF THE CENTURY HOUSEHOLD ITEMS WITH JOANN HAMILTON ON NATIONAL LIGHTHOUSE DAY



HISTORY OF THE U.S.L.H.E TRAVELING LIBRARY BOXES



Being a lighthouse keeper was a lonely profession that provided keepers and their families with few social and entertainment opportunities. Often living in isolated locations along the coast, a simple trip to the convenience store was neither simple nor convenient.

Unable to obtain supplies on their own, many light stations relied heavily on lighthouse tenders for essential goods and services. Included in the long list of supplies commonly delivered by a tender was a wooden library box filled with a wide variety of books for the keepers and their families. Made of solid wood with heavy brass hardware, a library box could be exchanged for a new one whenever a tender came to deliver supplies.

The books contained in these traveling libraries were carefully selected by public library personnel. While mostly fiction, books covering a variety of interests could be added when requested. Each box was marked with an official Light-House Establishment bookplate bearing a beautiful image of the Minot's Ledge



Lighthouse, a lightship, and the words "Property of the Light House Establishment".

The Ponce de Leon Inlet Lighthouse is proud to announce that the spirit of these historic libraries has been resurrected with the unveiling of our newest educational outreach program, the Ponce Inlet Lighthouse Traveling Library. Developed by historian Mike Bennett, and Maintenance Department employees Jimmy Vanover, Pat Satterfield, and Bob McLean, this new program features two reproductions of the Library Box currently on exhibit in the Second Assistant Keeper's Dwelling.

Intended for use in area classrooms, each box contains a collection of lighthouse themed books appropriate for children of varying reading levels along with supplemental teacher resources. Included in each traveling library box are an assortment of lighthouse and regional history videos, artwork, a six-foot tall Ponce Inlet Lighthouse, student activities, games, and several educational focus units.

With the help of Volusia County School Board Reading Specialists Mary Dietz and Anita Watson, we hope that this newest addition to our educational programming will become a highly valued resource of teachers throughout the county.



PONCE INLET LIGHTHOUSE HISTORIAN MIKE BENNETT AND VOLUNTEER KEEPERS ART HAHN AND JOHN MANN DELIVER THE FIRST U.S.L.H.E. TRAVELING LIBRARY TO MEDIA SPECIALIST JACQUELINE OUELLETTE OF HURST ELEMENTARY SCHOOL. THE VISIT WAS THE OFFICIAL UNVEILING OF THE BOTH THE U.S.L.H.E. TRAVELING LIBRARY PROGRAM AND KEEPERS IN THE CLASSROOM, TWO NEW EDUCATIONAL OUTREACH PROGRAMS DEVELOPED BY THE PONCE INLET LIGHTHOUSE PRESERVATION ASSOCIATION IN COLLABORATION WITH VOLUSIA COUNTY SCHOOLS.



THE FOLLOWING ARE PROUD SUPPORTERS OF THE PONCE DE LEON INLET LIGHT STATION 120TH ANNIVERSARY CELEBRATION

PLATINUM LEVEL SPONSOR



GOLD LEVEL SPONSOR
PORT ORANGE, FL



SILVER LEVEL SPONSOR



SILVER LEVEL SPONSOR



Daytona Beverage LLC

SILVER LEVEL SPONSOR

The Redinger Family on behalf of the
Halifax Humane Society

SILVER LEVEL SPONSOR



CORPORATE LAMPISTS

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- Berlin and Denys, Inc.
NEW SMYRNA BEACH, FL
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DAYTONA BEACH, FL
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- IBM
DAYTONA BEACH, FL

PRINCIPAL KEEPERS

- Casa Grande – L. Keith
DAYTONA BEACH SHORES, FL
- Frederick & Barbara Treadway
PONCE INLET, FL
- Louise Nippert
CINCINNATI, OH
- Alan & Mary Ann Redinger
PONCE INLET, FL

FIVE REASONS TO GIVE

YOUR DONATIONS ENABLE US TO FULFILL OUR MISSION OF PRESERVING, PROTECTING, AND EDUCATING THE PUBLIC ABOUT THIS WONDERFUL NATIONAL HISTORIC LANDMARK. BECAUSE WE RECEIVE NO GOVERNMENT FUNDING AT THE LOCAL, STATE, OR NATIONAL LEVEL, WE RELY ON YOUR GENEROSITY. THERE ARE MANY REASONS TO GIVE. HELP KEEP HISTORY ALIVE!

1: EDUCATIONAL PROGRAMS

Thousands of school students visit the Lighthouse each year for educational, hands-on programs and tours.

Teachers also benefit from our summer social studies workshops.

Families and other groups also enjoy special workshops and guided tours such as "Climb with the Keepers."



2: ON-SITE EVENTS

Family Fun Days, Beach Racing Day, Florida Lighthouse Day, Girl and Boy Scout Days are some of the events we host throughout the year.



3: RESTORATION

Besides carrying out the conservation and restoration of the tower, historic buildings, and artifacts, the museum staff is internationally recognized for its pioneering work in Fresnel lens restoration.



4: OUTREACH

Exhibits, presentations, and hands-on activities are available to schools, libraries, home school associations, and other museums. These include the Lighthouse Library Box, Filibustering to Cuba, and Luminous Lamps: Florida Lighthouses.



5: ENDOWMENT

The Endowment Fund, whose capital is held in perpetuity, protects the Light Station by providing financial security for the long-term preservation, operation, and growth of the museum. Cash, stocks, mutual funds, and real estate are all donor options.



GIVE NOW—IT'S EASY!

BECOME OUR PARTNER BY DONATING TODAY, AND HELP SUPPORT OUR NEXT 120 YEARS! YOUR TAX-DEDUCTIBLE CONTRIBUTION CAN BE DIRECTED TO THE PROJECT OR AREA OF YOUR CHOICE. JUST FILL OUT THE FORM BELOW AND USE THE ATTACHED ENVELOPE. THANK YOU!

DONOR NAME:

ADDRESS:

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AMOUNT ENCLOSED:

PAYMENT METHOD: (PLEASE SELECT ONE)

VISA MASTERCARD CHECK

CARD NUMBER:

3-DIGIT SECURITY CODE:

EXPIRATION DATE:

SIGNATURE:

PLEASE MAKE CHECKS PAYABLE TO:

PONCE INLET LIGHTHOUSE PRESERVATION ASSOCIATION

DONATIONS MAY ALSO BE MADE AT OUR SECURE SITE ON LINE. VISIT OUR WEBSITE AT WWW.PONCEINLET.ORG. SELECT ONLINE STORE, AND GO TO THE SUPPORT US PAGE.

PLEASE DIRECT MY DONATION TO:

EDUCATION & OUTREACH

EXHIBITS & ARTIFACTS

RESTORATION

ENDOWMENT FUND

EVENTS

GENERAL OPERATING FUND

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 newsletters' New Keepers List

1st Assistant Keeper \$200

- All privileges of 2nd Assistant Membership
- Two gift General Memberships

Principal Keeper \$500

- All privileges of 1st Assistant Membership
- Personal guided tour of the Light Station
- Exhibit sponsorship recognition

Corporate Lampist \$500

- All privileges of General or Family Membership for up to five company principals
- Use of the Light Station's conference room for one meeting with up to twenty attendees. This meeting will include a personal guided tour of the Light Station.
- Recognition of your companies support in the newsletters' New Corporate Lampist List
- Exhibit sponsorship recognition



**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 October 1, 2007, through December 31, 2007.

Please complete the entire form to enroll, or join online at www.poncelighthousestore.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 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 3-Digit Security Code: _____

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!

GIFT SHOP

LIGHTHOUSE HISTORIAN MICHAEL BENNETT



NANTUCKET SWEATER

MEN OR LADIES NANTUCKET POLY/COTTON BLEND SWEATER AND CREW NECK TRIM. A GREAT GIFT FOR ANY LIGHTHOUSE LOVER. AVAILABLE IN GRAY OR NATURAL. PLEASE INDICATE SIZE AND COLOR WHEN ORDERING.

SIZES S, M, L, XL @ \$23.99
 SIZE XXL @ \$24.99

SALES ASSOCIATE GAIL HARVEY AND LIGHTHOUSE VISITOR ALEXANDRA BIRG



HOODIE WITH STUDS

BLING IN THE HOLIDAYS AND NEW YEAR WITH THIS HOODED SWEATSHIRT FEATURING AN EMBROIDERED IMAGE OF THE PONCE INLET LIGHTHOUSE ON THE FRONT AND CRYSTAL BEDAZZLED LETTERS. LADY SIZES ARE AVAILABLE IN BOTH PINK AND BLUE. GIRLS SIZES COME IN PINK ONLY. PLEASE INDICATE SIZE AND COLOR WHEN ORDERING.

WOMEN SIZES:
 MED. LG. OR XL @ \$22.99. XXL @ \$23.99.
 GIRLS SIZES:
 S6/8, M10/12, L14/16, XL18/20 @ \$19.99.



BOOKMARK

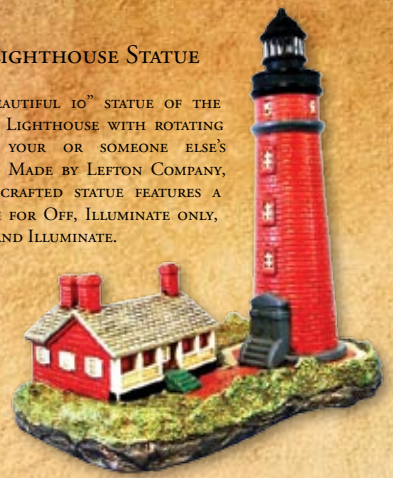
CUSTOM-MADE BRASS PONCE INLET LIGHTHOUSE BOOKMARK FLASHED WITH 24K GOLD IN A VELOUR BAG. A GREAT GIFT IDEA FOR ANY READING ENTHUSIAST. MEASURES 3" X 1".

ITEM #: 3298
 PRICE \$5.99

LEFTON LIGHTHOUSE STATUE

ADD THIS BEAUTIFUL 10" STATUE OF THE PONCE INLET LIGHTHOUSE WITH ROTATING BEACON TO YOUR OR SOMEONE ELSE'S COLLECTION. MADE BY LEFTON COMPANY, THIS FINELY CRAFTED STATUE FEATURES A 3-WAY SWITCH FOR OFF, ILLUMINATE ONLY, AND ROTATE AND ILLUMINATE.

ITEM #: 3063
 PRICE: \$49.99



LIGHTHOUSE COFFEE

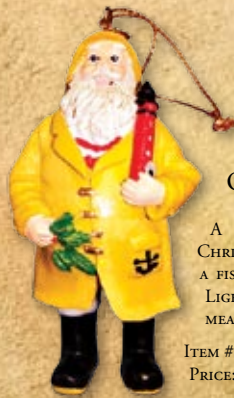
LIFT THE MORNING FOG WITH A CUP OF OUR GROUND LIGHTHOUSE COFFEE. SHIPPED IN A BEAUTIFUL 12 OZ. AIRTIGHT CONTAINER, THIS SUPERB AROMATIC COLOMBIAN BLEND WILL BRIGHTEN YOUR DAY. SOLD IN REGULAR AND DECAF.

REGULAR CAFFEINATED	DECAFFEINATED
ITEM #: 1717	ITEM #: 1719
PRICE: \$15.99	PRICE: \$17.99

LIGHTHOUSE TEA

BRIGHTEN YOUR DAY WITH A CUP OF ORANGE SUNSHINE LIGHTHOUSE TEA. EACH DECORATED TIN CONTAINS 3.08 OZ. OF PREMIUM CEYLON BLACK TEA INFUSED WITH EXOTIC SPICES AND A TASTE OF ORANGES. NATURALLY AND ARTIFICIALLY FLAVORED.

ITEM #: 1866
 PRICE: \$13.99



CHRISTMAS ORNAMENT

A GREAT ADDITION TO YOUR CHRISTMAS TREE, SANTA, DRESSED AS A FISHERMAN HOLDING PONCE INLET LIGHTHOUSE. THIS RESIN ORNAMENT MEASURES 4" TALL.

ITEM #: 4332
 PRICE: \$7.99

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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 www.PonceLighthouseStore.org, and place orders by phone at (386) 761-1821 ext. 21.

Please contact the Gift Shop at (386) 761-1821 or via email at connie@ponceinlet.org for more information. Usual UPS shipping charges and a \$4.00 handling fee apply to all orders.

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

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 PONCE INLET, FLORIDA 32127
 (386) 761-1821
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