



PONCE DE LEON INLET LIGHT STATION

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The Preservation Association held its third annual Volunteer Awards Banquet in March to honor the men and women who donated their time and energy to the Lighthouse this past year. All of us at the Lighthouse are appreciative of knowledge, passion, and excitement that our volunteers share with staff, students, and visitors. Their dedicated service is an invaluable contribution to our ongoing effort to preserve and disseminate the maritime and social history of the Ponce de Leon Inlet Light Station.

The Awards Banquet gave staff the opportunity to thank the volunteers for all their hard work and to recognize each of these dedicated individuals for their many hours of selfless service. Their combined efforts contributed greatly to the Association's many successes this past year. We could not have done it without them. I encourage our readers to contact Bob Callister at (386) 761-1821 ext. 18 regarding present and future volunteer opportunities at the Lighthouse.

Restoration of the exterior brick walls of the Gladys Meyer Davis Keeper's dwelling was begun by the Association's masonry restoration team in May. All members of the highly skilled team were trained by Cathedral Stone and are fully certified in historic masonry repair. The team includes maintenance department employees Lonnie Arnold, Mike Bowen, and Ed Milano.

120 years of continuous exposure to Florida's harsh coastal climate have

deteriorated much of the walls' historic mortar joints. The team will address this issue by removing the failed mortar, re-facing any damaged bricks, and re-pointing the walls with a special mortar formulated specifically for the Light Station. The replacement mortar is designed to protect the bricks by allowing moisture and salts to travel naturally through its composition. Special application techniques allow the new mortar to be artificially aged to the extent that is nearly impossible to distinguish original wall sections from newly re-pointed ones.

We are pleased to announce that the Ponce de Leon Inlet Lighthouse has received the fourth and final installment of the Cycle 20 General Operating Support Grant awarded for the 2008-2009 fiscal year. The Association would like to convey its sincere thanks to the Florida Department of State, and Division of Historical Resources for their continued support of the Light Station through the Historic Museums Grants-in-Aid Program. This State funded program provided general operating support funds to historic and cultural sites throughout Florida.

Thank you for your continued support and have a wonderful summer.

Respectfully,

Ed Gunnlaugsson
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:

Jul. 8, 2009
WEDNESDAY
Budget Finance/Endowment
Fund Committee Meetings
Jul. 20, 2009
MONDAY
Board of Trustees and
Quarterly Membership Meeting
Aug 17, 2009
MONDAY
Board of Trustees Meeting
Sep. 21, 2009
MONDAY
Board of Trustees Meeting

BOARD OF TRUSTEES AND MEMBERSHIP MEETINGS ARE HELD IN THE GIFT SHOP CONFERENCE ROOM. MEMBERS ARE ENCOURAGED TO ATTEND.

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LIGHTHOUSE EVENTS APRIL–JUNE 2009

JUL 3, 10, 17, 24 & 31 (FRI)
1:00 – 2:00 PM

CANAVERAL LENS DEMONSTRATION
Learn about the Cape Canaveral 1st order Fresnel lens and talk with the Old Lighthouse Keepers as they perform weekly maintenance on the historic lens. All activities included with regular admission. No advance registration required.

JUL 15 (WED)
10:00 AM – 4:00 PM

GREAT AMERICAN LIGHTHOUSE ARTIST DONNA ELIAS TO VISIT PONCE INLET LIGHTHOUSE



DONNA ELIAS IN HER STUDIO

The Ponce Inlet Lighthouse and Museum will host a special meet and greet with nationally recognized watercolor artist Donna Elias. Ms. Elias is currently touring the country in celebration of the 20th anniversary of her renowned *Great American Lighthouse Collection* which includes over 300 of America's most beautiful beacons, including the Ponce Inlet Lighthouse.

Nationally considered a top lighthouse artist, Ms. Elias has received numerous awards for her paintings and tireless efforts to promote lighthouse preservation. She frequently donates her time and resources to lighthouse preservation groups around the country and has officially been endorsed by U.S. Lighthouse Society for her work.

Ms. Elias' appearance at the Ponce Inlet Lighthouse will include a select showing of her *Great American Lighthouses Collection*, including prints and original paintings. All work shown during the event will be available for purchase. The net profits generated by this event will be donated to the museum by the artist. We invite all our readers to attend this very special event.

AUG 7 (FRI)
10:00 AM – 2:00 PM

NATIONAL LIGHTHOUSE DAY

Enjoy family-oriented workshops, activities and demonstrations. See new lighthouse exhibits, and participate in turn of the century kid's activities. Included with regular admission. No advance reservations required.

SEP 11 (FRI)
8:30 AM – 9:30 AM

9/11 MEMORIAL SERVICE

The public is invited to attend a memorial service for the victims of 9-11 with a moment of silence at 8:46 a.m. Lighthouse grounds will remain open until 9:30 to allow guests the opportunity to climb the tower and tour the station at no charge.

2009 SUMMER & FALL LIGHTHOUSE HOURS

NORMAL HOURS OF OPERATION

- MAY 25, 2009– SEPTEMBER 7, 2009** Open daily from 10:00 a.m. until 9:00 p.m. (last admission at 8:00 p.m.)
- SEPTEMBER 8, 2009– MAY 30, 2010** Open daily from 10:00 a.m. until 6:00 p.m. (last admission at 5:00 p.m.)

NEWSLETTER CONTRIBUTING WRITERS

- Mike Bennett
- Bob Callister
- Ed Gunn
- Ellen Henry
- Tom Zane

LIGHTHOUSE IRON

Although available for centuries prior to the Industrial Revolution, the widescale use and commercial production of cast iron did not occur until the late 18th century when the coke fired cupola blast furnace made mass production of the ferrous metal possible for the first time. Composed primarily of iron, carbon, and silicon, the manufacturing process of cast iron has changed little over the years. Iron ore is heated in a blast furnace with coke and limestone to a temperature in excess of 1500°C. The process deoxidizes the iron and separates it from contaminants commonly referred to as slag. The purified iron is poured into molds made of sand or clay and allowed to cool.

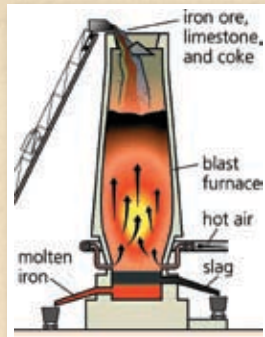
Capable of being molded to almost any shape or size, cast iron offered both an economic and superior alternative to traditional building materials of the time. Used as building facades, cast-iron was cheaper than stone or brick and allowed ornate features to be prefabricated from molds in foundries. Cast iron beams, supports, and columns provided greater strength and stability than either wood or stone and were employed in a variety of structures including factories, bridges, and towers. By the mid-1800s cast iron had become a preferred material of architects the world over.

The benefits of cast iron did not escape the notice of 19th century engineers who recognized its many advantages over traditional masonry construction. It was strong, light weight, corrosion resistant, and when properly assembled, watertight. These were important factors to consider when designing structures destined for the wet, corrosive, and geographically isolated locations that typified most light station sites.

The low cost of cast iron also appealed to Chief Superintendent of Lights Stephen Pleasanton. As the Fifth Auditor of the Treasury and holder of the Light House Establishment's purse strings, Pleasanton was notorious for his restrictive fiscal policies that routinely sacrificed quality

for the sake of a few dollars. Cast iron offered the Establishment the unique opportunity to purchase a superior product at an economical price.

Prefabricated offsite and easily assembled by a small crew of workers, modular iron towers offered a cheaper alternative to costlier masonry structures. Additional benefits included ease of disassembly if the tower needed to be moved and relocated due to erosion or site closure.



IRON ORE IS MIXED WITH COKE AND LIME TO PRODUCE CAST IRON IN A CUPOLA BLAST FURNACE



CAST BY THE PHILADELPHIA BASED I.P. MORRIS COMPANY IN 1858, THE SHIP SHOAL LIGHTHOUSE IS A CAST IRON SCREW PILE LIGHTHOUSE LOCATED OFF THE COAST OF LOUISIANA



THE LONG ISLAND HEAD LIGHTHOUSE WAS AMERICA'S FIRST CAST IRON TOWER

In 1844, Pleasanton authorized the construction of the Nation's first cast iron lighthouse. Manufactured by the South Boston Iron Company, the Long Island Head Lighthouse at the entrance to Boston Harbor was forged in three seven-foot sections. Tapering from twelve to six feet in diameter and topped with a thirteen foot lantern room, the squat tower stood thirty-four feet tall when fully assembled.

Future cast iron lighthouses would include the Brandywine Shoals screw-pile Lighthouse in 1850, Florida's Reef Lights, the Cape Canaveral Lighthouse in 1868, and the nation's tallest cast iron tower, the Cape Henry Lighthouse, in 1881.

Despite the many advantages of cast iron, masonry tower construction continued throughout the 19th and early 20th centuries. Ranging from a few dozen to over 160 feet in height, most masonry towers constructed after 1840 featured a wide variety of cast and wrought iron components including gallery deck brackets, entryway pilasters, pediments, doors, railings, beams, deck plates, cornices, and prefabricated lantern rooms.

Completed in 1887, the Ponce Inlet Lighthouse is a red brick tower capped with a black lantern room. Described as the most beautiful and best proportioned tower in the Sixth Lighthouse District, the majestic lighthouse soars 175 feet above the Florida coast and contains tons of cast and wrought iron components.

Forged by the Philadelphia based I.P. Morris



STANDING 163 FEET TALL, THE CAPE HENRY LIGHTHOUSE IS THE TALLEST CAST IRON LIGHTHOUSE IN THE UNITED STATES



THE PHOENIX IRON WORKS IN PHILADELPHIA, PA

Company in 1884, the lighthouse's lantern room, watch room, and gallery deck are accessible via a 204 step spiral staircase cast by Phoenix Iron Works at the time of construction.

All lighthouse components, be they masonry, glass, bronze, or iron, are subject to a host of destructive forces associated with a marine coastal environment. How resistant a lighthouse was to these harsh caustic conditions was dependent upon its overall design and quality of maintenance. Reports filed through the years indicated that the facility remained in good condition, with damaged woodwork constituting the majority of repair requests. The tower's railings, decking, stairs, and other cast iron members experienced little deterioration under the conscientious care of the lighthouse keepers.

The lighthouse remained in stable condition until 1952, when automation of the light eliminated the need for resident keepers. No longer manned on a full-time basis, the Light Station quickly fell into a state of disrepair. In 1970 the beacon itself was extinguished. Two years later the Light Station was declared surplus property by the Coast Guard and rumors began to circulate regarding demolition of the facility itself.

Alarmed by the Light Station's deteriorating condition, a group of concerned residents formed the Ponce de Leon Inlet Lighthouse Preservation Association in an effort to save the historic site. Acting on the Association's behest, the Town of Ponce Inlet petitioned the Department of the Interior for ownership of the property with the understanding that the Association would



THE TOWER RECEIVES A NEW GALLERY DECK IN 1982



ALL IRON WORK WITHIN THE PONCE INLET LIGHTHOUSE WAS FULLY RESTORED IN 2001



THE GALLERY DECK BEFORE CORROSION IS REMOVED



THE GALLERY DECK AND SUPPORT BRACKETS ARE CLEANED AND PAINTED

assume all fiscal and management responsibilities for the site. Officially transferred to the Town of Ponce Inlet on June 2, 1972, plans were quickly developed to address the worst areas of deterioration throughout the Light Station. This included the tower's corroded iron work.

All ferrous metals corrode. However, due to its high concentration of free graphite (3% to 4% by weight) and other unique compounds, cast iron is far more resistant to corrosion than steel or wrought iron. Commonly referred to as rust, corrosion is considered one of the most aggressive and damaging contributors to lighthouse deterioration. Thoroughly addressed in the National Park Service's Historic Lighthouse Preservation Handbook, the three most common types of corrosion generally associated with cast iron lighthouse components are:

Oxidation — A chemical process in which oxygen atoms bond to iron forming a new compound called iron oxide. As with all forms of corrosion, iron oxide weakens the chemical bonds within the metal itself, thus compromising its physical integrity.

Galvanic Corrosion — A form of electrochemical oxidation that occurs when electrons are shared between two dissimilar metals in the presence of an electrolyte.

Graphitization — The least common form of cast iron corrosion, graphitization occurs when the iron atoms within the cast iron oxidize with little effect to the material's graphite crystalline structure. Graphitization leaves the component looking unchanged although it is structurally compromised by the loss of iron.

Corrosion can manifest itself in several ways. The most common forms include: uniform attack, pitting, selective attack, stress corrosion cracking, and erosion. Uniform attack corrosion differs from selective attack in that the corrosion spreads evenly over the surface of the former but unevenly over the surface of the latter. Pitting is a localized form of corrosion that appears as holes in the surface of the iron itself. Stress corrosion cracking can occur when sections of iron work that have been subjected to external stress are exposed to a corrosive environment.

Erosion is a form of rust commonly found on

cast iron when its protective oxide film or applied coating is worn away. Additional causes of cast iron failure include metal fatigue, overloading, weathering, and faulty connection hardware. As with all forms of deterioration, good preventive maintenance practices coupled with routine inspections can significantly limit the damaging effects of corrosion to lighthouse iron work.

Deprived of proper maintenance for nearly twenty years, the Ponce Inlet Light Station was in a state of extreme disrepair when the Association first took charge of the site. In 1982, nearly 100 years after its completion, the Association conducted a partial restoration of the tower. The cast iron gallery deck, widow's walk, and railings were replaced and much of the original interior iron work was cleaned and repainted.

In 2001 the tower underwent a second, but far more extensive restoration that included replacement of the widow's walk, gallery support brackets, deck, railings and lantern room glass. Additional work included the cleaning, repair, and repainting of the tower's interior and exterior walls, spiral staircase, windows, and upper rooms.

Nearly a decade later the tower still remained in excellent condition. Eight years of exposure however had taken its toll on the tower's exterior iron work. Attacked by rain, salt, and wind-blown sand, the cast iron's protective finish had slowly eroded away. Minor pitting, flaking, and surface rust began to appear on the underside of the gallery deck and support brackets. Although normally addressed with a little cleaning and a fresh coat of paint, the underside of the gallery deck could not be treated without specialized equipment and training.



H.I.S. EMPLOYEES PAINT THE FINAL DECK SECTION

The Preservation Association contracted with H.I.S. Painting, Inc. in April, 2009, to complete the much needed work. Headquartered in Titusville, FL, the company's impressive resume included launch facility work at Kennedy Space Center and the exterior painting of the Cape Canaveral Lighthouse.

The exposed metal was treated and a coat of MCU Mio filled zinc primer was applied followed by two coats of Alphatic finish. Manufactured by Coroguard, MCU Alphatic Finish is a single component water cured urethane designed specifically for areas where maximum color and gloss retention or abrasion resistance is required. It is the same product used to treat and protect the remainder of the tower's ironwork.

Scheduling their activities with Lighthouse staff to minimize the project's impact on tower accessibility and lighthouse visitation, H.I.S. employees worked around the perimeter of the tower. Working two deck sections at a time, the entire operation required repositioning of the stage on

eight separate occasions. Using a stage suspended from the top of the tower, H.I.S. employees examined the underside of the gallery deck and its support brackets and began the tedious task of grinding, sanding, and needling the iron back to non-corroded metal. The project took a little over three weeks to complete. The newly painted ironwork should be well protected from the damaging effects of the salt air for many years to come.

Please visit the National Park Service online at www.nps.gov/history/maritime/handbook.htm to learn more about lighthouse preservation.

THE LIGHTHOUSE AT VOLUSIA BAR

The story of the lighthouse at Volusia Bar begins and ends with Florida's St. Johns River. Originating in the Fellsmere Swamp southwest of Vero Beach, the St. Johns is one of only a few United States rivers that flow north. The St. Johns is unique in that it flows north to empty into an ocean, the Atlantic at Jacksonville. Over 300 miles long, the St. Johns has been a crucial transportation route since prehistoric times when native peoples used dugout canoes to travel its length. As Florida's longest river, it was, and continues to be, instrumental in the development of the state.

Steamboats came to Jacksonville, Florida, for the first time in 1827 and initially became important as military vessels for exploration and for transporting troops and supplies during the Second Seminole War. Later, these boats were used to fulfill the conditions of the Indian Removal Act, carrying many of Florida's Native American population on the first part of their forced journey to lands set aside in the West. In 1837, the United States Army ordered nine steamboats to the St. Johns River to tow barges and stimulate trade.

By 1840, the *Sarah Spaulding* was traveling from Jacksonville south to the settlement of Enterprise on Lake Monroe. She was owned by an entrepreneur named Jacob Brock who provided the first large commercial steamboat service on the St. Johns. Brock developed Enterprise, turning it into both a tourist destination and the county seat. Brock's service was interrupted when his steamer *Darlington* was captured by Union forces during the Civil War, and Brock was imprisoned, even though he was actually a Northerner. After the war, the *Darlington*

was returned to Brock and began once again to carry passengers, freight, and mail between Jacksonville and Enterprise. Such mail routes were extremely lucrative, and for semi-weekly trips between Palatka and Enterprise, Brock was charging the government \$3,500 per year. The *Dictator*, an impressively large steamer owned by Louis Coxetter, was also making regular trips along the same route, and by 1875 the Brock and Coxetter Lines had merged in order to cover more territory.

During the post-Civil War reconstruction period, magazines and newspapers began reporting heavily on the wonderful Florida climate, the state's abundance of open grazing land and other agricultural resources, plus the exotic sights awaiting winter tourists. Jacob Brock had constructed a large hotel at Enterprise, and hotels were developed by other like-minded citizens at Sanford and other landings along the St. Johns and its lakes.

The DeBary-Baya Merchant Line was

founded in 1883 and soon became a tourist favorite. DeBary-Baya boats included the *George M. Bird*, *Fannie Dugan*, *Florence*, *Rosa*, the *Anita*, *Frederick K. DeBary*, the *City of Sanford*, *Welaka*, *Volusia*, and *Magnolia*. The *Magnolia* was a large boat which carried 250 people and slept 22. In 1889, the huge steamship company Clyde Line purchased the DeBary Line and expanded its services even more. As tourists came to crave luxury, the DeBary Clyde Line built the passenger steamer *City of Jacksonville* which featured electricity for the first time on the St. Johns. Also at the same time, iron hull construction began to replace wooden hull vessels.

The Hubbard Hart Steamer Line carried passengers on the St. Johns and made a tourist attraction out of the winter home of Harriet Beecher Stowe in Mandarin. Her home was easily visible to passing boats, and tourists were eager to catch a glimpse of the famous writer. Hubbard Hart also carried passengers up the Ocklawaha River to Silver Springs, and



ST. JOHNS RIVER AT GREEN COVE SPRINGS, State Archives of Florida



MAP OF FLORIDA, 1822



THE CITY OF JACKSONVILLE, State Archives of Florida



BROCK HOUSE DOCK, State Archives of Florida



THE FREDERICK DEBARY, State Archives of Florida



MILITARY POST ON THE ST. JOHNS, 1837, State Archives of Florida

CLYDE ST. JOHN'S RIVER LINE
(DE BARY LINE)

Between
**JACKSONVILLE
PALATKA
SANFORD
ENTERPRISE**
And Intermediate Landings
on the
St. John's River

STEAMERS
"CITY OF JACKSONVILLE"
Capt. W. A. Shaw

"FRED'K DE BARY"
Capt. J. W. Cook, Jr.

THE POPULAR
ROUTE BETWEEN
NORTH AND SOUTH
FLORIDA
FOR THE TOURIST,
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These steamers are the finest in Southern waters, and have all modern improvements. Tables supplied with the best the markets afford.

Fare between Jacksonville and Sanford,
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At Enterprise—With Florida East Coast Railroad.

Tourists traveling from Havana, Cuba, Santa Florida and the Indian River, Lake Worth or Dunbar, Fla., will find this a most delightful route to take, as it will give them a Daylight Trip on the interesting portion of the beautiful St. John's River.

Through Tickets on sale covering all points in South Florida and the famous Indian River, Lake Worth and Dunbar Bay.

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(Through Cars pass door)

CLYDE LINE POSTER, State Archives of Florida



Clyde Line Docks at Palatka, Florida, *State Archives of Florida*



Hart Line's Hiawatha, *State Archives of Florida*

The Ocklawaha & St. Johns Navigation Company

HART LINE

ESTABLISHED IN 1866

THIRTY-SEVENTH TOURIST SEASON

THE STANCH AND FAVORITE STEAMER

Okeehumkee THE COMMODIOUS STEAMER
(Extensively improved) Capt. F. B. LAWSON

Hiawatha
(New Fair steam) Capt. W. H. LAWSON

These Steamers are Specially Built and Adapted for

TOURIST TRAVEL

For Speed, Comfort, and Safety

and for the peculiarities of this crooked and unique river, after the design of the founder of this Line, and are remarkable for ease and steadiness of motion. They are commanded by skillful captains and stalwart and faithful pilots, who have been connected with this Line for many years.

First-Class and Modern in Appointments

TIME SCHEDULE

Leave Palatka for Ocklawaha River and Silver Springs on MONDAYS, WEDNESDAYS, and FRIDAYS at 12:05 P.M., on arrival of train from Jacksonville and St. Augustine.

Returning, leave Silver Springs on TUESDAYS, THURSDAYS, and SATURDAYS, on arrival of morning train from Tampa, Ocala, and Deland.

* Daily service resumed in winter.
* Season trip, from St. Johns River to Lake George.

Dinner will be served upon leaving both Palatka and Silver Springs. Tickets include Meals and State Room Berth.

CUISINE UNEXCELLED

This Time Table shows the time of departure and arrival of steamers, but does not guarantee arrival at the time shown, and is not intended to constitute any contract, but only the Company's best good faith intention for and about the same.

Tourists are advised to engage berths in advance by letter or telegram to:

R. W. THOMPSON
General Manager, Hart Line

Hart's Block, P.O. Box A, PALATKA, FLA.

Hart Line Advertisement, *State Archives of Florida*

by 1873, 50,000 visitors per year were making the trip. In the 1880s, about 50 steamers regularly made the Jacksonville-Sanford run, and many small boats were using the river as well. Important landings existed at Green Cove Springs, Palatka, Beresford, Deland, Blue Springs, Enterprise, Sanford, and Rockledge.



St. Johns River near Hontoon Island, *State Archives of Florida*

In its journey north from the headwaters to Jacksonville, the St. Johns River undergoes very little change in elevation. This, combined with a low velocity and low volume of water flow, caused the river to widen and even spread out into "lakes." The river can be influenced by ocean tides as far south as Lake George and Lake Monroe, nearly 160 miles from the river's opening to the sea. Not only are there numerous wide stretches in the river, but the river's narrower channels are filled with twists and turns. Narrow channels, narrow entrances to the lakes, changing tides, and shifting sand bars all combined to make the river a dangerous place to navigate.

The typical steamer of the day was a shallow draft vessel, often having two or three decks above the water line, making the boats very top-heavy and difficult to control in windy or stormy weather. It was easy enough for steamers to turn sideways and become grounded on bars or along the banks of narrow, twisting channels. Once a boat ran aground, the solution to the problem was to simply wait until the waters rose enough to refloat the boat. If this took too long, cargo and passengers would have to be removed until the boat was light enough to float out of trouble.

One passenger on the steamer *Osceola* reported that a wind caught the boat and turned it sideways in the river near Blue Springs. The boat had its bow stuck on one bank and its stern on the other so that "nothing got by but catfish." In the early days of steamboating, the trip from Jacksonville down through Lake George to Lake Monroe could take as much as six weeks due to these navigational difficulties.

Some navigational aids on the river were provided by the federal government, including jetties, range lights, and post lights with kerosene lanterns. The Florida Coastline Canal project began in 1881 with the intention of linking Jacksonville to Miami via an inland water route that would include most of the St. Johns River. In some areas of the St.



The Santa Lucia stranded at Jupiter Inlet, Florida, *State Archives of Florida*

Johns, new channels were dug to eliminate passage through winding and narrow parts of the river. Work done on the St. Johns began in 1883 and was completed in 1912. (This project was later continued, developing into today's Intracoastal Waterway.) By 1885 these improvements, along with advances in steamer design, had shortened the travel time considerably, and in October of that year a Clyde Line boat was reported to have gone from Sanford to Jacksonville in an astounding twelve hours.

In the 1880s, approximately 85 government navigational aids existed along the river between Jacksonville and Lake Monroe. The highest concentration of these aids was near Jacksonville. At other locations along the river, the steamboat men had banded together to provide aids for themselves.

One particularly dangerous spot for the steamers was the Volusia Bar. Located on the river at the south end of Lake George near the settlement of Astor, the Volusia Bar was described as being such a narrow spot that it was nearly impossible for steamboat men to navigate the entrance in the daytime, much less after dark.

In one famous incident, the private yacht *Ambassadors* found itself stuck on the Bar. The *Ambassadors* was the largest private yacht afloat and was owned by William Astor, the grandson of the first John Jacob Astor. William was one of the founders of the town that was originally called Manhattan and today bears the Astor name. Local tugs were hired to pull the yacht off the Bar, and when the bill arrived, William Astor believed he had been seriously overcharged.

Bitter about having to pay such a large bill, Astor had his own tug, the *Seth Low*, moved to Lake George and ordered the captain to pull all vessels stuck on the Bar to freedom at no charge. Dr. L'Engle, the owner of the local tug service, responded to this business crisis by offering to purchase the *Seth Low*. Mr. Astor is reported to have charged him an

exorbitant price for the tug and written "Dog Eat Dog" across the bottom of his bill.

For a number of years, the DeBary Line had paid a man to maintain a lighted beacon at the Bar. In 1872, a petition by St. Johns steamer pilots was received in Washington requesting that the Lighthouse Establishment erect suitable beacons at Volusia Bar.

A report concerning this petition was made by the Light House Board's Sixth District Inspector, S. Norton, who apparently underestimated both the needs of the local population and the increasing amount of traffic passing through Lake George. His letter to the Board stated:

"Volusia Bar is about 90 miles by water south of Jacksonville at the southern extremity of Lake George, latitude 29 degrees 05 min North, longitude 80 degrees 45 min West, and is formed at the entrance of the river to the lake at its head. The Bar which extends entirely across the mouth of the river is about 600 feet wide with a narrow channel of about 100 feet wide across it, with four feet of water at an average - often less - on it. This channel is marked by a stake on the west side of its entrance and a beacon on the east side, placed there by the pilots of the St. Johns River, and which seem to answer every present purpose.

From the most trustworthy information I could gather, there are but six small steamers navigating the River at this point and are very seldom required to run at night, even when the trade is at its best in winter. The very small towns and settlements above this point depend almost altogether on local passenger trade which is not large at the best of times. In consideration of the above facts I cannot see the necessity of lighted beacons nor, as yet,

that any beacons are required other than that now there and therefore do not recommend them. Should the Board determine upon their erection, two dumb beacons to replace the stake and beacon mentioned above and one range dumb beacon would be all that would be required."

The steamboat pilots' petition had requested four suitable beacons on the west side and one on the east side, a number which seemed excessive to the Light House Board and the request was denied. In a letter of May 18, 1872, the Light House Engineer commented:

"The commerce of the St. Johns River is not extensive above Lake George. From the best information I could gather from persons who are familiar with the subject, there are only a few steamers that navigate the river above Volusia Bar and those depend almost entirely for their support on local traffic. This is mainly carried on in daytime and steamers on that part of the river seldom run at night. For those that do, a light at this place would be of some use, but I do not think the interests involved would justify the government in establishing one. Moreover as there is only four feet of water on the bar, the river at this point and above cannot properly be considered navigable for ordinary vessels, and I do not conceive it to be the policy of the government to place lights in unnavigable inland waters."

On May 25, 1876, another petition arrived. This petition thanked the government for some dredging of the channel and requested that the entrance to Lake George at Volusia Bar be defined with stakes and the main passage through the Bar be clearly marked. This request was also denied.

The government did, however, erect a jetty at Volusia Bar in 1880. The top of this jetty was two feet below the water's surface, and Peter C. Hains, the Engineer of the Sixth District, suggested that a light at the end of the jetty be constructed as soon as the project was completed. His suggestion described a keeper's dwelling with a light on top to be constructed on wooden piles with outside fenders at a cost of about \$6,000. The Inspector of the Sixth District wrote to the Light House Board in Washington in support of this suggestion, but once again the request was denied.

In 1883, General Orville Babcock was in the Volusia Bar area preparing to construct a first order light station at nearby Mosquito (modern-day Ponce) Inlet. Babcock met with W.B. Watson of the DeBary Line and encouraged Watson to write to his congressional representatives urging them to build a light at the Bar. Babcock had confided to Watson that this, rather than petitioning, would be the best way to achieve a light. Watson took the hint and wrote to Senator Wilkinson Call. His letter included the most recent petition from the steamboat pilots, and he stressed General Babcock's agreement that not only a light but also a fog bell should be installed on Volusia Bar. Call, who was always receptive to the needs of his constituents, wrote a letter in support of the petition.

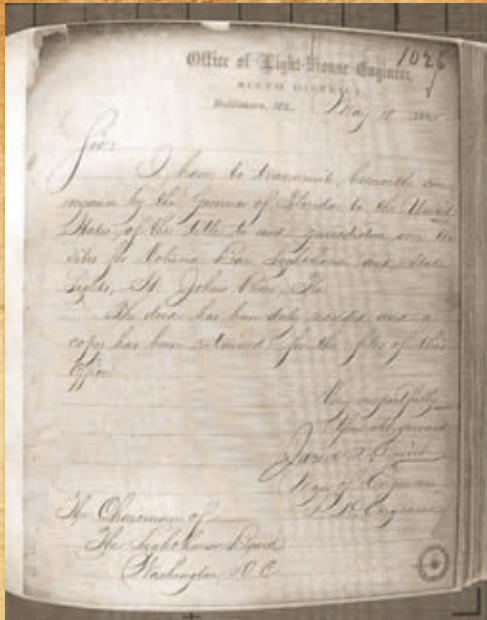
Shortly thereafter, a letter then went out from the Naval Secretary to the Secretary of the Treasury concerning the Volusia Bar:

"For improvement of this channel the government has already expended \$10,500, and it is estimated by the Engineer Department that \$10,000 more will be needed to complete the work. The shores of the lake in this vicinity, being low, afford no prominent marks rendering it impossible in dark or foggy weather to make the entrance of the Saint Johns River with certainty or safety. It is estimated that the greater part of five counties, having a population of from 35,000-40,000, is mainly dependent upon the navigation of Volusia Bar for supplies. In view of these facts, the Board is of the opinion that a light should be established on Volusia Bar, the estimated cost of which is \$5,000, and the recommendation is respectfully made that Congress be asked to make the necessary appropriation."

In March of 1883, the Light House Board's Committee on Location finally agreed that a light station should be built on Volusia Bar, and Congress was duly petitioned for the needed funds. At about the same time, rumors began to circulate in Florida's Volusia County about a possible official government light station. In a fairly remote area such as Lake George, good employment was hard to



STEAMBOAT LANDING AT GREEN COVE SPRINGS, FLORIDA, *State Archives of Florida*



LETTER REPORTING TRANSFER OF DEED FOR SITE OF VOLUSIA BAR LIGHTHOUSE, MAY 18, 1885

come by, and local residents recognized that the Light House Establishment could provide a highly desirable situation for the right man.

E.E. Ropes was a Union Army veteran from Massachusetts who settled in Astor, Florida, after the Civil War. A real estate and loan broker, he had also served as the local postmaster for a number of years and was familiar with government matters. In September of 1883, he began a correspondence concerning some property he claimed to own near Volusia Bar in Lake George.

Ropes claimed that his land had been occupied by one Benjamin Falaney. Falaney was being paid by the steamboat men to tend post lanterns at the Bar. According to Ropes, another light keeper named J. A. McDonald had suggested that Falaney should construct a little house near the Volusia Bar jetty in order to better tend the post lights. This little house, Ropes wrote, was now on his property and he considered Falaney to be a squatter. He questioned why a Light House Establishment employee had suggested that Falaney build the house on Ropes' land.

Ropes' letter was not well-received by the Light House Sixth District Inspector, since McDonald was not a Light House Establishment employee, but rather worked for the DeBary Line. J. A. McDonald was identified as also being an attorney. Ropes stated that McDonald had threatened him by saying that the government would get a court order for Benjamin Falaney to remain on Ropes' land in order to maintain the Volusia Bar lights. Ropes demanded to know what the government was planning to do at Volusia Bar and asked for help in removing Falaney from his property.

At the same time, the government was investigating titles to the land around Volusia

Bar in advance of building the lighthouse. In circumstances such as these, it was not unusual for local residents, such as E. E. Ropes, to begin making claims to any land that the Light House Establishment might want. Over the next few months, Ropes' story began to change, and he eventually wrote that he was actually acting as the agent for the true (although unnamed) owner of the land in question.

Research was conducted and the State of Florida informed the federal government that the land was actually part of an old Spanish land grant and that claims to the land had been satisfied by the State in the past. Furthermore, since the site in question was submerged at all stages of water, it was judged to be part of a navigable waterway and therefore already the property of the federal government. All other claims to the land were denied, and the Light House Board was granted title. As a final statement on the Ropes claim, an 1885 letter from Jared A. Smith, Engineer of the Sixth Lighthouse District, to the Light House Board, pointed out that the land Ropes was claiming was actually on the east side, the opposite side of the channel from where the proposed lighthouse would be located.

As the title investigation was being carried out, Major Jared Smith submitted plans for a screw pile lighthouse to be placed on Volusia Bar. The lighthouse would consist of a keeper's dwelling with a lantern room on the roof. A machine driven fog bell would also be included. Price for the lighthouse and its construction, minus the fog bell and mechanism, would be \$8,635. Money for the fog signal was to be drawn from a different appropriation specifically dedicated to the establishment of fog signals.

On January 7, 1885, a letter from Jared Smith to the Chairman of the Light House Board in Washington outlined the situation at Volusia Bar. By this time, the channel between Lake George and the St. Johns River had been flanked by not one but two jetties of riprap stone sunk into the sand and each covered by about two feet of water. The channel over the bar was between the two parallel portions of the jetties, giving a clear space of only 225 feet. Rows of pilings in groups of 3s had been placed between the jetties to confine steamers to a 75-foot-wide central channel. Steamers had slammed into these pilings so many times that most of the pilings had disappeared and were currently being replaced.

Smith also reported that five small lights were maintained at the Bar by the steamboat companies. A tiny keeper's house was located over the east jetty (the house built by Falaney?), and the keeper was in constant alarm that his living quarters would be overturned by a runaway steamer. The

lanterns were on pilings and were so often pushed over by steamers that it was obvious the light attendant's home was truly in danger. Smith had been told that the light attendant actually kept a gun and threatened to shoot any captain who knocked down a light or the house, since these were provided at the attendant's own expense.

The report continued with a description of the surrounding land as a "malarious swamp of so bad a character that offensive odors from its stagnant waters and decaying matter are often carried out over the water of the lake, and to live on or near the shore would be considered little less than suicidal." These conditions all contributed to the difficulty of finding a proper site for the new lighthouse, which Smith suggested should be located as far from the main channel as possible to avoid contact with out-of-control steamboats and as far as possible from the nearby swampland to avoid the danger of malaria.

Jared Smith suggested that in addition to the main light which would guide vessels over the bar, ordinary stake lights would also be necessary to guide the steamers. At the very least, a pair of range lights would be needed along with a light attendant to maintain them, someone other than the lighthouse keeper who would be too busy with his own duties.

In early February of 1885, B. P. Lamberton, Inspector of the Sixth District, wrote to the Chairman of the Light House Board sending blueprints for the new lighthouse. He had visited Volusia Bar and agreed that a main light was needed there and suggested that the range lights were also needed. Some of the river steamers had 48-foot beams and would be trying to maneuver through a 75-foot opening. Lamberton wrote that the main light should have a visibility of at least 12 miles in clear weather. Besides range lights, he also suggested stake lights and the construction of a narrow walkway out to the stake lights from the keeper's dwelling. He believed that the waters of Lake George were too rough in a gale for a lone keeper to maintain the stake lights by boat.

In May, Jared Smith again wrote the



LAKE GEORGE ON FLORIDA'S ST. JOHNS RIVER, JOHN KUNKEL SMALL, *State Archives of Florida*

VOLUSIA BAR LIGHTHOUSE IN 1913, *State Archives of Florida*

Light House Board urging them to put off shipment of the pre-fabricated lighthouse components to Volusia Bar. Since Smith was also overseeing the construction of the light station at Mosquito (Ponce) Inlet, he was quite familiar with the insects and the Florida heat. He suggested waiting until the cooler fall months to begin construction.

As the fall of 1885 approached, Benjamin Falaney, the light attendant who had been accused of squatting on E. E. Ropes' land, got news that the Light House Establishment was indeed going to construct a lighthouse on Volusia Bar. He wrote to an old friend asking him to intervene with Senator Wilkinson Call to help get him the position of lighthouse keeper. His friend duly contacted Senator Call in what would be the opening of a jousting match between men who wanted the position. The keeper's salary was recommended by B. P. Lamberton to be a handsome \$600 per year. The range beacons, he wrote, should be considered as River Lights and be kept by a separate attendant at a rate of \$30 per month, providing another attractive employment opportunity.

Benjamin Falaney's efforts to become the official lighthouse keeper at Volusia Bar did not fare well. Falaney was over 50 years of age and on that basis the Lighthouse Board wanted to reject him. Senator Call wrote another letter to the Secretary of the Treasury claiming that Falaney was as agile as a man of 25 and had many years of experience tending lights for the steamer lines. In 1886, Falaney was passed over in favor of a man named John Kane, who, according to another (and somewhat irate) letter from the Senator, had "never been recommended by anybody."

Originally housing a fixed 4th order Fresnel lens, the Volusia Bar Lighthouse was officially activated in 1886. The 4th order lens

was replaced with a 5th order Fresnel lens in 1899. The nearby range lights were fixed red lanterns.

Not only were men competing to become the lighthouse keeper, but people were also attempting to get a portion of the money that was being paid to Jeremiah Kelly who had been appointed in 1889 to tend the minor lights at Volusia Bar. Kelly, perhaps following the example of Benjamin Falaney, had built a small house for himself at Volusia Bar for the sum of \$150. Kelly's real home was in Emporia, a town five miles away, and a distance that was too far to be traveled twice each day to tend the lamps.

A man named L. N. Giddens arrived at the door to Kelly's little shack one day in 1892 and ordered him out. Giddens had filed an application for the land on which the house stood. Kelly responded by filing a protest in the court at Gainesville. Giddens knew that Kelly would find it nearly impossible to leave his post as light tender to go to court, and Giddens tried to get the county sheriff to arrest Kelly. In a letter from T. F. Drudy to the Light House Board, Giddens was identified as a con man who had engineered similar schemes to claim land in the past, stating, "The man Giddens is -I hear- a shyster which is always looking for swaps of this kind. I am told this is the third case of this kind he has been involved in." Drudy asked the Board to intervene, pointing out that Kelly could not leave his post to defend himself in court and might also lose his job if he were arrested and locked up by the sheriff. Unfortunately, the resolution of this case is unknown.

More upheaval arose in 1894 when Jeremiah Kelly was replaced as the light attendant at Volusia Bar by a certain Mr. Dillard. Letters and petitions to the Light House Board were exchanged. One

petition claimed that Barney Dillard was recommended by the general population of the area and that Jeremiah Kelly was a drunk and not to be trusted. There were ten signatures on the document. It was quickly countered by another petition, signed by many more residents denying the claims that Kelly was a drunk and recommending him as the best and most experienced man for the job. Kelly was able to regain his position and served as the post light attendant until 1912.

The identities of all the men who served at Volusia Bar are not known. J. A. McDonald was paid by the DeBary Line to keep at least some of the lights in 1883. Correspondence dating from 1886 identifies Benjamin Falaney as having kept the post lights for 20 years. In May of 1889, Jeremiah Kelly became the light attendant for the post lights until 1912 when Frank B. Lansing took over to serve as both the post light and fog signal attendant until 1935.

The first keeper at the Volusia Bar Lighthouse was the unrecommended John Kane, who served from 1886 to 1901. In 1902, John Lindquist, who had served at the St. Augustine Light Station, became the keeper. He was transferred to the Mosquito (Ponce) Inlet Light Station in 1905. In 1906, Charles W. Grimm became the keeper at Volusia Bar, and he is known to have served until 1908.

In 1908, both the lantern and the fog signal at the Volusia Bar Lighthouse were deactivated. Several severe freezes had reduced agricultural shipping to a minimum, and the expanding railroad system was taking over most of the passenger and freight needs in the area. Steamboat traffic on the St. Johns had greatly decreased and the Golden Age of Steamboating in Florida was over. The Clyde Line's *Osceola* and *City of Jacksonville* were the last large passenger steamers

VOLUSIA BAR LIGHTHOUSE, 1930S, *State Archives of Florida*

making the trip between Jacksonville and Sanford. The strength of the rear range light at Volusia Bar was increased to compensate for the discontinuation of the lighthouse, and at some point between 1908 and 1930, the lantern room was removed from the lighthouse building.

The loss of the fog signal was troublesome. After the discontinuation of the light, Jeremiah Kelly was asked to move with his family into the old lighthouse building, to better care for the range and post lights at Volusia Bar. Kelly was concerned about the heavy fog on the lake, particularly in the winter months, and he voluntarily manned the thousand pound fog bell whenever possible.

In 1912 and 1913, a series of letters went back and forth between W. M. Tupper, an official of the Clyde Steamship Line, and the Lighthouse Inspector of the Sixth District. Tupper described the amount of shipping still on the lake and the dangers experienced by captains in foggy weather. At first, the Light House Board was unresponsive to requests that the government reestablish the fog signal. The Clyde Line had been paying Jeremiah Kelly a small wage to keep the fog signal, a plan which the government saw no reason to change. Finally, a letter from Tupper listed the shipping lines and lumber businesses who were attempting to navigate Lake George without a fog signal, and the government agreed that the Volusia Bar fog signal should be officially reestablished with Jeremiah Kelly as the fog signal attendant. Kelly served as the light and fog signal attendant until at least 1935.

By 1938, A. J. Anderson, 55, known to his neighbors as "Old Man Anderson", was the fog signal attendant and the attendant for the minor lights as well. In the winter of 1938, local residents and boat pilots alike noticed that the lamps were not being lit. When they went to investigate the situation, Anderson's body was found floating in the water. The lighthouse had been ransacked. Signs of a struggle were everywhere, and a trail of blood led from the bedroom to the porch and to the dock.

According to newspaper reports, local residents had their suspicions about the death. A federal investigator was sent to help with the case. Since no family had come forward to claim the body, Anderson had been buried in a pauper's grave in the nearby town of Deland. State Attorney Pat Sams obtained a court order to exhume the body which was examined at the grave by Dr. Theo Hahn. Anderson had not been shot or stabbed, but his neck was broken, by "causes unknown." The lack of clear evidence ended the murder investigation. According to local residents, the one person in the community who was

willing to talk about the incident also died under mysterious circumstances and was found floating in the river like Anderson. The Anderson case was never solved.

After Anderson's death, the minor lights and fog signal were kept by J. Harnum Lucas.

During the following summer, the fog bell striker mechanism wore out and the old thousand pound bell was replaced by two Wallace and Tiernan Type FA-55 trumpet horns. One horn served as a backup. These horns were powered by a battery system identical to the one that was in use with

the post and range lights which had been converted from kerosene to electricity in 1935.

The Coast Guard finally deactivated the fog signal in 1943, and the old lighthouse was abandoned. The building served as a refuge for hunters, fishermen, and vagrants until it was finally burned by vandals in 1974. The pilings can still be seen above the lake's surface. The range lights, now flashing white rather than fixed red, and some of the other minor lights, still remain to guide pleasure boaters at Volusia Bar.



RUINS OF THE VOLUSIA BAR LIGHTHOUSE

Crosley Radio

Powel Crosley, Jr., was born in Cincinnati, Ohio, on September 18, 1886. The very definition of the inventor-entrepreneur, Crosley was responsible for many firsts in consumer products and in broadcasting. He was the builder of Crosley automobiles, and eventually came to own the Cincinnati Reds baseball team.

Crosley was a late-bloomer. Never making more than \$50 per week, Crosley seemed an unlikely candidate for success until his son asked for a wireless radio that he could not afford. Inspired by his son's request, Crosley built a radio of his own.

Crosley perfected the low-cost crystal radio set and began to manufacture it for sale. Marketed as the "Harko", Crosley's affordable radio was a huge success that brought entertainment to the masses.

Venturing into broadcasting, Crosley founded his own radio station, WLW. At 500,000 watts, WLW -the "Nation's Station"- was the most powerful in the world. It would eventually become the first NBC affiliate and the first station to



broadcast a sporting event in color. The team was, of course, the Cincinnati Reds.

At the same time he was venturing into radio manufacture and broadcasting, Crosley was also building his fortune by using another of his inventions, direct mail marketing, to sell auto parts. He used his skills and growing fortune to create the first compact economy car, the first auto radio, night baseball, soap operas, the fax machine, four different types of aircraft, and much, much more.

In 1929, Powel Crosley built a winter home for his family in Bradenton, Florida, adjacent to the John Ringling estate. This home, called Seagate, is on the National Registry of Historic Places and is operated as a conference center and event venue by Manatee County.

The Crosley radio in our collection was donated by museum volunteer Allen Bestwick. This little radio is one of the early



Crosley models. It is called a regenerative receiver since whatever signal it picks up is amplified by running through its two tubes again and again until the signal reaches its maximum strength. Light Station archives contain a 1921 photograph in which a radio antenna tower can be seen near the north side of the Principal Keeper's dwelling. This is an excellent indication that the keeper's office, which had been added to the porch of the dwelling in 1921, contained a radio similar to this latest addition to our collection. The Crosley radio can be seen in our new Keeper's Office exhibit in the Principal Keeper's Dwelling.

EDUCATION NEWS

Planting a garden and nourishing a family with its harvest was a way of life for generations past.

Now it's a learning experience for fourth-graders at Longstreet Elementary School. Only this garden will sprout in the shadow of the Ponce Inlet Lighthouse.

A heritage garden - with crops lightkeeper families would have planted - will be tended to as a collective effort by the students and community gardener Joel Tippens, and will become part of the Lighthouse educational outreach program.

Students recently learned how to use garden tools and strategize the planting and tending of the Lighthouse garden. Most of the students were unfamiliar with the tools and what a garden actually was.

The incentive for the garden came after Tara Lamb, a fourth-grade teacher at Longstreet Elementary, and a Board Member of the Lighthouse Association got in touch with Tippens, a good friend from high school. For more than five years, Tippens, and his nonprofit organization, Salt of the Earth Inc., have been gathering volunteers and funding and scouring local vacant lots to plant gardens to help feed the hungry. He has teamed with Halifax Urban Ministries, an organization that feeds the poor and hungry locally.

"I met with him (Joel) about involving my students in a community outreach project. His group is at the groundbreaking stage for a community garden to help our community, mainly providing vegetables to be donated to single moms along with their other food staples," Lamb said.

Lamb's original idea was to have her students help Tippens raise money for an irrigation system and the installation of a well at one of his community garden locations. When Ed Gunn, executive director of the Ponce Inlet Lighthouse, heard about the project, he immediately made available garden space at the Lighthouse to Lamb and all the fourth-graders.

"It is really a win/win situation. The garden beds already exist here and we have an irrigation system. We will have the opportunity to interpret the history of the gardens here at the Lighthouse," Gunn said.

A consummate gardener, Tippens views planting a garden at the Lighthouse with a sense of reverence, and even concedes he is a little nervous.

"There is so much history here at the Lighthouse. I view this as a model garden where we can all learn something," Tippens said.

Tippens will have the advantage of enriching the soil in ways that the original

gardeners could not.

According to Lighthouse Museum curator Ellen Henry, the soil at the Lighthouse was too salty and sandy for much to grow. It is her guess that some herbs, squash, beans, and potatoes did grow there. And in her archaeological excavations she has come across evidence for squash having been grown.

Most of the food consumed here came out of the river or from hunting expeditions or from canned goods (and sacks of necessities like flour, sugar, coffee, tea, beans) sent by the Lighthouse Establishment.



Seems as though the Ponce Inlet Lighthouse Volunteers have a motto,... be it ever so humble, there's no place like home...At least that was the impression everyone came away with on March 21 when the Preservation Association hosted its third annual Volunteer Awards Banquet at the Lighthouse.

The Gift Shop conference room was transformed into an Italian Bistro for the dinner with the help of Advisory Board Member and Volunteer Judy DiCarlo, her husband Joe, and Administrative Assistant Taylor Van Auken.

The highlight of the evening, besides the delectable buffet catered by 100% Italian of Port Orange, was a night climb to the top of the Lighthouse. Taking in the sweeping panoramic views, volunteers were given the opportunity to take a closer look at the third order Fresnel lens directing its beam 20 miles out to sea.

Programs Manager Bob Callister (BC) presented the volunteers with their awards of certificates, pins, and other mementos

for 50 hours and more of service. Three volunteers reached new heights in hours donated to the Ponce Inlet Lighthouse. John Mann and Allen Bestwick both reached 1,000 volunteer hours, and Art Hahn led all volunteers with 1,253 hours. In addition to their certificates, all three gentlemen received a memorial brick to commemorate this impressive achievement.

Replace paragraph 2 with this: "We would like to thank all of our volunteers for donating so much of their personal time to the Lighthouse. Your knowledge and enthusiasm for lighthouse history benefits both the museum and its many visitors. The Association would be unable to achieve the level of success that it currently enjoys without your invaluable assistance. Thank you for your continued service."



(L TO R) - GERRY HARRIS (417), TOMMY CAMPBELL (384), JACKIE MANN (322), BC

Volunteers also played an integral part in three recent events, Florida Lighthouse Day on April 25, the visitation of the *Nina* and *Pinta* ships to Ponce Inlet during the same week, and Girl Scout Day on May 9.

On Florida Lighthouse Day, sixteen multi-tasked volunteers ran ten different activities on the grounds while also introducing the new "the Keeper is In", exhibit to the public. The 1921 era office located on the porch of the Principal Keeper's House contains period items that the keeper would have used. Be sure to stop by his office during your next Light Station visit. You may find him sitting behind his desk and looking for someone to talk with.



ART HAHN

Inlet Harbor Restaurant hosted two exciting vessels this past spring. Replicas of the historic Spanish ships the *Nina* and the *Pinta*, were moored alongside the restaurant's riverside dock during the last week of April. Lighthouse volunteers talked with thousands of visitors during the week-long event including over 3,000 students and more than a hundred teachers. Volunteers manning the Lighthouse booth handed out brochures and talked with local students and area educators about the Light Station's history and the Association's many educational offerings.

The 4th Annual Girl Scout Day brought 150 girl scouts to the Lighthouse to work on earning their lighthouse badges. Volunteers presented a fascinating depiction of the history of the Lighthouse Service, the families who kept it running, and their day to day activities. In many respects, this event is only made possible because of the volunteer effort. Much like the keepers of old who kept the Lighthouse beacon burning, our volunteers keep the light shining on the history of the Lighthouse.

If you would like to join our family of volunteers, please contact Bob Callister: 386 761-1821, ext. 18 for more information. Full and part-time residents welcome.



TOP ROW (L TO R) - JOE DICARLO (78), TANA WHITE (70), JOAN GRIFFITH (50), TOM HELLEM (58), JUDY DICARLO (70), PROGRAMS MGR. BOB CALLISTER; 2ND ROW - BONNIE EGERTON (84), DAWN WHITE (63), AL SEPA (81)



(L TO R) - CARROLL HAMILTON (250), ART WHITE (259)



(L TO R) - HAL COKASH (169), MARIANN ELKOWITZ (145), BC, CHARLENE McLAUGHLIN (110), THERESA HELFREY (108)



ALLEN BESTWICK AND BC



(L TO R) - JO ANNE HAMILTON (200), SENA ZANE (228), BC, HELEN MAGALE (224), JAN REECE (200)



JOHN MANN AND BC

Thanks to docent Allen Bestwick for his continuing donations of expertise and objects. His latest donations are a 1920s Crosley commercial radio and a typewriter. Additional donations made this past quarter include an antique Monroe adding machine from Virginia Bennett and a battery telephone system from Jeanne Taylor. All four items can now be seen on display in the new Keeper's Office Exhibit.

Our thanks go also to Executive Director Emerita Ann Caneer, who has generously donated a number of antiques to help furnish the Keeper's Office. These include a kitchen table which has become the keeper's desk, a lawyer's file cabinet from the early 1900s, and a Seth Thomas wall clock.

To Michael Weeks of Mt. Gilead, North Carolina, goes a special thank you for the donation of a log book and other documents and clippings belonging to his great grandfather, "Dynamite Johnny" O'Brien. Dynamite Johnny, also known as Daredevil Johnny, was a famous filibustering captain, taking arms and ammunition to Cuba prior to the Spanish American War. At various times he was captain of the *Three Friends*, the *Dauntless*, and the *Commodore*. The *Commodore* was lost off the coast of



AARON WOLK OVERSEES REPOINTING ON BUILDING 5

Daytona Beach while under the command of another captain, Edward Murphy.

The Association would also like to thank Cathedral Stone of Hanover, Maryland for sending Aaron Wolk to the Light Station on May 11, 2009. Mr. Wolk trained and certified many of the Association's newest maintenance employees in the use of the company's many products. Known world-

wide for their pioneering work in historic masonry restoration, Cathedral Stone is one of the leaders in the field. Newly certified staff included Lonnie Arnold and Mike Bowen. Previously certified staff members Ed Gunn, Mike Bennett, Ed Milano, and Ellen Henry also benefited from Mr. Wolk's additional experience and tutelage. All training was provided free of charge.

LIGHTHOUSES OF THE WORLD

METAL MAN LIGHTHOUSE

County Sligo, Ireland

Translated from the Gaelic word Sligeach or "Shelly River", County Sligo on the northwest coast of Ireland is home to one of the world's most unique lighthouses.

Located near the seaside village of Rosses Point, a twelve foot tall iron sailor dressed in a blue hat, white pants, and dark blue jacket has marked the entrance to the

harbor and warned sailors of dangerous nearby rocks since 1821. Commissioned by the widowed wife of a ship captain who perished nearby, the Metal Man Lighthouse was designed by sculptor John Kirk. Another statue cast from the same mold stands watch as a day beacon in the seaside town of Tramore on Ireland's southeast coast.

Standing with an outstretched arm next to a post mounted lantern, the Metal Man Lighthouse is one of two range lights used by mariners to navigate the narrow channel connecting the Atlantic



Ocean to Sligo Bay. The Oyster Island Lighthouse, located a quarter mile to the southeast of the Metal Man serves as the second of these aids. Both lights continue to operate as active aids to navigation managed by the Commissioners of Irish Lights.

Tracing its roots to the Vikings in the Ninth Century A.D., the County Sligo is the final resting place of the Twentieth Century poet and dramatist W.B. Yeats. Known as a driving force behind the Irish Literary Revival, Yeats was also the first Irishmen to be award the Nobel Peace Prize for Literature.

Although born in Dublin, Yeats spent most of his childhood in Sligo which he considered his "country of the heart".

Although once a major debarkation port for immigrants bound for the "New World" County Sligo has since become a favorite destination of pleasure boaters. The seaside town of Rosses Point still retains its strong fishing roots and is home to many vessels weighing up to 2,000 metric tons. Just as he has for nearly two centuries, the Metal Man Lighthouse will continue to guide those ships in and out of port for many years to come.



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.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 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!



LADIES
MERIDIAN STRIPED
TOTE BAG

THIS BEAUTIFUL STRIPED TOTE WITH MAGNETIC CLOSURE IS PERFECT FOR TRAVEL, BEACH, OR BOAT. MADE OF NATURAL STRAW AND LINED WITH MATCHING STRIPED FABRIC. ZIPPERED INNER COMPARTMENT KEEPS YOUR CELL PHONE, COSMETICS, AND CAR KEYS SECURE. MEASURES 15" X 5" X 11". AVAILABLE IN RED/NATURAL, BLACK/NATURAL, & NAVY/NATURAL. PLEASE SPECIFY DESIRED COLOR WHEN ORDERING.

ITEM #: 0685 PRICE: \$19.99

LONG SLEEVE PONCE INLET LIGHTHOUSE
T-SHIRT

THIS WONDERFUL LONG SLEEVE T-SHIRT FEATURES THE PONCE INLET LIGHTHOUSE PRINTED ON THE LEFT CHEST AND A LARGE 10.5" DIAMETER OVAL LOGO OF THE HISTORIC LIGHTHOUSE WITH THE PHRASE "ESTABLISHED EIGHTEEN EIGHTY SEVEN" ON THE BACK. THIS LIGHT COMFORTABLE SHIRT IS PERFECT FOR THE WARM SUMMER DAYS WHEN YOU WANT TO GO OUTSIDE WITHOUT GETTING BURNT. AVAILABLE IN SIZES SMALL, MEDIUM, LARGE, X-LARGE, AND XX-LARGE IN EITHER WHITE OR GREY.

ITEM#: 4988

PRICE: \$15.99 (SMALL - X-LARGE)
\$16.99 (XX-LARGE)



DONNA ELIAS LIGHTHOUSE WATERCOLOR PRINT

THIS BEAUTIFUL WATERCOLOR PAINTING OF FLORIDA LIGHTHOUSES BY DONNA ELIAS MEASURES 19" X 26". EACH PRINT IS INDIVIDUAL SIGNED AND NUMBERED BY THE ARTIST. FEATURED LIGHTHOUSES INCLUDE THE PONCE DE LEON INLET LIGHTHOUSE. MEET THE ARTIST IN THE GIFT SHOP ON JULY 15TH FROM 10:00 TO 4:00
ITEM #: 2186 PRICE: \$60.99



LIGHTHOUSES OF THE
EAST COAST BEACH
TOWEL

THE PERFECT TOWEL FOR LIGHTHOUSE ENTHUSIASTS. PROUDLY PROCLAIM YOUR LOVE FOR OUR NATION'S RICH MARITIME HISTORY WITH THIS BEAUTIFUL TOWEL MEASURING 30" X 60". IMAGE DEPICTS THE LIGHTHOUSES OF THE AMERICA'S EAST COAST INCLUDING PONCE INLET, CAPE CANAVERAL, AND MANY MORE.

ITEM #: 2932 PRICE: \$9.99

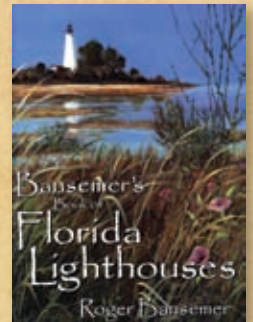


BANSEMER'S BOOK OF FLORIDA LIGHTHOUSE

WRITTEN AND ILLUSTRATED BY ROGER BANSEMER, THIS FULL-COLOR, 144 PAGE HARDCOVER BOOK FEATURES FLORIDA'S THIRTY REMAINING LIGHTHOUSES DEPICTED IN OVER 200 PAINTINGS AND SKETCHES. THE PERFECT GIFT FOR LIGHTHOUSE LOVERS EVERYWHERE.

COPYRIGHT 1999.

ITEM #: 0562 PRICE: \$29.95



COTTON AUSSIE-STYLE HAT

MEN AND WOMEN WILL LOVE THIS 100% COTTON AUSSIE HAT WITH ADJUSTABLE CHINSTRAP. THIS LIGHT COMFORTABLE HAT WILL KEEP THE SUN OUT OF YOUR EYES AND STAY ON DURING EVEN THE WINDIEST OF DAYS. FRONT OF HAT IS EMBROIDERED WITH THE PHRASE "PROPERTY OF PONCE INLET LIGHTHOUSE" AND "1887". AVAILABLE IN EITHER BLUE/KHAKI, KHAKI/BLUE, OR OLIVE/BLUE. ONCE SIZE FITS ALL.

ITEM #: 4138 PRICE: \$13.99

FRAMED PONCE
INLET LIGHTHOUSE
WATER COLOR

DECLARE YOUR LOVE OF THE PONCE INLET LIGHTHOUSE WITH THIS BEAUTIFUL FRAMED PRINT BY RENOWNED ARTIST DONNA ELIAS. THE ORIGINAL 7" X 9" ARTWORK WAS PRODUCED IN 1994 AND DEPICTS THE PONCE INLET LIGHTHOUSE AND FIRST ASSISTANT KEEPERS DWELLING IN A BLUE AND WHITE DRIFTWOOD FRAME MEASURING 11" X 13".
ITEM #: 2184 PRICE: \$23.99



PIRATE'S ADVENTURE BINGO WITH SOUND

ANY PIRATE WOULD LOVE TO OWN THIS ENTERTAINING VERSION OF AN OLD FAVORITE WITH SOUND. FUN FOR AGES 3 - 103. GAME INCLUDES AN ELECTRONIC CAPTAIN WHO CALLS OUT THE ORDERS, FOUR BINGO CARDS, AND MARKER TOKENS. INCLUDES TWO AAA BATTERIES.

ITEM #: 2187 PRICE: \$15.99



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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

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.