



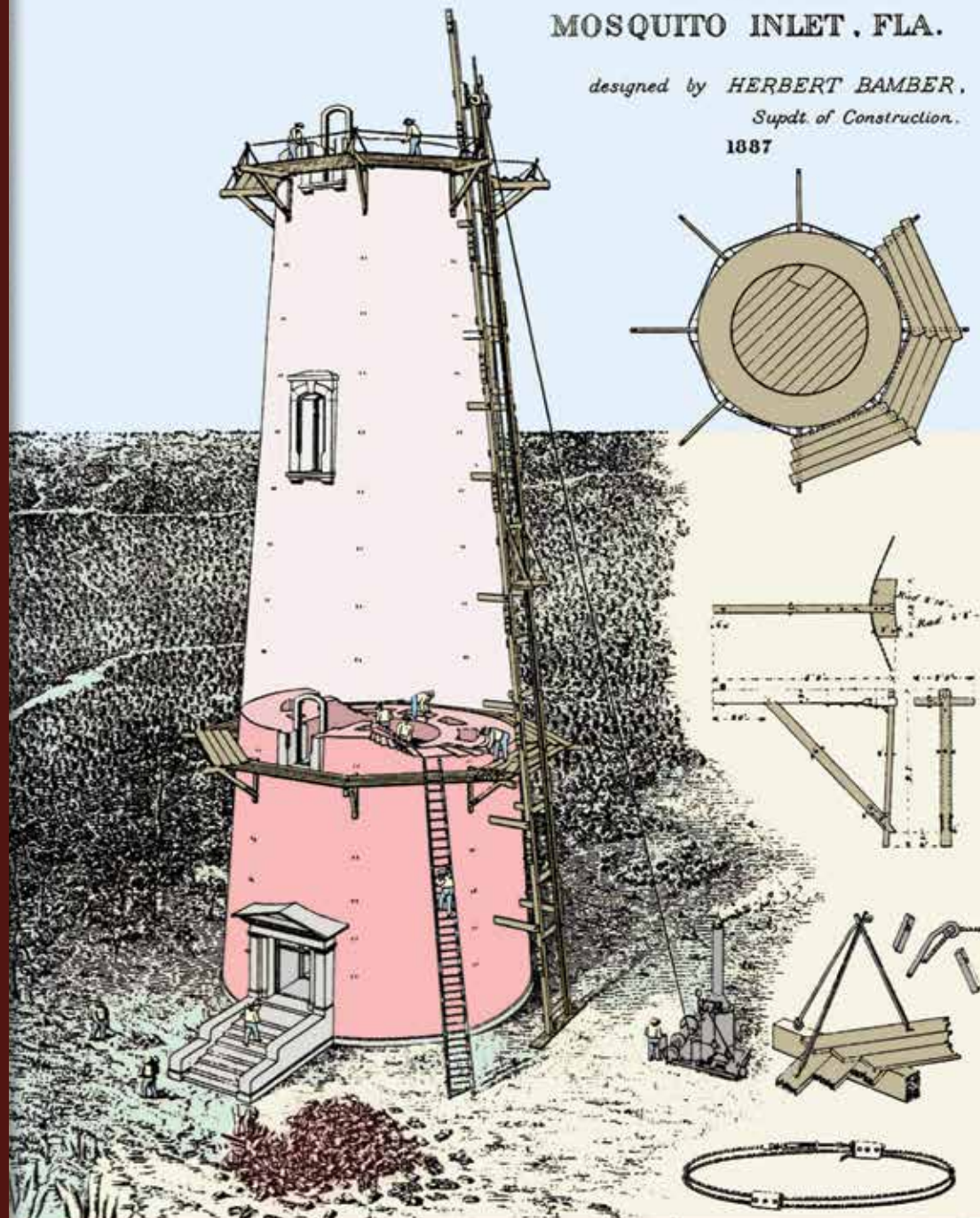
# PONCE DE LEON INLET LIGHTHOUSE ILLUMINATIONS

4931 South Peninsula Drive • Ponce Inlet, Florida 32127 • www.ponceinlet.org • www.lighthouselocker.org • (386) 761-1821 • lighthouse@ponceinlet.org  
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SKETCH showing WORKING PLATFORM used in the Construction of the  
*LIGHT-TOWER*  
at  
MOSQUITO INLET, FLA.

designed by HERBERT BAMBER,  
Supdt. of Construction.  
1887



Members and Friends,

On November 1, 1887, Principal Keeper William Rowlinki officially activated the Ponce De Leon (then Mosquito) Inlet Lighthouse with the lighting of its beacon's kerosene lamp. Although 130 years have passed since that night, the lighthouse continues to perform the duties it assumed those many years ago. The Preservation Association marked this important milestone in the lighthouse's history with a 130th Anniversary Celebration on the evening of November 10, 2017.

Attended by more than 160 guests, the celebration proved a roaring success as lighthouse supporters from far and wide descended on the light station to enjoy an evening touring the historic grounds and socializing with friends and family as they listened to live jazz, sipped cocktails, and dined on delicious hor d'oeuvres and a full catered dinner. I offer my sincere gratitude to everyone on the 130th Anniversary Celebration Planning Committee along with the museum's dedicated staff, volunteers, and Board of Trustees and Advisory Committee members for helping make this one of the Preservation Association's most successful events to date.

On November 20, 2017, the board voted unanimously to elect Tara Lamb as the Association's new President following the conclusion of Bob Riggio's three years of service. Having served on the Board of Trustees since 2002, and as its Vice President since 2012, we are honored to have Mrs. Lamb as our new President. Her

unwavering dedication to the lighthouse dates back more than two decades and will serve us well in the years to come. I would also like to offer my sincere thanks to her predecessor Bob Riggio. As one of the Preservation Association's longest serving board members, Bob's commitment to preserving the light station's rich maritime and social history will continue as he performs his newly elected duties as the board's Vice President.

Long-standing trustees are often awarded the honorary title of Trustee Emeritus when they step down in recognition of their many years of service. Robyn Hurd is prime example. A force to be reckoned with in all matters related to lighthouse preservation, Mrs. Hurd was one of the association's longest serving presidents and devoted countless hours to helping the association achieve its mission of preserving and disseminating the maritime and social history of the Ponce Inlet Light Station. Retiring as full-time real-estate broker, Robyn relinquished her gavel in 2011, and was elected to the office of Second VP, a position she felt she could better balance with her and her husband Mike's desire to travel. However, after six years traveling throughout the Caribbean and Florida Keys, Robyn found she was spending more and more time on her boat than she was in Ponce Inlet. Realizing the office could be better served by a full-time resident, Robyn resigned from this position and was unanimously awarded the title of Trustee Emerita the same evening that board member David Sweat was elected to succeed her as the association's Second Vice President on November 20th.

Board of Trustee vacancies are filled from members of the Advisory Committee, which like the board, is composed entirely of Ponce Inlet residents. Consisting of up to (8) regular members who have demonstrated an "historical interest in the lighthouse," or possess certain "professional or occupational expertise" that qualifies them to advise and make recommendations to the board, the Advisory Committee is one of the Preservation Association's most valuable human resources. I would like to take this opportunity to welcome former committee members Brad Blais and Kathy Wilson to the Board of Trustees and long-time lighthouse volunteer Carol Jerson to the Advisory Committee.

The Association's many successes over the years could not have been achieved without the continued support of its many members. As you read through this issue of Illuminations please reflect on the significant accomplishments of the Preservation Association over the past four decades and consider the substantial costs associated with continuing this important work in the years ahead. Additional information regarding ways to support the Ponce Inlet Lighthouse can be found online at [www.ponceinlet.org](http://www.ponceinlet.org). You may also contact me via email at [edgunn@ponceinlet.org](mailto:edgunn@ponceinlet.org) or by phone at (386) 761-1821 ext. 15 to learn more.

With Warm Regards,

*Ed Gunnlaugsson*  
Ed Gunnlaugsson  
Executive Director  
Ponce Inlet Lighthouse

## PRESERVATION ASSOCIATION STAFF

### ADMINISTRATION

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EXECUTIVE DIRECTOR

Mike Bennett  
DIRECTOR OF OPERATIONS

Ellen Henry  
CURATOR

Mary Wentzel  
PROGRAMS MANAGER

Monica Drake  
MUSEUM REGISTRAR

John Mann  
LEAD DOCENT

### MAINTENANCE DEPT.

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Zachary Paone

Dave Doiron  
Bob McLean

Stump Madison  
Mike O'Heron

Kevin Nichols  
Matt Ricco

Frank Skirbe

### GIFT SHOP

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GIFT SHOP MANAGER

Danielle Szemborski  
ASST. GIFT SHOP MANAGER

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Debbie Dunnigan

Dillon Little  
Rebecca Cates

Heather Kretzman  
Mikayla Mason

Bill Teasley  
Jennifer Stewart

L.H. Beaconette: Nelly

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.

## 2018 BOARD OF TRUSTEES

Tara Lamb  
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VICE PRESIDENT

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2ND VICE PRESIDENT

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Tami Lewis, TRUSTEE EMERITA  
Wilda Hampton, TRUSTEE EMERITA  
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Gladys Davis, TRUSTEE EMERITA

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Phyllis Campbell  
Ed Davis  
Kristie Drumheller  
Carol Jerson

## PROFESSIONAL AFFILIATIONS

AMERICAN ALLIANCE OF MUSEUMS  
AMERICAN ASSOC. FOR STATE AND LOCAL HISTORY  
FLORIDA ASSOCIATION OF MUSEUMS  
FLORIDA ATTRACTIONS ASSOCIATION  
FLORIDA LIGHTHOUSE ASSOCIATION  
FLORIDA TRUST FOR HISTORIC PRESERVATION  
NATIONAL TRUST FORUM  
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US LIGHTHOUSE SOCIETY  
DAYTONA BEACH/HALIFAX AREA CHAMBER OF COMMERCE  
PORT ORANGE & SOUTH DAYTONA CHAMBER OF COMMERCE  
VISIT FLORIDA

*ILLUMINATIONS* is published quarterly by the Ponce de Leon Inlet Lighthouse Preservation Association, Inc.

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

## REGULAR HOURS OF OPERATION

SEPT 5, 2017 – MAY 27, 2018  
OPEN DAILY FROM 10:00 AM UNTIL 6:00 PM  
(LAST MUSEUM ADMISSION SOLD AT 5:00 PM)

MAY 28, 2018 – SEPT 3, 2018  
OPEN DAILY FROM 10:00 AM UNTIL 9:00 PM  
(LAST MUSEUM ADMISSION SOLD AT 8:00 PM)

## SPECIAL HOURS OF OPERATION

RACE WEEK 2018 EXTENDED HOURS  
FEBRUARY 9 & 10, 2018  
(FRIDAY & SATURDAY)

FEBRUARY 16 & 17, 2018  
(FRIDAY & SATURDAY)

FEBRUARY 19, 20, & 21, 2018  
(MONDAY-WEDNESDAY)

MUSEUM AND GIFT SHOP OPEN FROM  
10:00 AM UNTIL 7:00 PM.  
(LAST MUSEUM ADMISSION SOLD AT 6:00 PM)

BIKE WEEK 2018 EXTENDED HOURS  
MARCH 15, 16, & 17, 2018  
(THURSDAY-SATURDAY)

MUSEUM AND GIFT SHOP OPEN FROM  
10:00 AM UNTIL 7:00 PM.  
(LAST MUSEUM ADMISSION SOLD AT 6:00 PM)

## SCHEDULED TOWER CLOSURES

JANUARY 31, 2018 (WEDNESDAY)  
TOWER CLOSED FROM 5:00 PM UNTIL 6:00 PM.  
MUSEUM AND GIFT SHOP OPEN UNTIL 6:00 PM  
(LAST MUSEUM ADMISSION SOLD AT 5:00 PM)

MARCH 1, 2018 (THURSDAY)  
TOWER CLOSED FROM 4:45 PM UNTIL 6:00 PM.  
MUSEUM AND GIFT SHOP OPEN UNTIL 6:00 PM  
(LAST MUSEUM ADMISSION SOLD AT 5:00 PM)

## UPCOMING MEETINGS

JANUARY 15, 2018 (MONDAY)  
BOARD OF TRUSTEES AND  
QUARTERLY MEMBERSHIP MEETING  
(OPEN TO GENERAL MEMBERSHIP)

MARCH 19, 2018 (MONDAY)  
BOARD OF TRUSTEES MEETING  
(CLOSED TO GENERAL MEMBERSHIP)

FEBRUARY 19, 2018 (MONDAY)  
BOARD OF TRUSTEES MEETING  
(CLOSED TO GENERAL MEMBERSHIP)

## CLIMB TO THE MOON SCHEDULE

### CLIMB TO THE MOON

JANUARY 31, 2018  
(WEDNESDAY)  
5:30 PM – 7:00 PM

MARCH 1, 2018  
(THURSDAY)  
5:15 PM – 6:45 PM

MARCH 31, 2018  
(SATURDAY)  
7:15 PM – 8:45 PM

Journey to the top of the Ponce Inlet Lighthouse and experience this National Historic Landmark in all its glory. Join the *Old Lighthouse Keeper* on a personal tour of lighthouse and lantern room, and enjoy breathtaking views of the Atlantic Ocean, Ponce Inlet, and scenic inland waterways.

Toast the setting sun with a sparkling beverage and enjoy delicious hors d'oeuvres by the light of the full moon with your significant other and friends. Offered only on the eve of each full moon, this special event is limited to 25 participants only. Tickets must be purchased in advance by calling Programs Manager Mary Wentzel at (386) 761-1821 ext. 18. Prices are \$35 for non-members and \$30 for members.





**The Connection**

Harvey & Connie Bach  
Ponce Inlet, FL

**Brian & Kasey Layman  
Raymond James &  
Associates**

Ponce Inlet, FL  
*(Endowment Fund Donor)*

**Racing's North Turn**

Walt & Rhonda Glasnak  
Ponce Inlet, FL  
*(Endowment Fund Donor)*

**Rue & Ziffra, PA  
David Sweat**

Port Orange, FL

**Thomas Bush**

Port Orange, FL  
*(Endowment Fund Donor)*

**L. Keith Casagrande**

Daytona Beach Shores, FL

**Jesse & Nancy Dillard**

Ponce Inlet, FL  
*(PILH Volunteer)*

**Janice & Donald Doudna**

Ponce Inlet, FL

**Dr. G. Scott & Kristi  
Drumheller**

Ponce Inlet, FL  
*(Endowment Fund Donor)*

**Tom & Peggy Ellwood**

Saluda, NC

**Elsa Garrett**

Oak Harbor, WA  
*(In Memory of Don Garrett)*

**Mike & Stephanie Johanns**

Ponce Inlet, FL

**Hollis & Beverly McCall**

Longwood, FL

**Andrew Naglak**

Ponce Inlet, FL

**Debra Rachul**

Holly Hill, FL

**Mary Ann Redinger**

Ponce Inlet, FL

**Frederick Telling**

Port Orange, FL

**Calvin Willard**

Port Orange, FL  
*(Endowment Fund Donor)*

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Port Orange, FL

Mark & Amy Albenze  
Ponce Inlet, FL

Harriet B. Anderson  
Ormond Beach, FL

Bruce & Janet Babbitt  
Danville, IN

Brad & Anne Blais  
Ponce Inlet, FL

Richard & Diane Boynton  
Exeter, NH

Kristine & John F. Bradley  
Port Orange, FL

Phyllis Campbell  
Ponce Inlet, FL

Cheryl & Jim Cunningham  
Ponce Inlet, FL

Robert & Mary Darge  
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Port Orange, FL

Randy & Debbie Giles  
Ponce Inlet, FL

Ted & Suzi Hahn  
Ponce Inlet, FL

Colin Harmer  
Ponce Inlet, FL

Michael & Sheila Harvey  
Andover, MA

John and Patricia La Belle  
Ponce Inlet, FL

Jacquelyn & Alan Law  
Oak Lawn, IL

Tami Lewis  
Monticello, FL

Helen & Bill Magale  
Ponce Inlet, FL

*Lighthouse Volunteer*

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Ponce Inlet, FL

Ward & Terry Mead  
Ormond Beach, FL

Patrick & Debbie Pawling  
Hamilton, OH

Ernest C. & Margaret Rieth  
Ponce Inlet, F

Robert & Margie Riggio  
Ponce Inlet, FL

Larry & Jennifer Short  
Port Orange, FL





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Dahlonega, GA

Robert G. & Marsha H. Smith  
Tucson, AZ

James & Melissa Taylor  
Ponce Inlet, FL

Bill & Marie Van Houten  
Ponce Inlet, FL

Kathy Wilson & Bob LeDone  
Ponce Inlet, FL



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Daytona Beach, FL

Andrew & Deborah Agnew  
Blaine, TN

Harriet B. Anderson  
Ormond Beach, FL

Catherine Bauerle  
Ponce Inlet, FL

Joseph & Mary Blasewitz  
Safety Harbor, FL

Margaret & Eugene Boleslawski  
Ponce Inlet, FL

Hyatt & Cici Brown  
Ormond Beach, FL

Joe & Kathy Cannon  
Ponce Inlet, FL

Ralph & Priscilla Carbone  
Lynnfield, MA

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Ponce Inlet, FL

Christian & Laurie Coggins  
Atlanta, GA

Bart & Roberta Colwell  
Utica, NY

Jean Conover  
Ponce Inlet, FL  
*Lighthouse Volunteer*

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Crown Point, IN

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Harrisburg, PA

Kelly & Teri Crumley  
Long Grove, IL

Lois Davino  
Port Orange, FL

Edwin & Barbara Davis  
Ponce Inlet, FL

Kadie Davis  
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Joe & Judy DiCarlo  
Ponce Inlet, FL

Charles & Phyllis Drummond  
Coupeville, WA

Ronald & Chris Ecker  
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Dennis & Patricia Engel  
Mesa, AZ

John & Beth Fitzgibbons  
Ponce Inlet, FL

Dana & Janice Fredey  
Oviedo, FL

Tony & Donna Goudie  
Ponce Inlet, FL

Clifford & Kim Greene  
Minneapolis, MN

Joan Griffith  
Norwich, NY

Jim & Mary Lou Hinson  
Ponce Inlet, FL

Carlton & Cler Hudgins  
New Smyrna Beach, FL

Judy & Ron Huggins  
Ponce Inlet, FL  
*Lighthouse Volunteer*

Mike & Jenett Jones  
Ponce Inlet, FL

Warren & Prudence Kerry  
Daytona Beach Shores, FL

Jeffrey & Andrea Kidd  
Oviedo, FL

Nick & Catherine Klasne  
Port Orange, FL

Larry & Chris Kopelman  
Charleston, WV

Steve & Judy Lampe  
Ponce Inlet, FL

Betty Lester  
Tallahassee, FL

Noreen & Mark Levitt  
Daytona Beach, FL

Donna Lough  
Depew, NY

Larry & Helen Lynch  
Orlando, FL

Deborah & Edward Lyons  
Landenberg, PA

John & Ann Macdonald  
Jacksonville, FL

Patrick & Jane Magrady  
Ponce Inlet, FL

Kenneth Marshall  
Ponce Inlet, FL  
*Lighthouse Volunteer*

Eric S. Martin  
Orlando, FL

Victor & Peggy McClellan  
Port Orange, FL

Jason McGinnis  
Algonquin, IL

Larry & Pat Miller  
DeLand, FL

James Morris  
Ponce Inlet, FL

Cledith & Dinah Oakley  
Daytona Beach, FL

Ellen & Rocky Pagliarulo  
Ponce Inlet, FL

Lois & Howard Paritsky  
Ponce Inlet, FL

John & Denise Peterson  
Port Orange, FL

James Powell  
Port Orange, FL

Ron & Sharon Redick  
Columbus, OH

Alec Rhodes  
Austin, TX

Chapman J. Root II  
Ormond Beach, FL

Kim & Ej Rossow  
Ponce Inlet, FL

Gordon Russell  
Daytona Beach, FL

Joseph Semas  
Ponce Inlet, FL

Bob & Jan Shaw  
Ponce Inlet, FL

William & Jackie Sheeran  
Tiverton, RI

Robert & Mary Ann Shrum  
Gahanna, OH

Lisa & Stuart Sixma  
Ponce Inlet, FL

Robert L. Smith  
Vero Beach, FL

Sharon E. Smyth  
Daytona Beach Shores, FL

Earl Stutzman-Miller  
Port Orange, FL

Charles & Gladys Sweat  
Ponce Inlet, FL

Wayne & Joanne Thaller  
Port Orange, FL

Deborah Tolomeo & Karen Zetes  
Mountain View, CA

Pam Williams  
Gainesville, FL

**JANUARY 6, 2018, SATURDAY, 10:30 AM TO 2:30 PM..... GIRL SCOUT DAY**

Calling all Girl Scouts! Spend the day learning about turn-of-the-century chores and games at the lighthouse. Girl Scouts will earn a Ponce Inlet Lighthouse Fun patch while participating in a series of activities that highlight the jobs of lighthouse families as well as the leisure time activities that lighthouse families enjoyed more than 100 years ago. *The Lighthouse Chores Obstacle Course*, the *Interactive Play*, *Keep the Light Burning Abbie* and *Games at the Lighthouse* activities were all designed to give scouts a unique hands-on educational experience. This event is designed especially for Girl Scouts age 6 and older. Registration for this event will only be available online. Online registration will begin on December 11th, 2017. This special event is limited to 50 participants. Please contact Mary Wentzel at [mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org), or (386) 761-1821 ext. 18, for more information. To find these activities and much more visit our website at [www.ponceinlet.org](http://www.ponceinlet.org).

**FEBRUARY 11, 2018, SUNDAY, 10:30 AM TO 2:30 PM.....BEACH RACING DAY**

Travel back in time and discover the wild and woolly roots of Stock Car Racing during the 14th Annual Beach Racing Day at the Ponce de Leon Inlet Lighthouse and museum. See historic beach racing cars from the Living Legends of Racing and talk with drivers, owners, and mechanics who risked life and limb in pursuit of the checkered flag on the World's Most Famous Beach. Meet and listen to Sirius XM's 24-7 NASCAR Satellite Radio Channel 90's "Chocolate" Myers speaking live at 11:00 AM. Then in the afternoon, the lighthouse will present William P. Lazarus, author of *Sands of Time*, the definitive history of beach racing, who will talk with fans and sign his book at 1:00 PM. Be sure to visit Eddie Roche, former archives manager for ISC/NASCAR and motor sports editor for Scripps-Howard Hollywood (FL) Sun Daily newspaper. Mr. Roche will be onsite to sign his book *Florida Motorsports Retrospective Pictorial* and discuss his extensive knowledge of motorsports. Please contact Programs Manager Mary Wentzel via email at [mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org), or by phone at (386) 761-1821 ext. 18, for more information.

**MARCH 8-11, 2018 & MARCH 15-18, 2018..... BIKE WEEK AT THE LIGHTHOUSE (THURSDAY-SUNDAY)**

Take a ride down South Atlantic Avenue and discover why the Ponce Inlet Lighthouse and museum remains one of Bike Week's favorite destinations! Discover 130 years of maritime history as you tour one of the largest, and best preserved light stations in the country and climb 175 feet to the top of Florida's tallest lighthouse where spectacular views of the World's Most Famous Beach, Ponce Inlet, and inland waterways await. Talk with the "Old Lighthouse Keeper" and examine artifacts from long ago before exploring our unique lighthouse and nautical-themed gift shop for that perfect souvenir of your Bike Week adventure. Special activities are scheduled for all regular visitors between 12:00 PM and 2:00 PM on these dates.

**MARCH 24, 2018, SATURDAY, 10:30 AM TO 2:30 PM.....FLORIDA HERITAGE DAY**

Join us at the lighthouse on Saturday, March 24th for an afternoon of fun, family-oriented activities while you explore one of the nation's largest and best preserved light stations. Talk to historic reenactors, examine historic artifacts, and climb 175 feet to the top of Florida's tallest lighthouse where panoramic views of the World's Most Famous Beach, Ponce Inlet, and the surrounding inland waterways await.

*Visit us online at [www.ponceinlet.org](http://www.ponceinlet.org) to learn more about these and other upcoming scheduled events at the Ponce Inlet Lighthouse and Museum.*

*ATTENTION READER: Unless otherwise noted, all scheduled events and activities at the Ponce Inlet Lighthouse are provided free of charge to participating guests with the price of regular admission. Additional information regarding scheduled events can be found online at [www.ponceinlet.org](http://www.ponceinlet.org) under the Calendar of Events tab. Individuals wishing to learn more about these and other scheduled events may contact Programs Manager Mary Wentzel by phone at (386) 761-1821 ext. 18, or via email at [mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org) for additional information.*

## The Ponce Inlet Lighthouse: Celebrating 130 Years of Illumination!

The Ponce de Leon Inlet Lighthouse Preservation Association celebrated the 130th anniversary of the initial lighting of the Ponce De Leon (then Mosquito) Inlet Lighthouse with a special gala on the evening of November 10, 2017. Attended by more than 160 guests, this special event was held on the light station's grounds below the sweeping beams of the tower's beacon.



First lit on the evening of November 1, 1887, by Principal Keeper William Rowliniski, the Ponce Inlet Lighthouse has guided mariners along the Florida coast and through the treacherous Ponce De Leon Inlet for the past 130 years, saving countless lives in the process. Its keepers have collectively witnessed the transformation of this once desolate coastline from an area best known for its swarms of mosquitos and extreme isolation; to what is now commonly referred to as the "World's Most Famous Beach." Immortalized by

Organized by the Board of Trustees' 130th Anniversary Planning Committee, the night's festivities included: guided tours of the lighthouse, lantern room, and keeper's dwellings; live jazz music from the porch of the Gladys Meyer-Davis House; wine, spirits, and other beverages; delicious hors d'oevres; and a full catered dinner. Greeted at the door by board members and administrative staff, attendees were blessed with cool temperatures and a gentle breeze as they enjoyed a truly magical evening socializing with family and friends and developing a greater appreciation for the light station's rich maritime and social history.

renowned author Stephen Crane in his epic short-story *The Open Boat*, the Ponce Inlet Lighthouse is an island of history in a sea of modern suburbia.

Declared a National Historic Landmark in 1998, the light station is considered one the best-preserved lighthouse facilities in the country. However, this was not always the case. Ravaged by time, weather, and vandals following its automation by the US Coast Guard in 1952, the neglected light station had fallen into a state of extreme disrepair by the time it was deactivated in 1970.



*(left to right) Director of Operations Mike Bennett, Trustee Emerita Robyn Hurd, outgoing Board President Bob Riggio, and Executive Director Ed Gunn greet 130th Anniversary Celebration guests as they arrive on the evening of November 10, 2017.*

Alarmed by the station's rapid decay and rumors of the planned demolition of the keepers' quarters and outbuildings, a group of concerned citizens petitioned the town of Ponce Inlet to acquire the property from the U.S. government in an effort to save it. Deeded to the Town on June 2, 1972, responsibility for the preservation and operation of the light station was assumed by the Ponce De Leon Inlet Lighthouse Preservation Association one month later.

Work immediately began on the seemingly insurmountable task of

bringing the light station's buildings, grounds, and tower back to their former glory. With little or no money to fund the project, the Preservation Association relied almost entirely on the hard work and ingenuity of its volunteer members to complete this important task. As the years progressed and the work performed at the light station became more specialized and strenuous, the once all-volunteer association slowly developed into the professional volunteer-supported organization that exists today.

In addition to its ongoing preservation and restoration work, the association is also known for its exceptional educational programming. Committed to promoting student appreciation and interest in regional and lighthouse history, the museum provides local schools with a multitude of educational opportunities to choose from including guided tours of the light station, interactive workshops, and a wide variety of hands-on activities. Developed by former teachers and school administrators, these award-winning programs are provided both onsite and through the association's educational outreach program at no cost to local schools.

The Preservation Association operates as a 501 C-3 nonprofit organization. Funding for nearly all ongoing restoration, maintenance, and educational projects is generated solely through admission and gift shop sales, membership dues, and private/corporate donations. Currently receiving zero tax-funded support at the local, state, or national level, the lighthouse is one few self-sufficient historic sites in the region. The continued operation and management of the historic Ponce de Leon Inlet Light Station occurs, as it has since 1972, at no cost to the Town of Ponce Inlet or its residents.

As members, you can take great pride in the knowledge that your annual dues have helped the association achieve its past goals and will continue to do so in the coming year. However, in light of the financial losses incurred with the passing of Hurricane Irma and the ever-increasing costs associated with restoration and maintenance, we ask that you consider making a donation to either the



*Dressed as historic lighthouse keepers, volunteers Alan Bestwick, Jerry Harris, and Lead Docent John Mann provided guided tours of the lighthouse's lantern room during the 130th Anniversary Celebration.*

Lighthouse General Operating Fund or Lighthouse Endowment Fund. Making a donation is easy, simply log on to the museum's online store at [www.lighthouselocker.org](http://www.lighthouselocker.org) and select the Donations tab within the category menu. Those wishing to contribute by mail may do so by mailing a check directly to the Ponce Inlet Lighthouse at 4931 South Peninsula Drive, Ponce Inlet, FL 32127.

In honor of our 130th Anniversary, we ask you to consider the importance of the Ponce Inlet Light Station to our region's history and the value of the museum's many educational offerings to students, visitors, and local residents when deciding your level of support. Your generosity will help ensure that this National Historic Landmark continues to shine for generations to come.

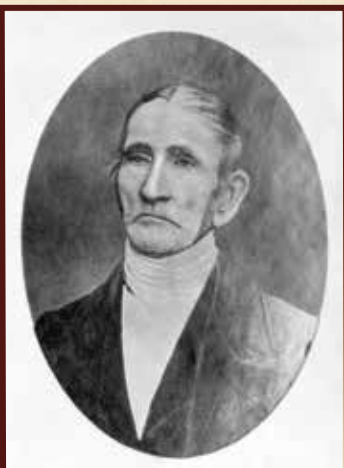
Please do not hesitate to contact us directly by phone at (386) 761-1821 ext. 10, or via email at [lighthouse@ponceinlet.org](mailto:lighthouse@ponceinlet.org) for more information regarding donation opportunities or the Association's ongoing efforts to fulfill its mission of preserving and disseminating the maritime and social history of the Ponce De Leon Inlet Light Station. Thank you for your support.



# THE BRICK GIANTS OF THE 1880s AND 90s: RISE OF THE BRICK GIANTS PART VI

## A SIX-PART SERIES ON THE EVOLUTION OF AMERICA'S LIGHTHOUSES AND THE BIRTH OF HER GIANT BRICK TOWERS.

In 1842, the coast of the United States was considered one of the poorest lit of any seafaring nation. Although equipped with 256 lighthouses and 30 light vessels, the quality and effectiveness of the country's aids to navigation system was poor at best. Generally short in stature, poorly constructed, and furnished with optics that were far inferior to those employed in Europe, the performance of the United States Light-House Establishment (USLHE) under Fifth Auditor of the Treasury Stephen Pleasonton, was the subject of much ridicule within the maritime community.

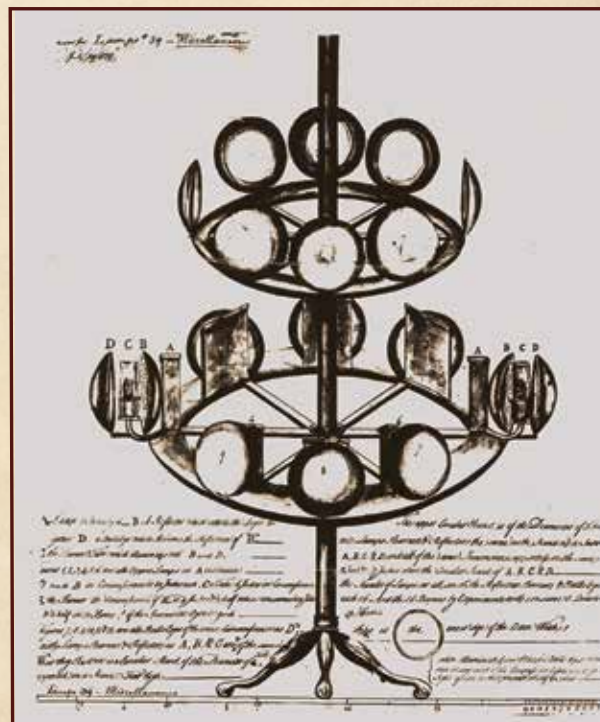


*Fifth Auditor of the Treasury and head of the US Light-House Establishment  
Stephen Pleasonton*

By 1851, complaints regarding the country's beacons had grown so intense that Congress ordered a review board comprised of experts drawn from the military, scientific, and maritime communities be formed to "inquire and report in regard to the condition of the US Light-House Establishment of the United States." Completing its investigation in 1852, the panel published its findings in an official document titled "Report of the Officers Constituting the U.S. Light-House Board, Convened under instructions from the Secretary of the Treasury, to Inquire into the condition of the US Light-House Establishment of the United States." It was a scathing review of the agency's administration of the country's aids to navigation system that identified nearly 100 critical issues regarding USLHE operations including: the organization's poorly organized infrastructure; its lack of operational oversight; its employment of unqualified contractors, architects, and lighthouse keepers; the ineffectiveness of its current lighting systems; its use of substandard construction and expendable materials; its overall lack of quality control measures; the inadequacy and poor performance

of its lighthouses and minor aids to navigation, and much more.

Where the first half of the report addressed what the US Light-House Establishment was doing wrong, the second half of the document focused on how to rectify those issues and propel the nation's aids to navigation system into the modern age. Convinced that the USLHE could only effect the necessary changes outlined in the report through significant reorganization, Congress passed legislation in 1852 that transferred control of the agency to the newly established US Light-House Board. Comprised of many of the same men who had conducted the earlier investigation, the board wasted little time in addressing two of the major issues discovered during the earlier investigation: the ineffectiveness of the Winslow Lewis Lighting Apparatus and the insufficient height and visible range of the coastal lights.



*The design of Winslow Lewis' Lighting Apparatus was "borrowed" from the French physicist and chemist Pierre Ami Argand's oil lamp which was invented thirty years earlier.*

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## RISE OF THE BRICK GIANTS (CONTINUED)

Typically restricted to 65 feet or less under Pleasonton, most of the nation's coastal lighthouses lacked the height required to project a light more than ten miles offshore. Recognizing these short structures were incapable of effectively executing the job for which they were built, the board made construction of taller masonry lighthouses in low-lying locations one of its top priorities.



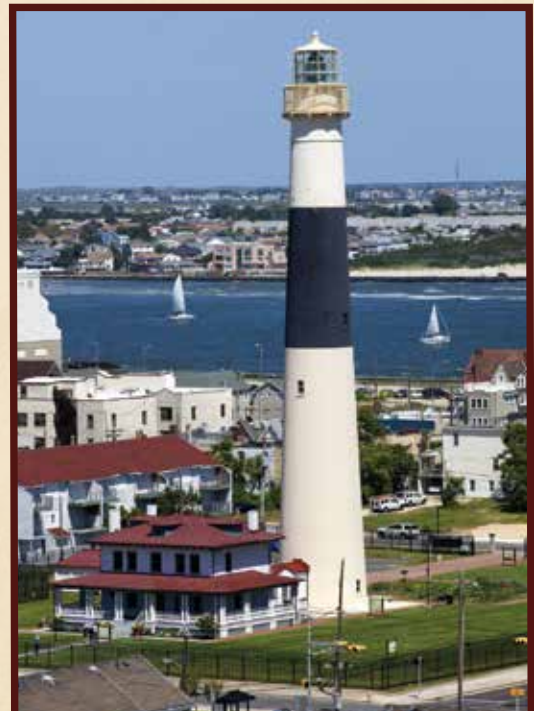
*Commissioned by Stephen Pleasonton and designed by Winslow Lewis, the original 65-foot St. Marks Lighthouse is located south of Tallahassee on Florida's Gulf Coast. An example of the type of towers erected during the Fifth Auditor's tenure as head of the US Light-House Establishment, St. Marks was poorly constructed and had to be rebuilt several times.*

Commonly referred to as "brick giants," each of these soaring beacons would house a Fresnel lens, a revolutionary optic that produced a concentrated light so intense that the height of the tower's focal plane would be the only real factor limiting its visible range. Breaking ground on the first of these brick giants in 1857, the board launched a thirty-year government building program of such magnitude that its' likes would not be seen again until the New Deal projects of the Great Depression.

Directing its initial construction efforts along the relatively flat, featureless coastlines of the mid-Atlantic, Southeast, and Gulf coast states, the Light-House Board commissioned a total of ten brick giants between 1857 and 1860. These towers included the Absecon Inlet Lighthouse (NJ) and Cape Romain Lighthouse (SC) in 1857; the Fire Island Lighthouse (NY), Shinnecock Inlet Lighthouse (NY), and Loggerhead Key/Dry Tortugas Lighthouse (FL) in 1858; the Barnegat Inlet Lighthouse (NJ), Cape May Lighthouse (NJ), Pensacola Bay Lighthouse (FL), and Cape Lookout Lighthouse (NC) in 1859; and the Jupiter Inlet Lighthouse (FL) in 1860.

Since the Light-House Board did not establish a central design unit until after the Civil War, each of these initial brick giants reflected the personal style of the individual engineer tasked with its construction. However, the design of the Absecon Inlet Lighthouse developed by Army Corps of Engineers officer (and future Civil War general) George Gordon Meade served as the basis for most of these towers with minor variations.

A rising star with the lighthouse community, Meade's plan for the 171-foot Absecon Inlet Lighthouse called for a ten-foot diameter brick cylinder nestled within an outer conical brick tower tapering from 27 feet in diameter at its base to 15 feet at its parapet. Separated by a hollow space in between, the two masonry walls were connected by brick "spokes" which gave the structure incredible strength and structural integrity. Access to the top of the tower was provided by a spiral staircase consisting of 228 cast iron steps and wrought iron railing system. At the top of the staircase sat a watch room equipped with a few

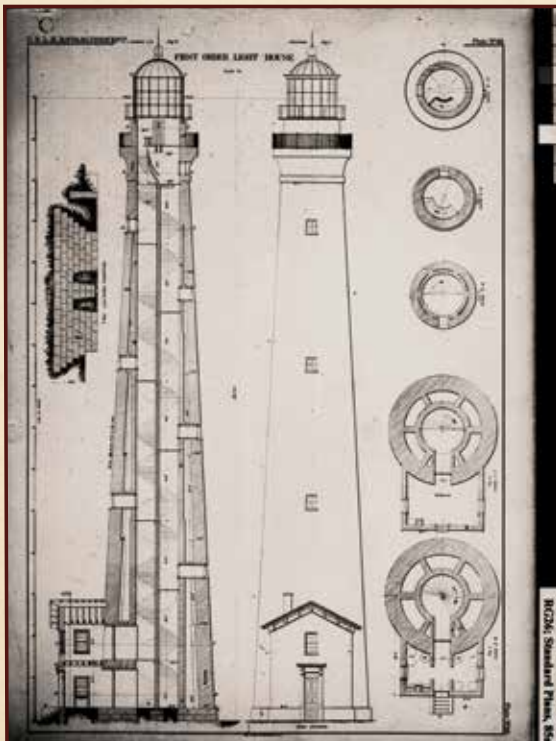


*The first of the brick giants commissioned by the US Light-House Board, the 171-foot Absecon Lighthouse boasted a focal plane of 167 feet above sea level. Completed in 1857, the light projected by the tower's fixed first order Fresnel lens could be seen nearly 20 miles out to sea.*

## RISE OF THE BRICK GIANTS (CONTINUED)

storage cabinets and the support pedestal for the tower's fixed, first-order Fresnel lens. Entered from the watch room below, the prefabricated lantern room was enclosed by large glass panels through which the beacon's light could shine. Encircling the exterior of the watch room and supported by a simple set of cast iron corbels, a gallery deck provided keepers with a high perch from which to search for ships in distress. Ten narrow windows provided keepers with their only source of natural light as they climbed and descended the lofty structure. In addition to the tower, the light station also included several service buildings, an oil storage house, and two multi-story keeper dwellings.

While every brick giant constructed by the Light-House Board came with its own unique set of challenges, the largest was that most were built on sand rather than



*This standardized building plan for a first order lighthouse clearly identifies many of the architectural features that set the brick giants apart from their earlier Pleasonton-era counterparts including its lofty height, strong foundation, interlocking inner and outer brick walls, cast-iron spiral staircase, prefabricated lantern room, and exterior gallery deck.*

bedrock. Although the *Bible* clearly states that a wise man builds his house on rock, the board had little choice in the matter given the sandy coastal conditions where the towers were most desperately needed. As a result, the most significant changes to Meade's original Absecon plan focused on the depth, composition, and size of each tower's foundation. Additional alterations addressed other factors unique to each lighthouse including: the distance from the tower to the shipping lanes it served; the elevation of the tower's base above sea level; the topography of the construction site; the order and style of the Fresnel lens to be installed in the lantern room; the local climate and coastal conditions; and the complement of personnel needed to effectively operate the station.

Although delayed by the Civil War, the Light-House Board continued its ambitious brick giant building program following the end of the conflict. Completed between 1864 and 1875, 16 additional masonry towers measuring between 100 and 193 feet in height were constructed along the coasts of the Atlantic and Pacific Oceans, Gulf of Mexico, and Great Lakes. These Reconstruction-Era towers included the Cape Charles Lighthouse (VA) in 1864; the Big Sable Point Lighthouse (MI) and Assateague Island Lighthouse (VA) in 1867; the Cape Canaveral Lighthouse (FL) in 1868; the New Presque Isle Lighthouse (MI) and Pigeon Point Lighthouse (CA) in 1871; the Cape Hatteras Lighthouse (NC), Bodie Island Lighthouse (NC), and Saint Simons Lighthouse (GA) in 1872; the Grosse Point Lighthouse (IL), Little Sable Point Lighthouse (MI), and Saint Augustine Lighthouse (FL) in 1874; and the Currituck Beach Lighthouse (NC), Hunting Island Lighthouse (SC), Piedras Blancas Lighthouse (CA), and Morris Island Lighthouse (SC) in 1875.

Numbering 26 by 1875, these soaring brick sentinels were actually some of the tallest man-made structures on the planet at the time. However, advances in the use of structural steel, reinforced concrete, and modular construction techniques would soon render the use of brick as the primary building material in lofty towers obsolete. As a result of these technological developments, only four additional brick giants would be erected by the US Light-House Board between 1880 and 1898. Although the last of their kind, these final towers benefitted greatly from the many years of experience and innovation that went into the construction of their 26 predecessors, resulting in four of the most beautiful lighthouse in the United States.

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RISE OF THE BRICK GIANTS (CONTINUED)

THE LAST OF THE BRICK GIANTS

WIND POINT LIGHTHOUSE  
(ESTABLISHED 1880):



*Completed in 1880, Wind Point Lighthouse guided ships along Wisconsin's Lake Michigan shoreline between Milwaukee and Racine Harbor.*

Located approximately 20 miles south of Milwaukee and three miles north of Racine Harbor, the Wind Point Lighthouse marks a dangerous headland that juts nearly two miles out into Lake Michigan. Formally known as Racine Point, the treacherous cape represents one of the greatest threats to maritime safety along Lake Michigan's western shoreline.

Costing approximately \$40,000 when it was completed in 1880, the Wind Point Lighthouse was constructed to assist ships approaching Racine Harbor from the north and guide them safely around the point and past Racine Reef several miles to the south. To avoid confusion, the cape was renamed Wind Point shortly after the light station was completed. The new name came from a convenient landmark on the point's eastern tip- a tall windblown tree.

Situated on a two-acre site that the US Light-House Establishment had acquired in 1879 for \$1000, the Wind Point Light Station took a little more than a year to complete. Built atop a ten-foot-deep stone foundation, the 110-foot conical brick tower featured masonry gallery support corbels and arched windows similar to those found in many brick giants constructed throughout the Great Lakes region. Accessed via a cast iron spiral staircase consisting of 144 steps and five landings, the top of the tower was

encircled by a gallery deck and capped with a ten-sided lantern room. Housing a third-order rotating Fresnel lens featuring 12 flash panels, the Wind Point Lighthouse could be identified at night by its unique beacon characteristic that consisted of a single six-second flash every 30 seconds. Originally left uncoated, the lighthouse exhibited a red brick exterior daymark until the early 1900s when it was painted a solid white.

Additional Wind Point Light Station structures included a two-story brick keeper duplex which was attached to the tower via a 20-foot covered walkway (the duplex was enlarged in 1899 to accommodate a second assistant keeper), two wood-framed fog whistle buildings, and a 103-foot wharf with attached boat house. The station's volatile kerosene

was stored in a cylindrical iron storage building from 1893 until 1910, when it was replaced by a far sturdier concrete structure located in the far northeast corner of the reservation. In 1900, a brick fog signal building was constructed to house twin kerosene-generator-driven compressed-air sirens that emitted a three second blast every 30 seconds. No longer needed, the original fog-whistle buildings were re-

located to the eastern edge of the station and converted into storage sheds. Upgraded to a pair of automatic Brown sirens equipped with copper trumpets in 1902, the characteristic of the Wind Point Light Station's fog signal was changed four years later to one three-second blast every 60 seconds.



*The red light displayed through the watch room window of the Wind Point Lighthouse was extinguished when the Racine Reef Lighthouse was activated in 1906.*

## RISE OF THE BRICK GIANTS (CONTINUED)

Although similar in design to other brick giants built along the shores of the Great Lakes, the Wind Point Lighthouse was the only tower in the region that displayed a secondary beacon. Produced by a fixed fifth-order Fresnel lens equipped with a red shade, the static secondary light was used to warn mariners of the presence of Racine Reef, a shallow shoal located four miles south of the tower and due east of the entrance to Racine Harbor. Displayed through the tower's south-facing watch room window for more than 25 years, the red secondary beacon was discontinued after a new lighthouse was built directly over the reef in 1906.

The Wind Point Light Station was cared for by resident keepers from 1880 until 1964, when the Coast Guard discontinued the fog signal and automated the station by removing the tower's historic third order Fresnel lens and installing a DCB-24 Aero beacon in its place. Having transformed the station into an unmanned facility, the US Coast Guard leased the station's structures to the Village of Wind Point shortly thereafter. The three apartments housed within the old keepers' residence are now utilized as office space for the village police force, as the village hall, and, the third, is rented out to small private groups for special events. Although deeded to the Village of Wind Point by the National Park Service in 1997, the beacon remains an active aid to navigation maintained by the Coast Guard. Open for climbing the first Sunday of the month between June and October, guided tours are available to the public with advance reservations.

### NEW CAPE HENRY LIGHTHOUSE (ESTABLISHED 1881):

Situated at the mouth of the Chesapeake Bay in northern Virginia, Cape Henry is the entry point to the ports of Norfolk, Newport News, Baltimore, and Washington, DC. Long considered one of the most important maritime regions of the United States, a lighthouse has marked this prominent cape since the earliest days of the Republic. Commissioned during the first session of the First United States Congress in 1789, the "Old Cape Henry Lighthouse" is a 90-foot "octangular truncated pyramid" built of Aquia sandstone quarried from the same source that provided the material used in the construction of the US Capitol and White House. The first lighthouse built by the Federal Government, the Old Cape Henry Light remained in



*The Old Cape Henry Lighthouse continued to serve as an active aid to navigation while the New Cape Henry Lighthouse was being constructed in 1881.*

near-continuous operation (the light was extinguished by Confederate forces during the Civil War) from 1792 until 1881, when large cracks in its exterior walls and the threat of imminent collapse necessitated its replacement.

In 1878, the US Congress appropriated \$75,000 to construct a new brick giant at Cape Henry. The following year, it allocated \$25,000 more. With funding secured, construction of the "New Cape Henry Lighthouse" commenced in 1879 with the development of building plans and the acquisition of six acres of land adjacent to the old light station. Although considered a brick giant in its own right, the design of the New Cape Henry Lighthouse had one foot planted firmly in the past and the other in the future.

The new Cape Henry Lighthouse was a 170-foot segmented cast iron tower. Utilizing the same innovative design employed at Cape Canaveral and Hunting Island, the lighthouse consisted of prefabricated cast-iron plates that were bolted together and then lined with brick for added strength and durability. Capable of achieving the same lofty heights as traditional brick giants, the unique design of the segmented cast tower also allowed it to be quickly

## RISE OF THE BRICK GIANTS (CONTINUED)

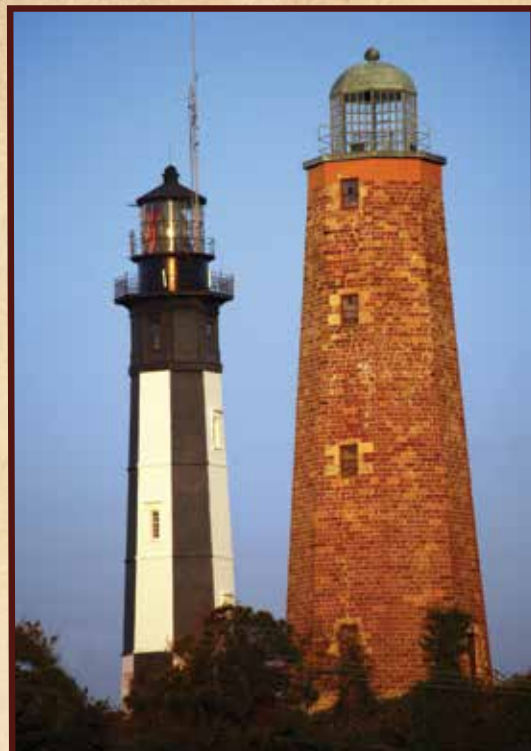
disassembled and relocated as coastal conditions or the needs of the Light-House Establishment dictated.

Construction of the tower commenced on July 8, 1881. Erected atop a massive concrete foundation capped with granite, the lighthouse was completed less than five months later on November 15th. Lit for the first time by Principal Keeper Jay Edwards on the evening of December 15, 1881, the New Cape Henry Lighthouse was described in the USLHE's *List of Lights and Fog Signals of the Atlantic and Gulf Coasts of the United States* as a 170-foot "octagonal pyramidal tower" displaying a fixed white light 157 feet above sea level. Visible from more than 19 miles away, the lighthouse exhibited a daymark unlike anything else on the Atlantic seaboard. Easily distinguished from the solid white Cape Charles Lighthouse to the north and the solid red Currituck Beach Lighthouse to the south, the exterior of the New Cape Henry tower featured a checkerboard pattern achieved by painting "the upper and lower half of each [of its eight faces] alternately black and white."



*The New Cape Henry Light Station today.*

Additional light station structures included a brick fog signal building containing a first-class steam siren that emitted a two-second blast every 20 seconds, and a pair of two-story keeper dwellings. Updated periodically over the next 100 years, the light station received a new brick oil house in 1892, and a radio beacon building in 1923. The first of its kind in the US, this radio beacon was later synchronized with the station's fog signal to help mariners better navigate the treacherous waters in low-visibility conditions. In 1934, a fog signal testing laboratory was constructed onsite followed shortly thereafter by radar and wind-generated electricity research labs. In 1996, the Cape Henry Lighthouse was propelled into the 21st century when it became a ground site for the nation's new



*The New Cape Henry Lighthouse and recently restored Old Cape Henry Lighthouse stand side-by-side.*

Global Positioning System. Although the value of visible navigation beacons have diminished as new technology has been developed, the lighthouse remains an active aid to navigation operated by the US Coast Guard to this day.

*(Author's Note: Although the Light-House Board predicted the original tower was on the verge of collapse in 1872, the quality of its construction has stood the test of time. Celebrating its 225th anniversary in 2017, the Old Cape Henry Lighthouse continues to stand alongside its successor to this day.)*

## PONCE DE LEON INLET LIGHT STATION (ESTABLISHED 1887):

Located ten miles south of present-day Daytona Beach on Florida's east coast, Ponce De Leon (formerly Mosquito) Inlet is widely regarded as one of the most treacherous waterways on the Atlantic seaboard. The first lighthouse to mark this once-isolated shoreline was constructed on the south side of the inlet in 1835 by Winslow Lewis. Like most of Lewis' projects, the 45-foot tower was poorly constructed and barely met the USLHE's minimal requirements. The station's first keeper, William H.

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## RISE OF THE BRICK GIANTS (CONTINUED)



*Constructed in 1835 by Winslow Lewis, the original Mosquito Inlet Lighthouse collapsed after less than a year without ever being lit.*

Williams, was so alarmed by the shoddy workmanship that he wrote his supervisor on numerous occasions regarding the issue, generating a lengthy list of building flaws in the process.

Williams was preparing to correct these discrepancies when a seven-day storm struck the area on October 21, 1835. Generating a huge tidal surge, the storm washed away the keeper's dwelling and much of the sand dune on which the tower was built. Serving on jury duty in nearby St. Augustine at the time, Williams described the damage upon his return, "I find myself a beggar having lost everything in the house, my wife and children narrowly escaping with their lives. Where the house stood is now a beach, the tide flowing over the spot where it formally was. The Lighthouse is standing but in a very perilous way and it is more than probable that it will fall by the first high tide or N.E. wind."

Homeless and fearful of growing tensions between the US government and Seminole Indians, Williams moved his family to St. Augustine 50 miles to the north. Despite the distance, Williams retained his position as keeper and continued to pursue approval for emergency repairs until the outbreak of the Second Seminole War put all such plans on hold. Left to the mercy of the natural elements, the first Mosquito (now Ponce De Leon) Inlet Lighthouse collapsed on April 23, 1836 without ever being lit.

In 1882, Congress authorized construction of a new lighthouse on the north shore of Mosquito Inlet to fill the 90-mile gap that existed between the coastal lights of St. Augustine and Cape Canaveral. The Sixth Lighthouse

District's chief engineer General Orville Babcock was tasked with constructing the new tower. It is clear that Babcock was working from a set of standardized plans as his final design for Mosquito incorporated many of the architectural features used in other brick giants including its interlocking inner and outer masonry walls, cast-iron spiral staircase, exterior gallery deck, upper work spaces, and prefabricated lantern room. In a letter dated April 23, 1883, Babcock wrote, "I respectfully submit...the enclosed pencil sketch suggesting modifications of the tower for a new first order light at Mosquito Inlet, Florida. The general form of the outside of the tower is the same as the tower at Currituck Beach, N.C., St. Augustine, Fla, etc. with the exception of the oil house...giving an entrance as at Cape Hatteras...the inside of the shaft is a cylinder (12) feet in diameter. In this respect the construction varies from the Currituck Beach tower where each flight of stairs is different...The watch room and lantern of the same remains as at Currituck Beach and St. Augustine."

With the introduction of modern construction techniques using structural iron, it seemed as if the era of the brick giant was over. Far more economical to build and maintain than towers made entirely of brick, screw-pile, skeletal, and segmented cast-iron lighthouses could be erected in almost any topographical area; were wind and storm resistant; and could be easily moved if needed. Despite the many advantages associated with these modern towers and Babcock's later suggestion that an iron-skeletal lighthouse equipped with an electric light should be erected directly offshore instead, the Light-House Board stood by its earlier decision to erect a brick giant at Mosquito Inlet.

Babcock's plans for the new light station were far from "cookie cutter" in design. Unlike the foundations of the Cape Hatteras and Bodie Island towers which utilized the Stetson timber grid system because of high water tables, the foundation of the Mosquito Inlet Lighthouse was built entirely of brick. Another element that distinguished this light station from others was the size of its original oil storage house. Made of brick and capped with a copper roof, it was a sturdy, fireproof structure that other light stations initially lacked.

Having already purchased ten acres of land from a local resident name Bartola Pacetti, the Light-House Board was forced to push back its construction timeline following the untimely death of General Babcock and three others on July 2, 1884. An event that could have easily been avoided if

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## RISE OF THE BRICK GIANTS (CONTINUED)

the chief engineer had simply heeded the advice of others, the group lost their lives after the small rowboat they were in capsized offshore. Recognizing the need to keep the wheels of progress turning, the Light-House Board named Major Jared A. Smith chief engineer of the Sixth Lighthouse District within weeks of Babcock's death.

An Army Corps of Engineers officer of long-standing within the lighthouse community, Smith advised the Light-House Board to hire a young man named Herbert Bamber to serve as the project foreman at Mosquito Inlet. The board approved the request and Bamber assumed those duties when he arrived at the remote site in October, 1885. An accomplished engineer in his own right, Bamber utilized a revolutionary "working platform" of his own design that greatly increased the efficiency of tall masonry tower construction.

Delayed on numerous occasions by material shortages, insufficient funding, mosquito-borne diseases, and even an earthquake, the Mosquito Inlet Light Station was finally completed in 1887. First lit on November 1, 1887, the new 175-foot brick giant housed a massive fixed, first-order Fresnel lens that produced a brilliant white light visible from more than 18 miles away. Later described as the "best proportioned and most beautiful tower in the Sixth Lighthouse District," the Mosquito Inlet tower was left its natural red color to highlight the magnificent workmanship of its masonry construction. Connected to the lighthouse by brick walkways, the station's brick keeper dwellings and service buildings were likewise left unpainted so as not to detract from their natural beauty.

By the standards of the day, the living conditions at Mosquito Inlet were luxurious. Based on a set of architectural plans used at for the Amelia Island Light Station, the principal keeper's dwelling at Mosquito featured a detached kitchen. The first and second assistant keepers' dwellings



*This photograph clearly shows Herbert Bamber's revolutionary "working platform" being used by masons during the construction of Mosquito (now Ponce) Inlet Lighthouse. Prior to its invention, most masonry towers were built using traditional scaffolding systems.*

were based on a design by Peter C. Hains and included an additional bedroom each. Where many light stations failed to provide their resident keepers with adequate storage space or private rest room facilities, the plans for Mosquito Inlet called for separate woodsheds and "two-seater" privies for each keeper and his family. Although subtle, each of these differences was based on lessons learned from mistakes and innovations made at other lighthouse facilities. As a result, the overall design and functionality of the Mosquito Inlet Light Station was second to none.

The Mosquito Inlet Light Station was updated on numerous occasions over the next 70 years. Having long suffered the inconvenience and unpleasantness of outdoor privies in sub-tropical Florida, the keepers' families must have been overjoyed when bathrooms and indoor plumbing were added to their dwellings in 1921.

Rechristened the Ponce De Leon Inlet Light Station following the renaming of the inlet in 1926, the lighthouse was updated in 1933 when its antiquated IOV lamp and first order lens were replaced by a 500-watt electric lamp and rotating, third-order Fresnel lens. No longer exhibiting a fixed white light, the beacon's new characteristic consisted of six flashes in 15 seconds followed by a 15-second eclipse. A radio beacon was added to the station shortly after it was transferred to the US Coast Guard in 1939. Serving as both a navigation aid and a coastal watch tower during WWII, the light station remained a manned facility until it was completely automated in 1952 and resident keepers were no longer needed.

The Ponce Inlet Lighthouse remained in continuous service from 1887 until 1970, when it was decommissioned by the US Coast Guard and declared surplus property. Alarmed by rumors that the abandoned light station would soon be demolished, a group of concerned local residents

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## RISE OF THE BRICK GIANTS (CONTINUED)

petitioned the Town of Ponce Inlet to pursue ownership of the historic site from the federal government. Agreeing to this request with the stipulation that a non-profit be formed to operate, maintain, and fund all necessary repairs, ownership of the lighthouse was transferred to the Town of Ponce Inlet in July, 1972. The Ponce De Leon Inlet Lighthouse Preservation Association assumed responsibility for the site almost immediately.

Focusing its initial efforts on conducting critical repairs and cleaning up the property, the Preservation Association opened the tower and grounds to the public in 1973 in an effort to generate much needed funding. In 1978, a partial restoration of the tower's iron-work was begun. Taking four years to complete, this important project culminated with the installation of a DCB-24 Aero beacon in the lantern room and the reactivation of the beacon as an active aid to navigation in 1982. Ongoing restoration work to the tower and other light station buildings has continued over



*Home to the tallest lighthouse in Florida, the Ponce De Leon (formerly Mosquito) Inlet Light Station is one of only 12 lighthouse facilities in the country to have been awarded the prestigious designation as a National Historic Landmark.*

the past 45 years. In 2001, the lighthouse was completely restored from the ground up by the International Chimney Corporation, the same organization that successfully relocated the Cape Hatteras Lighthouse several years later. In 2004, the station's 1933 rotating, third-order Fresnel lens was restored and reinstalled in the lantern room where it once again exhibits its historic six-flash characteristic. Now an active private aid to navigation maintained by the Preservation Association, the Ponce Inlet Lighthouse is open to the public seven days a week, 363 days a year.

## GRAYS HARBOR LIGHT STATION (ESTABLISHED 1898):

Although lacking the lofty stature of many of its east coast counterparts, Grays Harbor Lighthouse is the third tallest tower on the Pacific coast. Located 43 miles north of the Columbia River near the base of Washington's Olympic Peninsula, the value and hazards of Grays Harbor were summarized in report by the US Exploring Squadron in 1841. "Grays Harbor is the only harbor of importance south of Cape Flattery, at the entrance to the Straights of Juan de Fuca, and above the mouth of the Columbia. This has a narrow opening, however, with dangerous breakers on either side, and though it immediately opens out, is filled with mudflats, which confine the anchorage within narrow limits."

Grays Harbor had become a major logging center by the 1900s. It was a principal embarkation port for timber harvested from Washington's dense forests and home to 13 sawmills, and several bustling shipyards that constructed nine steamships and three sailing schooners in 1890 alone. The need for a light to mark what was widely considered Washington's best Pacific coast harbor could not be denied. Appropriating \$15,500 in 1884 to erect a small harbor light on the north side of the inlet, the Light-House Board later decided that a beacon of such diminutive size was insufficient and requested an additional \$60,000 to construct a first-order sea light instead. Initially denied the added funding, the board continued to submit its request year after year until Congress finally approved \$75,000 to construct a brick giant at Grays Harbor in 1893, followed by an additional \$39,500 in 1895.

With funding secured, the Light-House Board selected a new site for the light station on the south side of the inlet at Point Chehalis but the project was delayed once again

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## RISE OF THE BRICK GIANTS (CONTINUED)

when the property owners refused the USLHE's request to purchase the land. Anxious to begin, the board took the matter to court which ruled that \$500 was a fair purchase price and forced the owners to sell. With the property now in government hands, construction of the Grays Harbor Lighthouse could finally begin.

The corner stone of the new lighthouse was laid on August 23, 1897. Designed by Carl W. Leick, the 107-foot brick tower was built atop a 12-foot sandstone foundation and took less than 11 months to complete. Featuring an internal brick cylinder nestled within a tapered, octagonal outer brick wall, the masonry tower was capped with a unique prefabricated watch room, service room, and lantern room cast by Patrick Dundon of San Francisco. Access to the top of the lighthouse and its exterior gallery deck was provided by a cast-iron staircase consisting of 135 steps. Although initially illuminated by several windows set into the tower walls, the interior of the 107-foot structure was later lit by electric lightbulbs when the original windows were sealed up and cemented over to allow for easier tower maintenance. Activated on June 30, 1898, the lighthouse's rotating third-order clamshell Fresnel lens produced alternating red and white flashes every five seconds that could be seen from sixteen miles out to sea.

In addition to the tower, the Grays Harbor Light Station included a principal keeper's dwelling, a first and second assistant keepers' duplex, two oil-storage houses, an elevated water tank supplied by a windmill, and a fog-signal building. Initially lacking its necessary equipment, the fog-signal remained inactive until March, 1899, when two new sirens and a coal-fired steam engine were installed. The fog signal operated for more than 25 years. The building was demolished in 1926 when a new concrete structure housing a type "F" diaphone was erected a half-mile away.

Deeded to the Westport-South Beach Historical Society in 2004 under the National Lighthouse Preservation Act, the Grays Harbor Lighthouse is open to the public Friday through Monday from May 1st to November 30th.

## LEGACY OF THE US LIGHT-HOUSE BOARD

Under the direction of the US Light-House Board, the number of active lighthouses managed by the US Light-House Establishment soared from approximately 230 in 1852, to more than 800 in 1910 when governance of the agency was transferred from the military-oriented



*The last brick giant built in the United States, Grays Harbor Lighthouse stands nestled among the trees. Originally built 400 feet from the high-water mark, the construction of jetties at the mouth of the harbor resulted in so much sand being deposited on the beach that the base of the tower now rests more than 3,000 feet from shore.*

Light-House Board to the civilian-oriented Bureau of Lighthouses. Far less cumbersome than its predecessor, the bureau fell under the jurisdiction of the Department of Commerce rather than the Department of the Treasury and consisted of four officers appointed by the President of the United States. The bureau served as the managing entity of the US Lighthouse Service until the agency was disbanded and responsibility for the nation's aids to navigation system were transferred to the US Coast Guard in 1939.

Although most of the lighthouses constructed by the US Light-House Board between 1852 and 1910 stood less than 100 feet in height, 30 were brick giants. With the exception of New York's Shinnecock (Great West Bay) Lighthouse which was demolished by the US Coast Guard in 1948, all of these soaring towers remain standing to this day. These magnificent structures helped catapult the country's aids to navigation system into the modern age and are true testament to the ingenuity, commitment, and professionalism of the members of the US Light-House Establishment who built them. Built solely to promote the continued growth of the nation's maritime industry and protect the men and women who sailed upon the seas, these silent sentinels collectively represent one of the nation's crowning achievements.

The Ponce Inlet Lighthouse programs department had a very busy fall season. On October 17th a group of volunteers presented a reenactment program for members of the Sugar Mill Chapter of the Daughters of the American Revolution. Janice Lowry performed the part of Mrs. Thomas Patrick O'Hagan, Carol Jerson portrayed Daytona's first female mayor Dr. Josie Rogers, and Tana White assumed the identity of Pons Park's first school teacher Miss Ianthe Bond-Hebel.



*On October 17 Lighthouse volunteers did a reenactment for the members of the Sugar Mill Chapter of the Daughters of the American Revolution. From left to right are: Janice Lowry as Mrs. Thomas O'Hagan, Carol Jerson as Dr. Josie Rogers and Tana White as Ianthe Bond-Hebel.*

Later that week, more than 930 middle and high school students learned how light travels, how Fresnel lenses work, and how lighthouse technology has evolved over the past 200 years when the museum presented its Science of Light program at Deland Middle and Deland High School.

More than 50 students attended the museum's annual Fall Homeschool Day event on November 16th. Scheduled every spring and fall, Homeschool Day provides students the unique opportunity to learn about lighthouse and Florida history in a manner they can relate to through fun, interactive workshops developed by lighthouse staff and professional educators. Students



*Students attending the 2017 Fall Homeschool Day discover what play time was like for kids growing up at the lighthouse at the turn-of-the-century as they try their hand and the all-time children's classic, Tiddly Winks.*

attending Homeschool Day on November 16th learned what life was like for the children of lighthouse keepers assigned to this once isolated station in the late 1800s and early 1900s. Generally ranging from six to 12 years in age, the students participated in numerous hands-on activities related to turn-of-the-century domestic chores and games. If you are the parent or guardian of a home-schooled child who missed out on this wonderful opportunity, don't worry, the next scheduled Homeschool Day will be held on May 11, 2018. We hope to see you there.

The lighthouse has a full schedule planned for the winter season. Upcoming educational events include: Girl Scout Day on Saturday, January 6, 2018, with activities from 10:30 am to 2:30 pm; Beach Racing Day on Sunday, February 11, 2018, from 10:30 am to 2:30 pm; Bike Week Events at the Lighthouse on Thursday, Friday, Saturday, and Sunday, March 8th through the 11th, and again on March 15th through the 18th, with activities from 12:00 pm to 2:00 pm, and finally; Florida Heritage Day on Saturday, March 24, 2018, with re-enactors and activities from 10:30 am to 2:30 pm. Please contact Programs Manager Mary Wentzel via email at

[mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org) or by phone at (386) 761-1821 ext. 18 for more information regarding these scheduled winter activities.

The museum's volunteer corps plays an important role in making the Ponce Inlet Lighthouse an attractive and fun destination for its annual visitors. Committed to helping the Preservation Association interpret this important National Historic Landmark, these dedicated men and women love learning new things about Ponce De Leon Inlet Light Station and surrounding community. The

programs department schedules monthly volunteer workshops to help them achieve just that. For those interested in attending, the next training session will be on Tuesday, January, 9, 2018.

The Preservation Association is always looking for individuals interested in becoming lighthouse volunteers. Those wishing to learn more about current volunteer opportunities and scheduled volunteer training sessions can contact Programs Manager Mary Wentzel by email at [mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org) or by phone at (386) 761-1821 ext. 18. Additional information can also be found on the museum's website at [www.ponceinlet.org](http://www.ponceinlet.org).



*Homeschool students learn that picking produce from the garden can be fun!*

## 2017 NATIONAL DOCENTS SYMPOSIUM

*By John Mann*

Ponce Inlet Lighthouse and Museum Programs Manager Mary Wentzel, Lead Docent John F. Mann, and PILH Docent Jackie Mann were privileged to be representative delegates to the three-day, October 2017 National Docent Symposium held this year in Montreal, Canada. This was the twenty-second meeting of the national organization of museum volunteers and professionals who conduct tours and workshops as guides and docents. The Symposium is a bi-annual event, held every other year since 1971. More than five hundred docents and museum staff members attended from the United States, Canada, and Europe, representing some of the most prestigious museums in the world.

The conference's purpose enables docents at all levels of experience and from many diverse kinds of museums, to share training, insights, and best practices in touring and tour delivery in order to gauge and ensure positive visitor satisfaction and exceptional experiences for all museum attendees. The Symposium's offerings promote and encourage interaction in the state-of-the-art workshops taught, in many cases, by experts in the field. Dedicated to this year's theme "Reaching New Heights", symposium attendees were challenged and inspired by the event's keynote speakers, expert panel discussions, and 32 hour-long sessions that explored theories and practices related to leading effective tours and creating enriching experiences for museum visitors.

The Ponce Inlet Lighthouse programs department applied to conduct a "breakout session" during this



*Programs Manager Mary Wentzel and Lead Docent John Mann prepare to awe the crowd with the museum's Science of Light program.*

year's annual symposium that would address many of the lighthouse's educational outreach offerings including *Keeper in the Classroom*, the *USLHE Traveling Library Box*, and the *Science of Light*. Developed by former educators and school administrators, these important programs are designed to further enhance the overall student experience before, during, and after their visit to the lighthouse.

The 2017 Symposium staff received the Ponce Inlet proposal along with about seventy other applications from museums as significant, important, and celebrated as the Boston, Denver, and Philadelphia museums of art, MOMA, the Guggenheim and Metropolitan Museum of Art of New York City, five branches of the Smithsonian Museum in Washington, D.C., the Frick Museum in Pittsburgh, Getty Museum in Los Angeles, and Field Museum of Science in Chicago. Ponce Inlet's proposal was accepted as both a showcase presentation, one of only twelve offered, and a backup breakout or hour-long workshop session. While the showcase and breakout sessions were not formally or competitively ranked or rated, consensus from symposium staff and docent attendees from other museums was effusively enthusiastic with many follow-up requests to further discuss the lighthouse's many educational offerings.

During the entire hour-long showcase, John and Mary had crowds of docents, tour guides, and staff members from other museums, and even some of the keynote speakers and presenters literally lined up, waiting to speak to them. "The Symposium staff had to direct traffic



*Lead Docent John Mann discusses the museum's volunteer program and the Preservation Association's many educational programs with expo attendees and presenters during the 2017 National Docents Symposium in Montreal, Canada.*

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## NATIONAL DOCENTS SYMPOSIUM (CONTINUED)

around and to our booth. John and Mary shared their enthusiasm and created a dialogue with easily a hundred-and-fifty docents from around the world who were eager to pick up information about the whys and wherefores 's of our programs," related Jackie Mann. "Our showcase was even mentioned the next day during several breakout session workshops we attended as the docents who were conducting the sessions pointed to our programs as effective examples of quality school partnerships and effective pre-tour and post teaching. It was quite the feather in our cap," she concluded.



*Lighthouse docents, Jackie and John Mann discuss lighthouse illumination with a guest at the 2017 Docents Symposium Expo.*

Held at the Sheraton Le Centre in busy, central Montreal, off-site workshops offered the best of Montreal's finest museums of art, architecture, archaeology and historic sites. Breakout workshops attended by Programs Manager Wentzel and John and Jackie Mann focused on providing for more effective communication strategies, peer evaluation, developing interactive questioning skills, docents educating docents, and of particular interest,

establishing and integrating cooperative STEM (Science, Technology, Engineering and Mathematics) into tour programs and workshops conducted with and for the school population during pre-visits and visits to the lighthouse. Many of the sessions attended by the lighthouse representatives focused on concepts and strategies that will be introduced to lighthouse volunteers in future training sessions.

"While we were really there to learn new ideas and techniques, and benefit from the experiences of docents and staff of some huge and celebrated museums, it was a self-reaffirmation to

realize that in such an impressive gathering that the Ponce Inlet Lighthouse's educational efforts made a positive impression on many people. As John so aptly described it: 'It was like being selected to play in the all-star game of the best tour guides or docents in North America.' To get a colleague's congratulations and admiration, that's really very gratifying," concluded Wentzel.

## VOLUNTEERS OF THE QUARTER

## DAVID AND JENNIFER AHREND

Committed to the ongoing preservation and dissemination of the maritime and social history of Ponce de Leon Inlet Light Station, the Lighthouse Preservation Association relies heavily on its dedicated corps of volunteers to provide quality educational programming to museum visitors and others throughout the community. Each quarter, the Preservation Association recognizes a docent who exemplifies the spirit of volunteerism. In this issue of Illuminations the Preservation Association is pleased to recognize David and Jennifer Ahrend as this issue's Volunteers of the Quarter.

David and Jennifer both hail from the state of New York. David was born on Staten Island in 1951 and Jennifer was born in Port Jefferson, Long Island, NY a year later. As a child, David's family moved to Bellport Long Island where he graduated from Bellport High School in 1969. In 1970, Jennifer graduated from William Floyd High School. "Jennifer and I met while I was a drummer in a rock band and she was a groupie,"



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said David with a smile. Jennifer and David became engaged in 1971, were married two years later, and moved to Brookhaven Hamlet, Long Island, to start their lives together.

David began his career as an electronics technician and earned an AAS degree in Electrical Technology in 1981. In 1982, David was hired as a control technician at the Shoreham Nuclear Power Station for the lighting utility LILCO. After nine years as a control technician, the power station was closed, and David changed careers within the company. He became a technical trainer and continued work in that capacity for the next 19 years. David retired in 2009 after 28 years with LILCO. David added, "Along the way I returned to school, obtained a BS in Organizational Management in 1997, and completed an MBA in 1999." David spent from 1999 until 2011 as an adjunct professor in the business department at St Joseph's College.

Jennifer planned on pursuing a career in business after graduating high school. However, her interests soon turned to nursing. "I received my RN license in 1979, gave birth to my daughters Rebecca and Alison in 1979 and 1981, and received my BSN in 1995." Jennifer's nursing career spanned over 40 years.

David and Jennifer moved to Florida in January, 2012. It was a carefully planned move that began in 1993 when they purchased a condo in Daytona Beach after a long search to find the perfect vacation spot for their family and friends. Jennifer says, "Family get-togethers have always been a staple in our lives. Even though we only retired to Florida in 2012, we have been visiting the Port Orange/ Daytona Beach area since the 1980s. It was our goal to retire here." David and Jennifer currently spend their winters in Florida and their summers in Long Island. The couple's daughter Rebecca lives with her significant other Andrew II and their son "lil Andrew" in New York, and their daughter Alison lives with her husband Jay and three sons Nicholas, Jared, and Morgan in New Jersey.

When we asked David what motivated him to become involved with the Ponce Inlet Lighthouse he replied, "I was always fascinated with lighthouses and since the Ponce Inlet Lighthouse was only six miles away, I decided to become a volunteer. Being a tower monitor at the top of the Ponce Inlet Lighthouse is something that I enjoy very much because I get to meet and talk with people from all over the world." Jennifer became involved with the lighthouse after helping David host a Climb to the Moon event.



David and Jennifer enjoy many outdoor activities. Although he greatly relishes relaxing on the beach with his wife, David is also an avid bicyclist, sometimes logging up to 24 miles a day on some of his more extensive coastal rides. A skilled woodworker, David's love for boating, specifically sailing and kayaking, motivated him to build a 15-foot sailboat shortly after retiring. Kept at their home on Long Island, David can be seen sailing his homemade boat in regattas on Quincy Bay every summer. David and Jennifer are also avid travelers. They completed their second road trip across the US earlier in the year and visited Bermuda shortly thereafter.

Volunteering and staying active has always been a way of life for David and Jennifer and we are very fortunate that they found their way to the Ponce Inlet area. The Preservation Association is proud to name them as its Volunteers of the Quarter.



# 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

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- 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

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- All privileges of General or Family Membership
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- Two gift General Memberships
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- A personalized guided tour of the Light Station
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**Corporate Lampist** . . . . . \$500

- All privileges of General or Family Membership for up to five company principals
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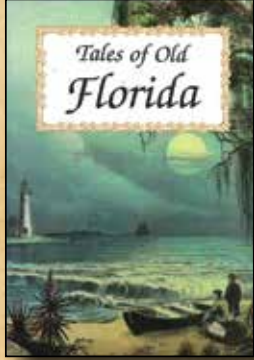
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