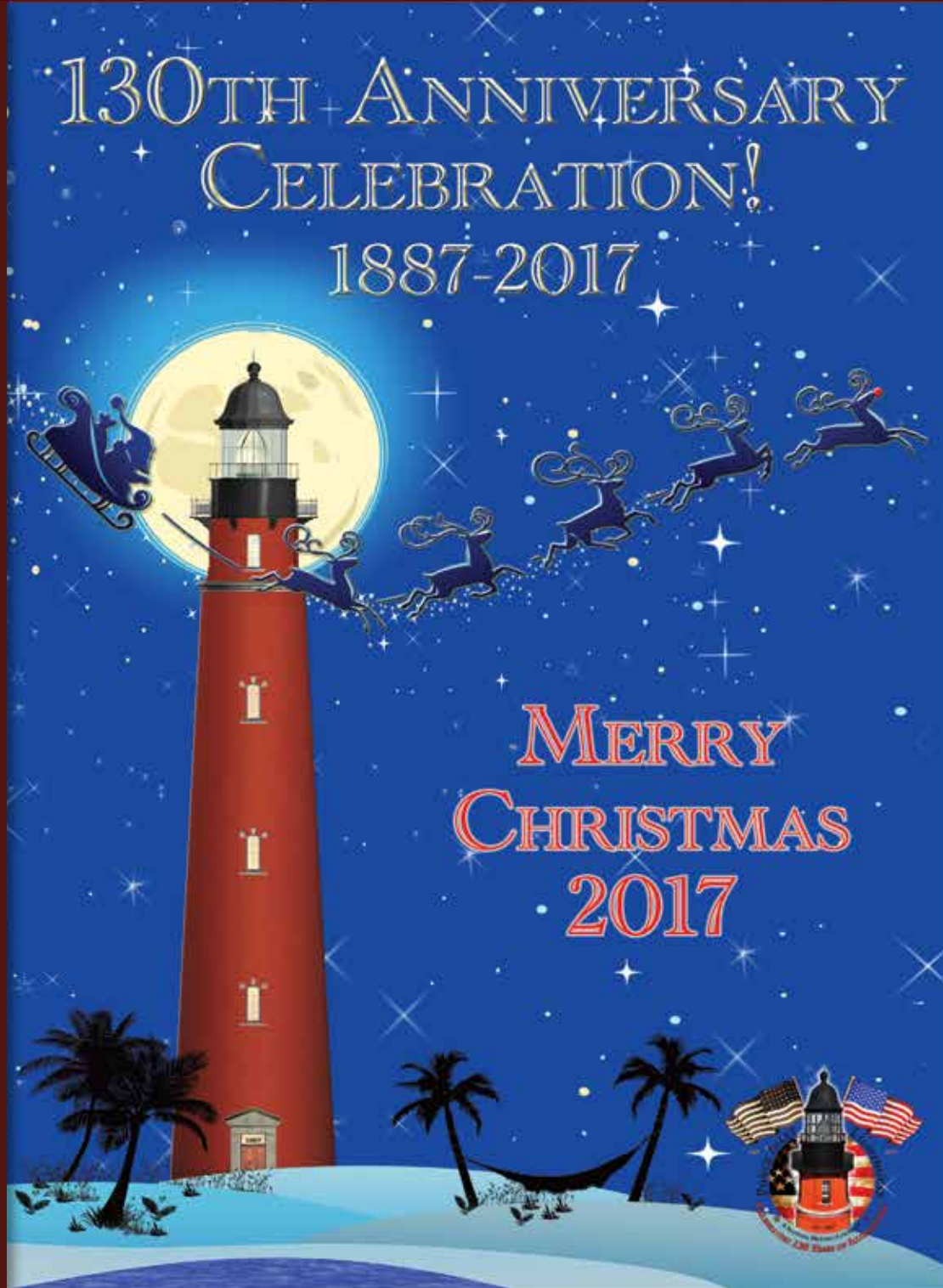




PONCE DE LEON INLET LIGHTHOUSE ILLUMINATIONS

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

On November 1, 1887, Principle Keeper William Rolinski officially lit the kerosene lamp atop the Mosquito Inlet Lighthouse (now Ponce Inlet) for the first time. Since that date, the Ponce De Leon Inlet Lighthouse has guided countless ships along Florida's east coast and has served as a beacon of hope for countless souls in distress. This newsletter commemorates the 130th Anniversary of the lighthouse's initial lighting and the 45th year of the Association's trusted stewardship of this important National Historic Landmark.

I am pleased to announce that the Preservation Association will be hosting the lighthouse's 130th Anniversary Celebration on the night of November 10th, 2017 from 6:00 to 9:00 pm. Held in honor of this important milestone in our light station's history, the night's festivities will include live music, dancing, and plenty of opportunities to socialize with friends and family as you tour the lantern room and watch the beacon's beams sweep by high overhead. Enjoy wine, spirits, and other beverages along with delicious hor d'oeuvres, a full catered dinner, and more! Additional information regarding reservations, ticket sales, and sponsorship opportunities for this once-in-a-lifetime event can be found in this issue of *Illuminations* and online at www.ponceinlet.org. We hope to see you here!

In preparation for the holiday season, new and exciting merchandise is arriving daily. We encourage all our members to consider our extensive selection of unique nautical and lighthouse-

themed products onsite or in our gift shop for their holiday shopping needs. For those searching for a gift that continues giving all year long, an annual lighthouse membership may be the perfect choice. Benefits of annual membership include free admission to the lighthouse and museum, discounts on gift shop purchases, a subscription to the association's quarterly journal *Illuminations*, and more. With several membership level options to choose from, one is available to fit almost anyone's budget.

Have a friend, spouse, or relative who is impossible to shop for? Consider a Lighthouse Memorial Brick. Featuring the light station's official logo and up to three lines of text, memorial bricks are a unique and personal way to express your love and appreciation during the holiday season. Each laser-engraved brick is guaranteed for life and will remain installed in the light station's memorial walkway in perpetuity. Additional full-size and miniature duplicate bricks are available at the time of purchase. Measuring 4"x8" and 1.5"x3" respectively, duplicate bricks are wonderful conversation pieces in either the office or home. Be sure to order your bricks today to ensure they arrive before the holidays.

As many of you know, the Ponce De Leon Inlet Lighthouse Preservation Association is a self-sufficient non-profit 501(c)(3) corporation that currently receives zero tax-derived funding at the federal, state, or local levels. As such, we depend on member support to continue our ongoing efforts to preserve and disseminate the

maritime and social history of the light station. Please consider the value of the educational programming provided to students, the museum's many interpretive exhibits, the site's incredible beauty, and the historic importance of this venerable light station when deciding to give. Those wishing to donate may do so online at www.LIGHTHOUSELOCKER.org.

As the Lighthouse adapts to meet the challenges of the 21st century, we remain committed to our mission and to the multiple communities that we serve — locally, regionally, nationally and globally. Whether on-site, via the web, or through educational outreach, the association will continue to foster a wholesome, family-oriented environment that encourages people to come together to discover and appreciate our unique and fascinating history.

On behalf of the association's Board of Trustees, Advisory Committee, volunteers, and staff, I would like to express my heartfelt appreciation for your continued membership, support, and trust. Your advocacy allows us ensure that this beacon of hope continues to shine for generations to come.

I wish you a happy holiday season,

Ed Gunnlaugsson
Ed Gunnlaugsson
Executive Director
Ponce Inlet Lighthouse

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THE PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION IS DEDICATED TO THE PRESERVATION AND DISSEMINATION OF THE MARITIME AND SOCIAL HISTORY OF THE PONCE DE LEON INLET LIGHT STATION.

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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

NOVEMBER 23, 2017 (THURSDAY)
THANKSGIVING HOLIDAY
MUSEUM AND GIFT SHOP CLOSED

NOVEMBER 24 & 25, 2017
(FRIDAY & SATURDAY)
MUSEUM AND GIFT SHOP OPEN FROM 10:00 AM UNTIL 7:00 PM.
(LAST MUSEUM ADMISSION SOLD AT 6:00 PM)

DECEMBER 24, 2017 (SUNDAY)
MUSEUM AND GIFT SHOP OPEN FROM 10:00 AM UNTIL 4:00 PM.
(LAST MUSEUM ADMISSION SOLD AT 3:00 PM)

DECEMBER 25, 2017 (MONDAY)
CHRISTMAS HOLIDAY
MUSEUM AND GIFT SHOP CLOSED

DECEMBER 26 & 27, 2017
(TUESDAY & WEDNESDAY)
MUSEUM AND GIFT SHOP OPEN FROM 10:00 AM UNTIL 7:00 PM.
(LAST MUSEUM ADMISSION SOLD AT 6:00 PM)

SCHEDULED TOWER CLOSURES

NOVEMBER 4, 2017 (SATURDAY)
TOWER CLOSED FROM 5:30 PM UNTIL 6:00 PM.
MUSEUM AND GIFT SHOP OPEN UNTIL 6:00 PM
(LAST MUSEUM ADMISSION SOLD AT 5:00 PM)

NOVEMBER 10, 2017 (FRIDAY)
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)

DECEMBER 3, 2017 (SUNDAY)
TOWER CLOSED FROM 4:30 PM UNTIL 6:00 PM.
MUSEUM AND GIFT SHOP OPEN UNTIL 6:00 PM
(LAST MUSEUM ADMISSION SOLD AT 5:00 PM)

UPCOMING MEETINGS

OCTOBER 16, 2017 (MONDAY)
BOARD OF TRUSTEES AND ANNUAL MEMBERSHIP MEETING
(OPEN TO GENERAL MEMBERSHIP)

NOVEMBER 20, 2017 (MONDAY)
BOARD OF TRUSTEES MEETING
(CLOSED TO GENERAL PUBLIC AND MEMBERSHIP)

DECEMBER 18, 2017 (MONDAY)
BOARD OF TRUSTEES MEETING
(CLOSED TO GENERAL PUBLIC AND MEMBERSHIP)

CLIMB TO THE MOON SCHEDULE

CLIMB TO THE MOON

OCTOBER 5, 2017
THURSDAY
7:30 PM – 9:00 PM

NOVEMBER 4, 2017
SATURDAY
6:00 PM – 7:30 PM

NOVEMBER 10, 2017
FRIDAY
6:00 PM – 9:00 PM

DECEMBER 3, 2017
SUNDAY
5:00 PM – 6:30 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 Karen at (386) 761-1821 ext. 10. Prices are \$35 for non-members and \$30 for members.



The Connection

Harvey & Connie Bach
Ponce Inlet, FL

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

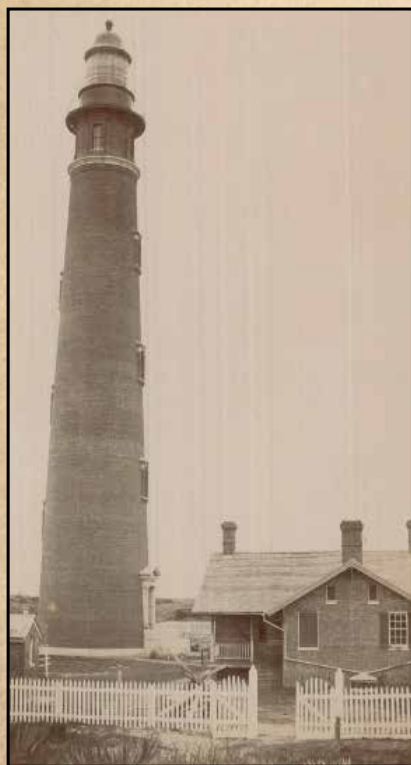
Ponce Inlet, FL
(Endowment Fund Donor)

Racing's North Turn

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

**Rue & Ziffra, PA
David Sweat**

Port Orange, FL



***Mosquito
(now Ponce de Leon)
Inlet Lighthouse
circa 1906***

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)

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Saluda, NC

Elsa Garrett

Oak Harbor, WA
(In Memory of Don Garrett)

Mike & Stephanie Johanns

Ponce Inlet, FL

Hollis & Beverly McCall

Ponce Inlet, 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
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Port Orange, FL

Chuck & Michelle Cameron
Daytona Beach, FL

Phyllis Campbell
Ponce Inlet, FL

Bart & Roberta Colwell
Utica, NY

Cheryl & Jim Cunningham
Ponce Inlet, FL

Robert & Mary Darge
New Hudson, MI

Frederick & Shirley Eckersen
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

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Ponce Inlet, FL

Jacquelyn & Alan Law
Oak Lawn, IL

Tami Lewis
Monticello, FL

Helen & Bill Magale
Ponce Inlet, FL

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Ponce Inlet, FL

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Ormond Beach, FL

Patrick & Debbie Pawling
Hamilton, OH

John & Denise Peterson
Port Orange, FL

Ernest C. & Margaret Rieth
Ponce Inlet, F

Robert & Margie Riggio
Ponce Inlet, FL

Larry & Jennifer Short
Port Orange, FL

Daniel & Melanie Smith
Dahlonega, GA



Robert G. & Marsha H. Smith
Tucson, AZ

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Ponce Inlet, FL

Bill & Marie Van Houten
Ponce Inlet, FL

Kathy Wilson & Bob LeDone
Ponce Inlet, FL



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Daytona Beach, FL

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Blaine, TN

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Larry & Chris Kopelman
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John & Ann Macdonald
Jacksonville, FL

Pat & Jane Magrady
Ponce Inlet, FL

Kenneth Marshall
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Lighthouse Volunteer

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Port Orange, FL

Jason McGinnis
Algonquin, IL

Larry & Pat Miller
DeLand, FL

James Montgomery III
Ponce Inlet, FL

James Morris
Port Orange, FL

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Winter Park, FL

Cledith & Dinah Oakley
Daytona Beach, FL

Ellen & Rocky Pagliarulo
Ponce Inlet, FL

Lois & Howard Paritsky
Ponce Inlet, FL

James Powell
Port Orange, FL

Ron & Sharon Redick
Columbus, OH

Alec Rhodes
Austin, TX

EJ & Kim 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

Larry & Jennifer Short
Port Orange, FL

Robert & Mary Ann Shrum
Gahanna, OH

Lisa & Stuart Sixma
Ponce Inlet, FL

Robert 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

Kerry Warren
Daytona Beach Shores, FL

Pam Williams
Gainesville, FL

OCTOBER 19-22, 2017..... BIKETOBERFEST AT THE LIGHTHOUSE

THURSDAY - SUNDAY, 12:00 PM TO 2:00 PM

Visit the lighthouse, tour the historical museums, learn about lighthouse life over 100 years ago, and climb the largest lighthouse in Florida. On display during the Biketoberfest event will be an exhibition chronicling the history of *Motorcycles on the Beach*. All activities are included with regular admission, no advance reservations required.

NOVEMBER 10, 2017, FRIDAY, 6:00 PM TO 9:00 PM..... 130TH ANNIVERSARY CELEBRATION

Come celebrate the light station's rich maritime and social history by attending the Preservation Association's 130th Anniversary Celebration on the evening of November 10th, 2017 from 6:00 to 9:00. Enjoy wine, spirits, hors d'oeuvres, and a delicious dinner with friends and family as you listen to live music, dance, and tour the light station and lantern room under the light of the moon and the tower beacon as it sweeps across the sky overhead! Tickets are only \$50 per person. RSVP by phone at (386) 761-1821 ext. 10, or by email at rsvp@ponceinlet.org. Tickets may also be purchase online at www.lighthouselocker.org.

NOVEMBER 11, 2017, SATURDAY..... VETERAN'S DAY

Join us at the lighthouse and explore our historical exhibits and climb the tallest lighthouse in Florida. Lighthouse admission will be free for all veterans and active duty service men and women with proof of service ID. All activities are included with regular admission, no advance reservations required.

NOVEMBER 16, 2017, THURSDAY, 10:00 AM TO 2:00 PM FALL 2017 HOMESCHOOL DAY

Don't miss out on this wonderful opportunity to educate your homeschoolers at the Ponce Inlet Lighthouse. Special admission price and advanced reservations are required. Registration for this event will only be available online. Online registration will begin one month prior to the event. This special event is limited to 50 participants. Please contact Mary Wentzel at mwentzel@ponceinlet.org, or (386) 761-1821 ext. 18, for more information.

NOVEMBER 24, 2017, FRIDAY, 10:00 AM TO 2:00 PM..... THANKSGIVING GIFTS AT THE LIGHTHOUSE

Looking for something to do other than shopping on Black Friday? Join us for our annual Thanksgiving Gifts Day. Visitors will have the opportunity to make vintage-style ornaments, tour the grounds, climb the tower, visit with the Old Lighthouse Keeper, and learn about turn of the century life at historic Ponce Inlet Lighthouse. All activities are included with regular admission, no advance reservations required.

DECEMBER 26, 2016, MONDAY, 10:00 AM TO 2:00 PM WINTER HOLIDAY CELEBRATION

Take a break from all the holiday hustle and bustle and come to the Ponce Inlet Lighthouse to enjoy a fun-filled day of family-oriented activities. Explore our historical exhibits and climb the tallest lighthouse in Florida. Journey back 100 years to a time when keepers and their families still called the lighthouse home. Visit with the Old Lighthouse Keeper and learn what it was like to live and work at the historic Ponce Inlet Lighthouse. All activities are included with regular admission, no advance reservations required.

Visit us online at www.ponceinlet.org to learn more about these and other upcoming scheduled events at the Ponce Inlet Lighthouse and Museum.



Dear Friends,

Completed in 1887, the Ponce de Leon Inlet Lighthouse has long been considered one the “most beautiful and best proportioned lighthouses” in the United States. Guided by the brilliant beacon atop the 175 foot tower, mariners relied on this silent sentinel to help navigate the treacherous Florida coast for nearly a century prior to its decommissioning in 1970.



Abandoned by the U.S. Coast Guard, the vacant light station quickly fell into a state of disrepair as Florida’s harsh coastal environment and vandalism took their toll on the aging structures. Unwilling to invest its limited funds in the continued maintenance of a deactivated light station, the Coast Guard began to entertain ideas of demolishing the station’s structures and using the resulting rubble as an artificial reef or jetty.

Alarmed that the Coast Guard would consider destroying the historic site, a group of concerned local residents petitioned its elected officials to investigate the possibility of transferring ownership of the light station to the recently incorporated Town of Ponce Inlet. Agreeing to the request under the stipulation that an independent group be formed to manage the facility, the deed for the Ponce de Leon Inlet Light Station was officially transferred from the Department of the Interior to the Town of Ponce Inlet on July 2, 1972. Formed by the same group of residents who had worked so diligently to save the site from the wrecking ball, the Ponce De Leon Inlet Lighthouse Preservation Association has managed and operated the historic Ponce Inlet Light Station ever since.

Restoration of the historic Light Station began almost immediately and continues to this day. Declared a National Historic Landmark in 1998, the once dilapidated Ponce de Leon Inlet Light Station now stands as one of the most authentic and best preserved light stations in the United States. Welcoming more than 175,000 visitors annually, the Ponce Inlet Lighthouse has been named Daytona’s best learning experience and has grown to become one of the area’s most popular tourist destinations. Funding for ongoing lighthouse restoration and operational costs is generated in its entirety through gift shop merchandise and admission sales, annual membership dues, and private donations. As a self-sufficient managing entity, the Preservation Association currently receives no public funding at either the local, state, or federal levels.

In addition to its restoration and preservation efforts, the Ponce Inlet Lighthouse is also known for its award-winning educational programs. Developed by museum staff, professional teachers, and former school administrators, these educational offerings address a variety of topics including the science of light, navigation, and communications, the United States Lighthouse Service, Florida, and regional history. Offered both onsite and off, these important educational programs are provided to all Volusia County public and private school groups free of charge.

As we celebrate the 130th Anniversary of the initial lighting of the Ponce Inlet Lighthouse in 1887, we invite you to become part of this organization’s wonderful tradition of historic preservation and public education by becoming a sponsor of the upcoming 130th Anniversary Celebration with a donation of \$1000 to this worthy cause. Benefits of sponsorship include:

- ❖ Recognition as a 130th Anniversary Sponsor in all promotional event materials including advertising, press releases, event banners and signage
- ❖ Recognition as a 130th Anniversary Sponsor in the association’s quarterly journal Illuminations
- ❖ Recognition as a 130th Anniversary Sponsor on the Ponce Inlet Lighthouse website
- ❖ Recognition as a 130th Anniversary Sponsor on all Lighthouse social media sites
- ❖ Annual Corporate Membership (including all associated benefits)
- ❖ A Reserved Table at the 130th Anniversary Celebration on November 10th, 2017 (8 Tickets)

As with all donations to the Ponce Inlet Lighthouse, the cost of your sponsorship is tax-deductible.

Your support is greatly needed, and appreciated. Please feel free to contact me at (386) 761-1821 ext. 15 or by email at edgunn@ponceinlet.org regarding any questions you may have.

With Warm Regards,

Bob Riggio

Bob Riggio
President
Board of Trustees
Ponce De Leon Inlet Lighthouse Preservation Association, Inc.



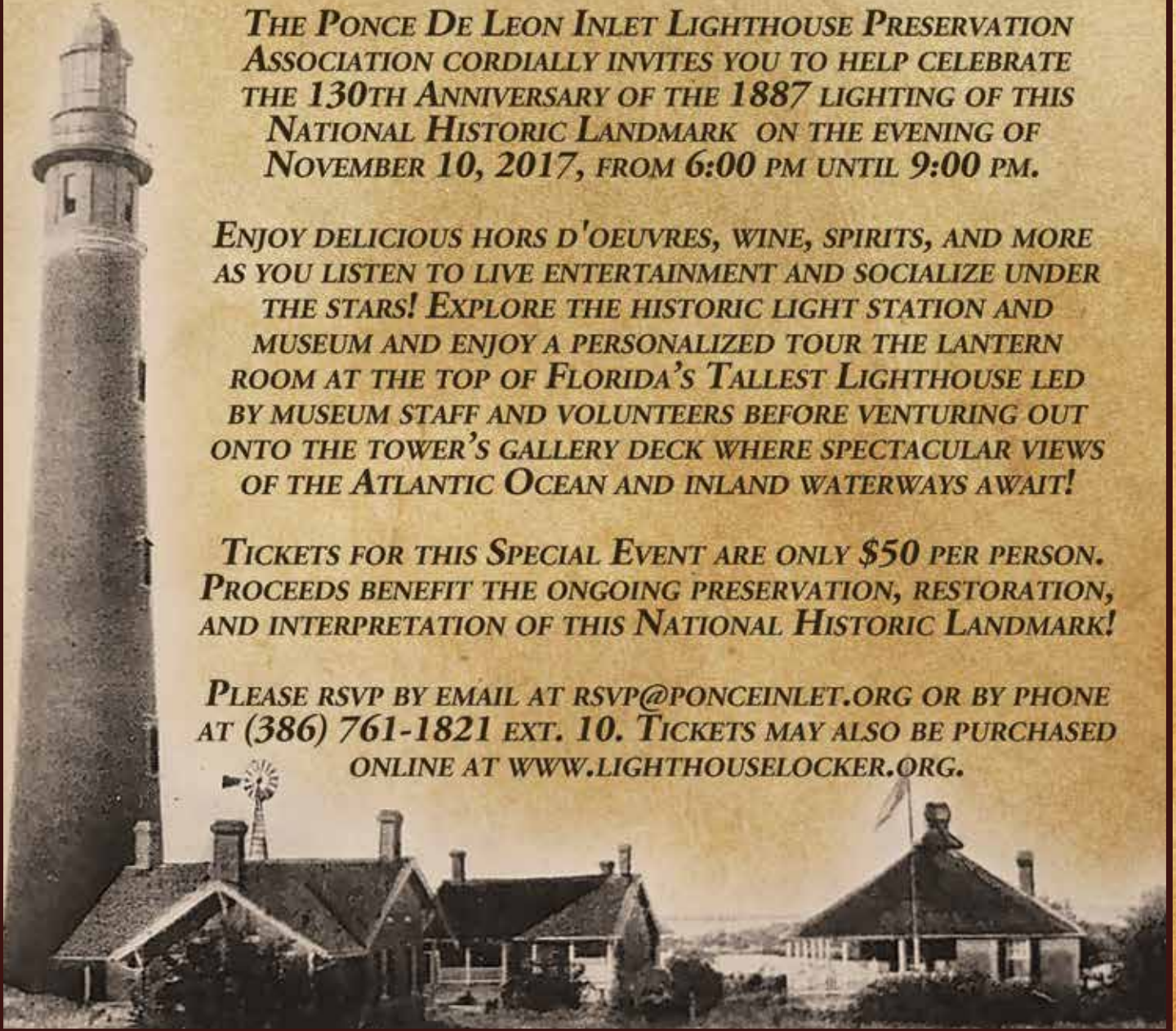
CELEBRATE THE THE 130TH ANNIVERSARY OF THE HISTORIC PONCE INLET LIGHTHOUSE ON NOVEMBER 10, 2017

THE PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION CORDIALLY INVITES YOU TO HELP CELEBRATE THE 130TH ANNIVERSARY OF THE 1887 LIGHTING OF THIS NATIONAL HISTORIC LANDMARK ON THE EVENING OF NOVEMBER 10, 2017, FROM 6:00 PM UNTIL 9:00 PM.

ENJOY DELICIOUS HORS D'OEUVRES, WINE, SPIRITS, AND MORE AS YOU LISTEN TO LIVE ENTERTAINMENT AND SOCIALIZE UNDER THE STARS! EXPLORE THE HISTORIC LIGHT STATION AND MUSEUM AND ENJOY A PERSONALIZED TOUR THE LANTERN ROOM AT THE TOP OF FLORIDA'S TALLEST LIGHTHOUSE LED BY MUSEUM STAFF AND VOLUNTEERS BEFORE VENTURING OUT ONTO THE TOWER'S GALLERY DECK WHERE SPECTACULAR VIEWS OF THE ATLANTIC OCEAN AND INLAND WATERWAYS AWAIT!

TICKETS FOR THIS SPECIAL EVENT ARE ONLY \$50 PER PERSON. PROCEEDS BENEFIT THE ONGOING PRESERVATION, RESTORATION, AND INTERPRETATION OF THIS NATIONAL HISTORIC LANDMARK!

PLEASE RSVP BY EMAIL AT RSVP@PONCEINLET.ORG OR BY PHONE AT (386) 761-1821 EXT. 10. TICKETS MAY ALSO BE PURCHASED ONLINE AT WWW.LIGHTHOUSELOCKER.ORG.



THE BRICK GIANTS OF THE 1870s: RISE OF THE BRICK GIANTS PART V

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 were 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 US Light-House Establishment under Fifth Auditor of the Treasury Stephen Pleasonton was the subject of much ridicule within the maritime community.

By 1850, complaints regarding the country's beacons had grown so intense that the US Congress ordered that a panel of experts assess the nation's aids to navigation system. Completed in 1851, the panel's report provided specific recommendations for improvements. It was a scathing assessment that revealed just how inadequate the country's lighthouses truly were.

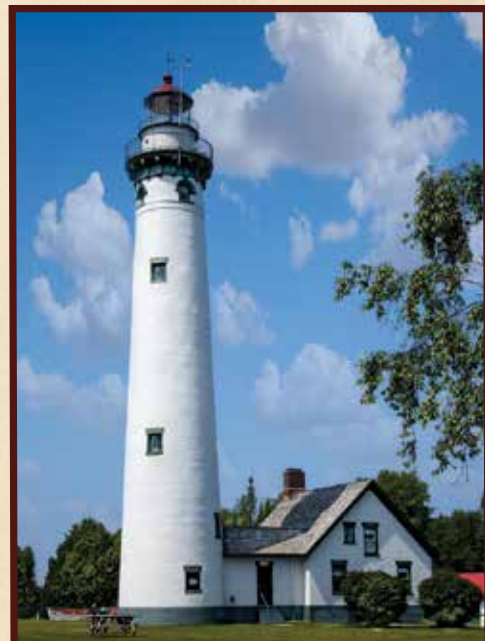
In 1852, Congress transferred control of the US Light-House Establishment to the newly established US Light-House Board which immediately made the construction of taller masonry lighthouses in low-lying locations one of its top priorities. Commonly referred to as "brick giants", each of these soaring structures would house a Fresnel lens capable of producing a beacon so bright that the height of the tower's focal plane was the only real factor that limited its visible range. Measuring 100 to 193 feet in height, the Light-House Board successfully constructed 30 of these "brick giants" between 1857 and 1910.

THE BRICK GIANTS OF THE 1870S:

The years following the American Civil War saw the US Light-House Board actively engaged in the repair, rebuilding, and recommissioning of many southern lighthouses that had been damaged, destroyed, or taken out of service during the conflict. In addition to returning those towers to operational status, the board also pursued its ambitious 1852 goal of replacing many of the nation's aging, obsolete, and ineffective lights with modern "brick giants". Having already commissioned fourteen of these soaring structures between 1852 and 1869, the US Light-House Establishment constructed nine more during the 1870s.

NEW PRESQUE ISLE LIGHTHOUSE (ESTABLISHED 1871)

Originally home to the Ojibwa (or Chippewa) people, Presque Isle is situated on the western shore of Lake Huron in northeast Michigan. Settled by white pioneers shortly after its 1836 acquisition by the United States, the isolated peninsula and its protected bay quickly became a popular port of call for mariners looking to escape Lake Heron's treacherous storms and replenish their exhausted wood stores. Fueled by thriving mining, lumber, and fishing industries, Presque Isle soon developed a thriving, albeit rural, maritime community.



The New Presque Isle Lighthouse with attached keepers' quarters

The need for a beacon to help guide ships around the 1.5 mile long island and into Presque Bay was addressed by Congress in 1838 with the appropriation of \$5,000 to erect a tower at the southern tip of the island. Designed and constructed by Detroit architect and builder Jeremiah Moors between 1839 and 1840, the completed light station consisted of a thirty-foot tall stone and masonry tower equipped with a Winslow Lewis Lighting Apparatus, an oil storage house, and a keeper's dwelling.

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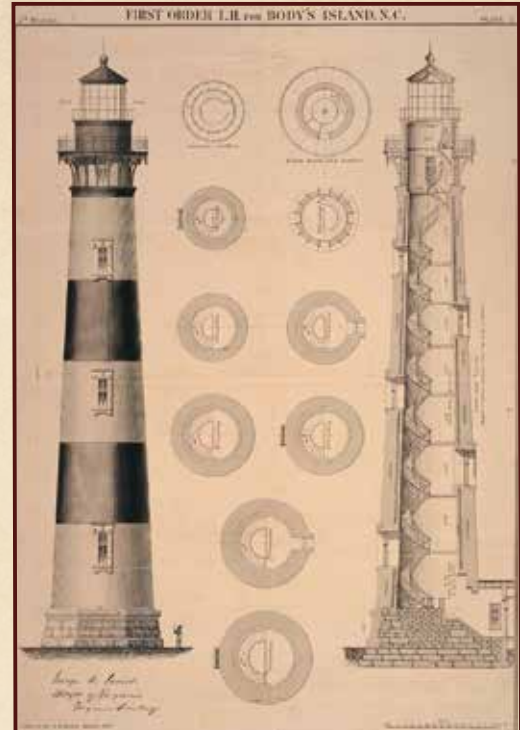
RISE OF THE BRICK GIANTS (CONTINUED)

Weather and time were not kind to the light station and by 1868 the old tower and keeper's quarters were in need of major renovation. Feeling the \$7,500 estimate for completing the necessary repairs far exceeded the facility's value, the US Light-House Board recommended that a new light station be built on the opposite end of the island near the entrance to North Bay instead. Congress agreed to this proposal and appropriated an additional \$28,000 in 1870 to fund the revised project.

The new Presque Isle Light Station was designed by Chief Engineer of the 11th Lighthouse District Orlando Poe. Poe's vision for the new tower married architectural elegance with utilitarian purpose. His design for Presque Isle was so successful that it served as the model for numerous Great Lake towers to come including the Outer Island and Au Sable Point lighthouses on Lake Superior, and the Little Sable, Big Sable, and Grosse Point towers on Lake Michigan. Erected atop a ten-foot thick limestone foundation, the white 113-foot tower took less than a year to complete. The beacon was placed in operation in the spring of 1871, just in time for the start of the new shipping season.

In addition to the tower, the Presque Isle Light Station also featured a two-story brick keepers' dwelling attached to the lighthouse via an enclosed walkway, a dock, and boat house. Improvements were made to the station in 1890 with the construction of a fog signal building, an oil-storage building, and a 2,240-foot-long tramway which was used to transport coal, oil, and other supplies from the dock to the tower. In 1905, a second two-story dwelling was constructed on the site to house a third keeper. Concrete walkways connecting all the light station's structures were added two years later.

Transferred to the Coast Guard following the dissolution of the US Lighthouse Service in 1939, Presque Isle Light Station was electrified in 1940 and indoor plumbing was installed. Finding the now obsolete oil storage and fog signal buildings in poor condition, the Coast Guard demolished both and constructed a 24-foot by 65-foot concrete garage in their stead. Automated in 1970, the station's abandoned structures were leased to Presque Isle County in the 1970's to serve as a public park and maritime museum. Declared surplus property by the US Coast Guard, ownership of the historic light station was officially transferred to the Presque Isle County in 1998.



The original blueprints for the Bodie Island Lighthouse. These plans were also used for the Morris Island Lighthouse outside Charleston Harbor.

BODIE ISLAND LIGHTHOUSE (ESTABLISHED 1872)

Stretching nearly 200 miles from Virginia Beach to Cape Lookout, the Outer Banks has more than earned its infamous title as the "Graveyard of the Atlantic". Plagued by unseen shoals, strong currents, and unpredictable weather, the waters surrounding this low-lying chain of barrier islands and peninsulas have claimed hundreds of ships and countless lives since the colonial era. Recognizing that navigational aids were desperately needed by mariners, the US Light-House Establishment initially constructed five lighthouses along the Outer Banks beginning with the Cape Henry Lighthouse in 1792 and ending with the Bodie Island Lighthouse in 1847.

They say "you get what you pay for" and the 1847 Bodie Island light was no exception. Constructed by the lowest bidder, issues related to the tower's poor design soon became apparent. Erected atop an unsupported brick foundation, the tower developed a noticeable lean almost immediately. As with many of the lighthouses erected under Fifth Auditor of the Treasury Stephen Pleasonton, the maritime community's assessment of the original Bodie Island Lighthouse was less than favorable. Standing only 54 feet tall and equipped with

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RISE OF THE BRICK GIANTS (CONTINUED)



The Bodie Island Lighthouse today.

the much-maligned Winslow Lewis lighting apparatus, the intensity of the light was far too dim, and the overall range of the beacon was much too short, to serve any practical purpose.

Responding to public demands for a more effective light on Bodie Island, the US Light-House Board replaced the original tower with a new eighty-foot lighthouse in 1859. Unlike its predecessor, the new tower was well-designed and constructed by the Army Corp of Engineers. Equipped with a third order Fresnel lens, the second Bodie Island Lighthouse had been in service less than three years when the Civil War erupted. Extinguished by the Confederates in 1862 with the removal of its lens, the tower was later destroyed by the retreating southern forces to prevent it from falling into the hands of the advancing Union Army.

Replacing the demolished tower remained a subject of debate for nearly five years following the end of the war. The Lighthouse Board considered its options. Should it rebuild the lighthouse or abandon the Bodie Island site altogether? Several alternatives were discussed including the construction of three new towers between Cape Henry and Cape Hatteras to fill the 120 mile gap of “dark water” that existed there. The decision was finally made to erect two “brick giants” instead of three; one on Bodie Island and another on Currituck Island 43 miles to the north.

Constructed by 5th Lighthouse District Engineer Major Peter C. Haines, the new Bodie Island Lighthouse took less than a year to complete. Equipped with a first-order Fresnel lens, the 165-foot tower projected its flashing white beacon more than 18 miles out to sea. First lit on October 1, 1872, the new lighthouse was described in the *US Department of Commerce, Lighthouse Service Light List* as a “conical tower [with alternating] white and black bands above a granite base with black ironwork.”

Additional light station structures included a two-story duplex to house the resident keepers and their families, an oil storage/maintenance building attached to the base of the tower, and several outbuildings.

SAINT SIMON'S LIGHTHOUSE (ESTABLISHED 1872)

The largest of four barrier islands constituting Georgia's famed “Golden Isles,” St. Simons is located on the southeast Georgia coast halfway between Savannah and Jacksonville. Forming the north bank of the inlet that serves ships bound to and from the City of Brunswick, St. Simons became a major exporter of cotton, rice, lumber, naval stores, and other agricultural products during the colonial period and antebellum era. Live oak timber harvested on St. Simons was even used in the construction of the nation's first naval frigates including the *USS Constitution* which was nicknamed “*Old Iron Sides*” because cannon balls couldn't pierce its wooden hull. Business was booming on St. Simons and a lighthouse was desperately needed.

The first light to mark the entrance to St. Simons Sound was completed in 1810 by a young architect named James Gould. A former resident of Massachusetts and recent immigrant to St. Simons, Mr. Gould had begun



The St. Simons Lighthouse and the restored keeper's dwelling

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RISE OF THE BRICK GIANTS (CONTINUED)

working on his plans for the lighthouse when he was still a teenager. Built on four acres of land donated by a local plantation owner, the island's first beacon was a 75-foot octagonal tower made of red brick and tabby (a simple concrete mixture made from oyster shells, sand, ash, lime, and water). Capped with a 10-foot tall black lantern room housing a hanging oil lantern, the tower's beacon could have been visible from up to 13 miles away.

The 1810 tower served as St. Simons' lighthouse for more than fifty years. In 1857, the old hanging chandelier was replaced with a new Fresnel lens in an effort to increase the beacon's effective range. Removed by southern forces in the early days of the Civil War, the lens was moved inland for safekeeping and lost in the process. Rather than relinquish the tower to advancing Union forces, Confederate soldiers blew up the lighthouse on September 29, 1861.

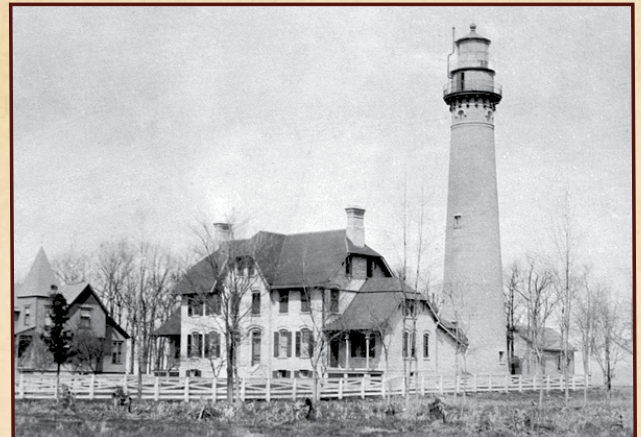
Recognizing the need to replace the destroyed tower, the US Light-House Board recommended that a "brick giant" be built on the site. Working under the supervision of Orlando Poe, the new tower was designed and built by noted Georgia architect Charles B. Cluskey. Although scheduled for activation in the summer of 1870, completion of the light station was delayed by numerous setbacks including the sudden death of Cluskey and his successor from malaria in the summer of 1870.

First lit in September, 1872, the new 104-foot lighthouse was a classical double-walled white conical tower with an attached keeper's quarters made from Savannah gray brick. The decorative iron supports holding up the gallery deck echoed the Italianate architectural design found in the attached 2 ½ story keeper's dwelling far below. Housing a fixed third order Fresnel lens equipped with four rotating flash panels, the new St. Simons Lighthouse originally exhibited alternating red and white flashes every 60 seconds. Visible from up to 16 miles away, the beacon's light source was converted from kerosene to electric in 1934 and was fully automated in the mid-1950s. Together with a pair of range lights located one mile to the west, the St. Simons Lighthouse has safely guided mariners along the coast and into the bay for more than 145 years.

It is interesting to note that concerns regarding the frequency of malaria outbreaks on the island convinced the US Light-House Board to address the light station's unhealthy living conditions shortly after it was completed. Believing malaria was caused by noxious gases released by stagnant water, the board authorized the draining of

nearby ponds and the planting of eucalyptus trees to absorb the dangerous gas. Their efforts proved highly effective and the frequency of malaria outbreaks was greatly diminished. Only later was it learned that the trees helped prevent malaria by consuming large quantities of stagnant water which served as a breeding ground for mosquitoes which were the true source of the disease.

GROSSE POINT LIGHTHOUSE (ESTABLISHED 1874)



The Grosse Pointe Lighthouse warned mariners of the dangerous outcropping of land that jutted out from the shoreline towards the main channel approach to the port of Chicago.

Located 13 miles north of Chicago, Grosse Point extends more than a mile out into Lake Michigan. Coming dangerously close to the main channel used by ships entering and exiting the busy port facilities to the south, Grosse Point has long been considered one of the most treacherous locations obstacles along Lake Michigan's western shoreline.

The need for a lighthouse to mark the hazardous approach to Chicago was confirmed on the evening of September 8, 1860, when the passenger steamer *Lady Elgin* collided with the schooner *Augusta* just offshore. Claiming more than 300 lives, the disaster shocked the entire Great Lakes region. Having watched the entire tragedy unfold before their eyes, the citizens of Evanston, Illinois petitioned Congress for a lighthouse in hopes of preventing future disasters.

Delayed by the Civil War, work on the Grosse Point Light Station did not begin until 1872. Constructed by Orlando

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RISE OF THE BRICK GIANTS (CONTINUED)



The Grosse Pointe Lighthouse

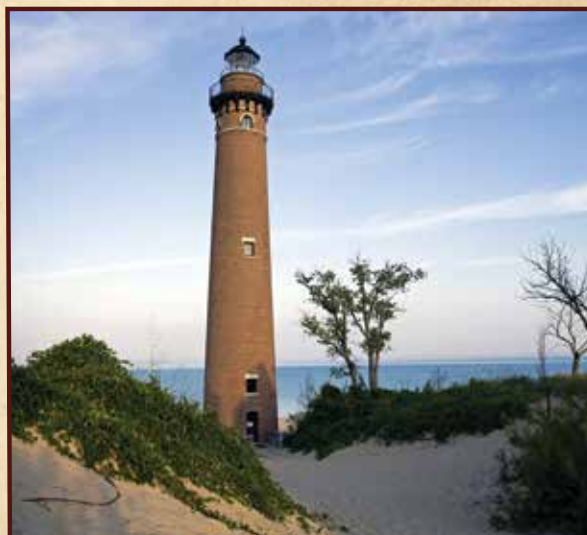
Poe, the station's 113-foot tower, attached two-and-a-half story keepers' duplex, and separate fuel storage building took nearly two years to complete. Lit for the first time on March 1, 1874, the tower's second order Fresnel lens projected a beam that was visible from more than 18 miles away and well within sight of the "Windy City" herself.

Nature was not kind to the lighthouse however. Constructed of cream city brick, the tower's exterior walls were far too soft to withstand the incessant winds blowing off the lake and the region's harsh winter conditions. Eroded to the point of structural failure, the decision was made to coat the exterior of the tower with three-and-a-half inches of concrete in an effort to stabilize it. The application worked and the lighthouse was saved.

At the height of its operation, the Grosse Pointe Light Station employed three keepers and a day laborer to keep the light and the fog signals in operation. In 1923, the lighthouse was electrified and the staff was reduced. Installation of a photoelectric device in 1934 allowed the beacon to be automatically activated and deactivated in accordance with the movement of the sun. The first of its kind to be employed in a US lighthouse, the photoelectric switch automated the beacon and negated the need for resident keepers entirely.

Rendered obsolete in 1939 following the placement of a lighted bell buoy just offshore, the Grosse Pointe Lighthouse was deactivated and transferred to the City of Evanston, IL. The light station sat empty until 1944, when it was briefly utilized as a platform for conducting radar experiments by Northern University. In 1946, the beacon was relit as a private aid to navigation by the City of Evanston with Coast Guard approval. The Grosse Pointe Lighthouse was designated a National Historic Landmark on January 20, 1999.

LITTLE SABLE POINT LIGHTHOUSE (ESTABLISHED 1874)



Located on the western shore of the Michigan's Lower Peninsula, Little Sable Point Lighthouse marked a dangerous headland jutting out into the Lake Michigan.

Located halfway down the west coast of Michigan's Lower Peninsula, Little Sable Point is one of three prominent headlands jutting out into Lake Michigan between Sleeping Bear Dunes National Lakeshore and the mouth of the Muskegon River. Although extending farther out into the lake than either Point Betsie (the northernmost headland) and Big Sable Point (the middle headland), Little Sable Point remained dark throughout the 1850s and 60s despite the numerous shipwrecks that occurred there. In 1871, the US Light-House Board recommended that a third order light be erected at the location to mark the area's dangerous shoals. Approved by Congress in 1872, construction of the new light station commenced in 1873.

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RISE OF THE BRICK GIANTS (CONTINUED)

Located at the tip of Little Sable Point on 40 acres of public land set aside by order of President Grant, the new lighthouse was erected atop a sturdy foundation consisting of 109 wood pilings topped with a timber grillage that was encased in concrete and capped with 12 feet of cut stone. A covered walkway linked the base of the tower to a 12-room, 2 ½-story brick dwelling that housed the light station's principal and assistant keeper and their families.

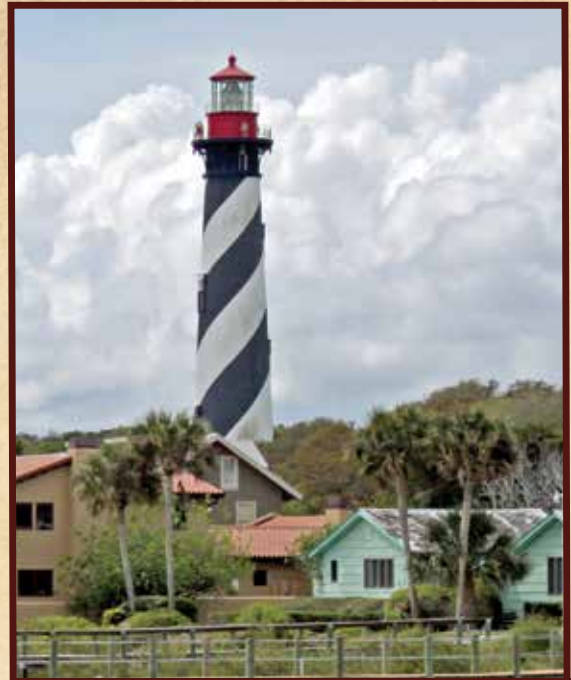
Manufactured by Sautter & Company of Paris, France, the lighthouse's third-order Fresnel lens was unique. Where most of the lenses employed in the United States were configured to exhibit either a static or flashing characteristic, the Little Sable Point optic exhibited both. It achieved this unique signature by incorporating traditional fixed lower and middle sections with a rotating upper section consisting of ten bulls-eye panels into its design. Completing one revolution every five minutes, the upper rotating section displayed a single flash every thirty seconds while the two lower panels maintained a steady white light.

An iron 360 gallon oil storage building was added to the light station in 1893. Originally left their natural brick color, the lighthouse and keeper's dwelling were painted white in 1900 to make them easier to identify against the backdrop of the surrounding sand dunes. In 1903, a brick oil storage house was erected to replace the iron structure built ten years earlier. Dormers were added to the keeper's dwelling in 1911. Illumination for the tower beacon was produced by an incandescent oil vapor lamp until 1953 when the light station was finally electrified and a modern electric lamp was installed.

The days of being cared for by resident keepers ended in 1954 when the lighthouse was fully automated. No longer needed, the keepers dwelling was demolished in 1958. The tower's exterior was sandblasted in 1974 in an effort to decrease maintenance costs. Leased to the Big Sable Point Lighthouse Keepers Association by the Michigan Department of Natural Resources in 2005, the Little Sable Point Lighthouse is open to the public on a daily basis from the first weekend of June through the end of September.

ST. AUGUSTINE LIGHTHOUSE (ESTABLISHED 1874)

Soaring 167 feet above the Atlantic coastline, the current St. Augustine Lighthouse, with its distinctive black and white spiral bands and red lantern room, is



Located on Anastasia Island across from the old fort, the St. Augustine Lighthouse is one of the nation's most easily recognized towers thanks to its black spiral black and red lantern room.

considered one of the most beautiful beacons in the United States. Completed in 1874, the familiar tower was constructed as a replacement for an earlier lighthouse that started out as a watch tower/beacon during the First Spanish Period.

Constructed on the northern tip of Anastasia Island in the mid-1500s, the original wooden structure served as both a military observation post and as a navigational aid to guide ships through the treacherous inlet. Described by Sir Frances Drake during his 1586 raid against St. Augustine as "a scaffold upon four long masts, raised on end for men to discover the seaward", this early tower was often referred to as the "beacon". Clearly shown on a 1589 map by cartographer Baptista Boazio depicting Drake's raid on St. Augustine, the old watchtower may very well have been the first lighthouse of European design ever constructed in North America.

Destroyed by British privateer Robert Searles during his attack on St. Augustine in 1668, the original wooden tower was replaced with one made of coquina in 1683. Quarried locally on Anastacia Island, coquina is a form of sedimentary rock composed of tiny shells cemented together over thousands of years. Easy to cut, fireproof, and; as later events would prove; nearly impervious to cannon ball strikes, coquina was used extensively in the rebuilding of the city and the colony's primary

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RISE OF THE BRICK GIANTS (CONTINUED)

fortifications including the Castillo De San Marcos. It was the perfect building material for an isolated outpost under constant threat of attack.

The coquina tower served as a watchtower/beacon throughout the First Spanish Period (1513-1763), English Period (1763-1789), and Second Spanish Period (1789 – 1821). Increased to a height of 30 feet while under British rule, the sturdy structure underwent extensive renovations following the acquisition of Florida by the United States in 1821. Transformed into a formal lighthouse by the US Light-House Establishment in 1823, the old coquina tower became Florida's first American-operated lighthouse when keeper Juan Antonio Andreu lit its lamp in April 1824.

Equipped with a Winslow Lewis lighting apparatus, the beacon's performance was the subject of much ridicule. Lacking the visible range to serve as an effective aid to navigation, the tower's height was increased to 40 feet in the 1840s, and then to 52 feet in 1850s. In 1854, the old Winslow Lewis optic was removed and fourth-order Fresnel lens was installed. The coquina lighthouse remained in operation until the Civil War when the Confederate commander in St. Augustine ordered the beacon extinguished to prevent it from aiding the enemy. It was not relit until 1867.

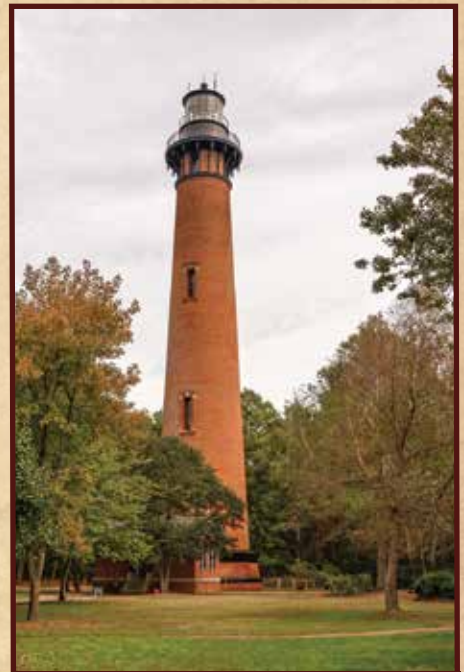
In 1869, the US Light-House Board decided the time had come to replace the old lighthouse. Finding the original structure a poor candidate for restoration, the board decided to demolish the aging tower and erect a new "brick giant" in its place. Designed by Lighthouse Board chief draftsman Paul J. Pelz, construction on the lighthouse began in the spring of 1872. Completed in 1874, the new St. Augustine Lighthouse was built of Alabama red brick and Georgia granite. In addition to the tower, the light station also featured an attached oil storage building and other structures. A three-story triplex was built in 1876 to house the station's three resident keepers. A stand-alone oil storage building was added five years later after the tower's beacon was converted from lard to kerosene.

The tower's immense first order revolving Fresnel lens exhibited a fixed white light punctuated by a five-second flash every three minutes (now once every 30 seconds). Visible from more than 18 miles away, the lighthouse's distinct black and white spiral bands and red lantern room made it one of the most recognizable beacons in the country. Gutted by fire in 1970, the keepers dwelling was restored by the Junior Service League of St. Augustine in the 1980s. Opened to the public as a

museum in 1988, the St. Augustine Lighthouse continues to guide mariners along Florida's east coast and through St. Augustine's narrow inlet to this day.

CURRITUCK BEACH LIGHTHOUSE (ESTABLISHED 1875)

Where the completion of the Bodie Island Lighthouse in 1872 had transformed the southern half of the Outer Banks from one of the worst lit areas along the Atlantic coast to one of the best, nearly 80 miles of shoreline between Bodie Island and Cape Henry remained dark. In its 1871 Annual Report, the Lighthouse Board urged Congress to allocate funds to rectify this issue stating, *"With the completion of the Light house [sic] at Body [sic] Island there will remain only one important interval of unlighted coast on the Atlantic from the St. Croix [River], Maine, to about Mosquito Inlet, on the coast of Florida. That dark space will be embraced between Cape Henry and Body's [sic] Island, ... at the center of which there should be a first order Light, so that from Cape Henry to Cape Hatteras the broad side of that long stretch of low land and dangers could not be approached within eighteen or twenty miles without seeing a warning of danger."*



The only lighthouse in the Outer Banks to retain its raw brick exterior, the Currituck Beach Lighthouse was restored in 1990.

Selecting Currituck Beach as the best location for a new station to bridge the gap, work on the new first-order sea light commenced in 1874. Nearly identical in design to the light on Bodie Island, the new tower was constructed under the supervision of Dexter Stetson. Built atop an ingenious foundation consisting of two layers of wood cribbage fastened to wood pilings driven 24 feet into the ground, the lighthouse's octagonal stone base provided

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RISE OF THE BRICK GIANTS (CONTINUED)

a sturdy platform on which to lay the one million bricks used to build the tower. Soaring 162 feet into the air when completed, the Currituck Beach Lighthouse mirrored the beacon at Bodie Island in almost every way with the exception of the new light station's Victorian-style wood frame duplex which was shipped as a kit to be assembled on site.

When completed, the lighthouse boasted a focal plane of 158 feet above the high water mark. Lit for the first time on December 1, 1875, the tower's beacon could be seen from more than 18 miles away. Left unpainted, the Currituck Lighthouse is the only tower in the region that does not feature either a solid white or black and white daymark pattern. Originally exhibiting a static white light, tower's beacon characteristic was later changed to a fixed white light exhibiting a red flash every 90 seconds.

Automated in 1939, the Currituck Beach Light Station was abandoned in the 1850s and quickly fell into a state of disrepair. Vandalized and left to mercy of the harsh coastal climate, the facility was on the brink of collapse when a nonprofit preservation group called the Outer Banks Conservationists (OBC) pledged to save it. The organization spent three decades raising more than one million dollars to restore the lighthouse and keepers' house. On July 1, 1990, the OBC opened the Currituck Beach Lighthouse to the public.

Although the Currituck Beach Lighthouse has prevented countless shipwrecks and has helped save thousands of mariner's lives, one of its most lasting contributions to history lay not in the waters just offshore but in the air overhead. In 1900, two young bicycle manufacturers from Ohio contacted the light station's keeper William Tate to inquire about the wind conditions at a nearby beach called Kitty Hawk. The Keeper provided the two brothers with as much information as he could and even opened his home to them when they came to the island to assemble their project and conduct a grand experiment. The two men were Orville and Wilbur Wright, the co-founders of modern aviation.

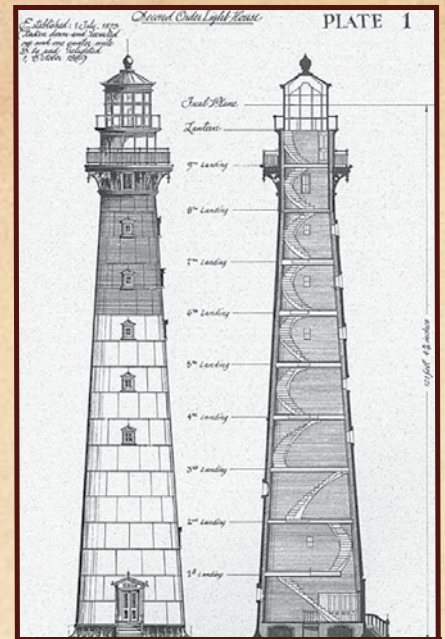
HUNTING ISLAND LIGHTHOUSE (ESTABLISHED 1875)

Located 17 miles north of Hilton Head Island on the South Carolina coast, Hunting Island has long been used as reference point by mariners bound for the port city of Beaufort by way of St. Helena Sound. Although marked by the *St. Helena Bar Lightship* from 1838

until 1859, the US Light-House Board recommended that a *"lighthouse and corresponding beacon-light... on the northern end of Hunting Island"* be built. Located halfway between Charleston, South Carolina and Savannah, Georgia, the new beacon would also bridge the 70-mile gap of unlit coastline that existed between the two southern ports.

Approved by Congress in 1854, the first Hunting Island Lighthouse was completed in 1859. Standing 95-feet tall with a focal plane of 108 feet above the high water mark, the red brick tower featured a 25-foot-wide horizontal band of white directly below the gallery deck. Mounted to the top of the tower, a brass lantern room housed a second order rotating Fresnel lens that exhibited a white flashing light visible from up to 17 miles away. In addition to a keeper's residence and a few assorted services buildings, the light station also included a 32-foot range light that helped guide ships through the narrow channel leading into St. Helena Sound. In service for less than two years, the original Hunting Island Lighthouse was destroyed by Confederate soldiers prior to their evacuation of the island in 1861.

Plans were developed to replace the destroyed tower on Hunting Island shortly after the war. In 1869, engineers surveyed the north end of the island for suitable building sites only to return three years later to find nearly half-a-mile of the shoreline had washed out to sea. Alarmed by the level of beach erosion that had occurred, the decision was made to replace the old brick tower with a more portable one. Similar in design to the Cape Canaveral Lighthouse in Florida, the new 136-foot tower was a "segmented cast-iron" lighthouse specifically designed to be easily disassembled and relocated as coastal conditions or the needs of the Light-House Establishment dictated.



This architectural drawing of the Hunting Island Lighthouse clearly shows its distinct daymark pattern and internal features.

RISE OF THE BRICK GIANTS (CONTINUED)



This Hunting Island Lighthouse

Consisting of individual cast-iron sections that were bolted together and then lined with brick, the Hunting Island Lighthouse was built atop an eight-foot thick concrete foundation. Completed in 1875, the new tower's daymark mirrored that of its predecessor with the top two-thirds being painted white and the upper third black. Capped with a black lantern room housing a second order rotating Fresnel lens, the lighthouse displayed its historic flashing white light for the first time on July 1, 1875. The light station's two-and-a-half story keepers' duplex was completed in May of the following year.

Threatened by beach erosion following a violent storm in August, 1887, the tower was disassembled, loaded on a tram, and transported more than a mile inland to a new site. Reassembling the lighthouse took only six-months despite reoccurring outbreaks of malaria during the hot summer months. Like St. Simons, the US Light-House Board ordered the ponds surrounding the light station drained and eucalyptus trees planted to eliminate the "dangerous" vapors believed to be the leading cause of the disease.

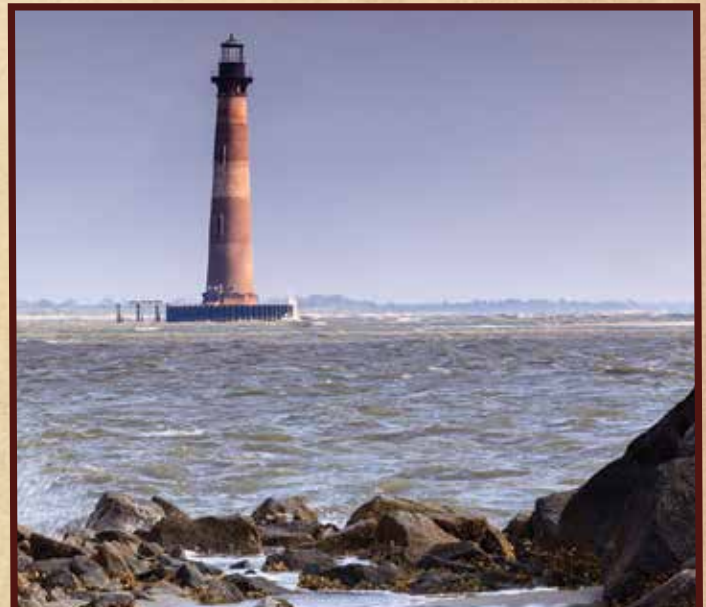
Relit on October 1, 1889, the tower's beacon would continue to shine until 1933 when it was formally deactivated as an active aid to navigation. Acquired by the state of South Carolina in 1938, the old lighthouse became a popular destination for those visiting Hunting Island State Park. Restored in 2003, it is the only South Carolina lighthouse open to the public.

MORRIS ISLAND LIGHTHOUSE (ESTABLISHED 1876)

Perhaps no other beacon in the United States conveys the feelings of isolation, uncertainty, and vulnerability that come with working on or by the sea than South Carolina's Morris Island Lighthouse. Constructed in 1876, the current Morris Island Lighthouse was built near the site of earlier eighteenth century tower that had been destroyed by the Confederates in the early days of the Civil War. Although originally surrounded by sand dunes, the lighthouse now stands more than 1,200 feet offshore, the victim of extensive beach erosion which has completely washed its island away.

The massive brick structure was built atop a sturdy foundation consisting of 264 iron piles encased in 22-foot of Portland cement. Nearly identical to the tower on Bodie Island, the Morris Island Lighthouse featured alternating black and white horizontal bands and exhibited a flashing white light produced by a rotating, first-order Fresnel lens weighing nearly 13,000 pounds. Additional light station structures included a two-and-a-half story keepers' duplex and an oil storage house. Nautical maps from the late 1800s show at least fifteen buildings on the site.

The Morris Island Lighthouse guided mariners through the treacherous waters leading into Charleston Harbor



Surrounded on all sides by water, the Morris Island Lighthouse stands as a stark reminder of the ocean's destructive might.

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RISE OF THE BRICK GIANTS (CONTINUED)

for more than 60 years. In 1896, a system of jetties was constructed at the mouth of inlet to control silt build-up in the main channel. Although effectively performing their intended purpose, the impact of the jetties on Morris Island were disastrous. Starved of sand depositing currents, the island's coastline was quickly eroded by the pounding surf. In 1880, the light station stood 2,700 feet from the shoreline. By the end of the 1920s, that distance had been reduced to only a few feet.

Much of the remaining island was washed away during a violent hurricane in 1935. Striking the South Carolina coast with particular fury, the storm surge swept over the island taking anything that wasn't (and in many cases was) nailed down with it. Gladys Meyer Davis, a daughter of keeper Edward Myers, recalls staring down through the center of the lighthouse where she and her family had taken refuge. "I remember looking down at the water rushing into tower and asking my father to close the door forgetting that it was only an iron grate." When the storm cleared many of the station's buildings were gone along with most of the island.

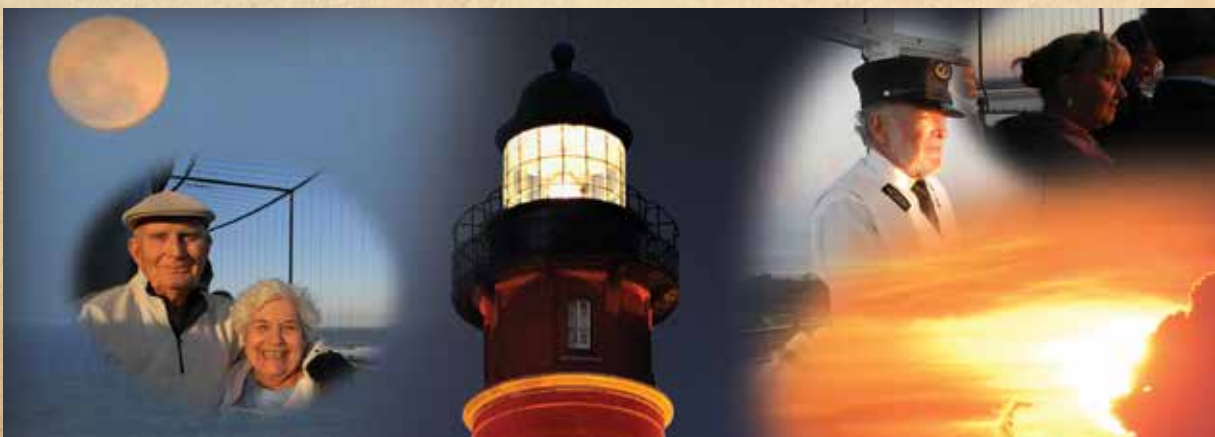
Realizing little could be done to stop the island from disappearing into the sea, lighthouse officials decided that the light station could no longer function as a manned facility and began the process of automating the beacon. Structures that could not be moved were destroyed to prevent the debris from become a hazard to navigation. The Army Corps of Engineers installed a sixty-eight foot cylindrical bulkhead filled with concrete around the base of the tower to protect it from further erosion and the original rotating first order Fresnel lens was removed. The lighthouse was officially automated in the fall of 1938 following the installation of a mechanized fourth order acetylene lamp that exhibited four flashes every thirty seconds. By 1940, all that remained of the Light Station was the tower itself.

On January 14, 1957, the Board of Harbor Commissioners for the Port of Charleston requested that the old Morris Island Lighthouse be replaced. Approved by the United States Coast Guard in 1958, plans were set in motion to construct a new tower on Sullivans Island a few miles away. Illuminated for the first time on January 15, 1962, the Sullivans Island Lighthouse is unlike any of other lighthouse in the nation. Consisting of a steel I-beam trapezoidal frame clad in aluminum, the triangular-shaped tower resembles an air traffic control tower more than a lighthouse and even has air conditioning and an elevator. It remains in operation to this day.

Deactivated on the same day that Sullivans Island was first illuminated, the Morris Island Lighthouse faced an uncertain future. Although slated for demolition in 1965, political pressure and public outcry convinced the Coast Guard to suspend its plans to take down the tower until a private entity could be found to assume responsibility for the derelict structure. Trading hands several times over the next thirty years, the land around the Morris Island Lighthouse continued to erode until the island itself no longer existed.

Standing more than 1,200 feet offshore and surrounded completely by water, the old tower was purchased by the not-for-profit preservation group Save the Light, Inc. in 1999 for \$75,000. The title for the lighthouse was transferred to South Carolina's Department of Natural Resources DNR one year later. Working closely with Save the Light, Inc. and the State's DNR, the contracting firm of Taylor Brothers Marine Construction began the task of stabilizing and restoring the venerable lighthouse in 2007. The work continues to this day.

Continued in the next
issue of *Illuminations*:
Part VI: The Brick Giants
of the 1880s & 90s



Ponce Inlet ATN Coast Guard Officer in Charge Jessica Guidroz Re-enlistment Ceremony held at Ponce Inlet Lighthouse

by John Mann

Continuing its long tradition of partnership with personnel attached to the Coast Guard station in New Smyrna Beach, the Ponce Inlet Lighthouse hosted the reenlistment of Petty Officer First Class Jessica Guidroz on August 24, 2017. As the Officer in Charge (OIC) of all Aids to Navigation (ATN) falling under the jurisdiction of Coast Guard Station Ponce Inlet, it was only fitting that PO1 Guidroz chose to reenlist for another five years on the front steps of the lighthouse. Conducted by CWO4/BOSN Mike Lemay of the Jacksonville Station, the ceremony was attended by members of Guidroz's family, Ponce Inlet Lighthouse staff, and museum visitors.

Guidroz was named the station's ATN OIC in July 2016 and has been a member of the Coast Guard for fifteen years. Previous service saw her onboard the historic Coast Guard vessel USCGC Eagle which conducts summer-long Coast Guard Academy cadet-at-sea training. The Ponce Inlet Coast Guard Station command's mission under the Department of Homeland Security is responsibility for an area which encompasses the Matanzas Inlet south to Haulover Canal and primarily provides search and rescue, law enforcement, pollution control and maintenance of aids to navigation.

The Ponce Inlet ATN Coast Guard Station was established in 1938 on the south side of the Ponce De Leon Inlet, and is located on or near property once owned by the historic United States Bureau of Lighthouses. Before building and lighting the present Ponce Inlet Lighthouse in 1887 on the north side of the Inlet, the lighthouse establishment had earlier contemplated purchasing 5-10 acre properties on both sides of the Inlet in 1842, with an eye to establishing



The U.S Coast Guard (USCG) Ponce de Leon Inlet Station's Aids to Navigation team (ANT) Officer in Charge Jessica Guidroz's reenlists at the base of the lighthouse.

two lights to mark the inlet and the coast, one at the site of the present-day Ponce Inlet Lighthouse, and another on the New Smyrna side of the inlet. The north property was not acquired at that time, and while the New Smyrna light was never built, the Bureau retained ownership of the New Smyrna land. Later, construction of the north light, the 1887 National Historic Landmark, began in 1884.

The Coast Guard Station is also close to the position of the earliest lighthouse constructed at the then-called Mosquito Inlet in 1835. That tower never went into service, and collapsed in April of 1836 into the always dangerous inlet, not long after a series of storms eroded the sand dune on which it rested.

In 1939 the Lighthouse Service was merged with the US Coast Guard. The Lighthouse Service personnel were given the choice

of retirement or joining the Coast Guard with similar rank. Staff at the 1939 Ponce Inlet Lighthouse joined the Coast Guard and former principal keeper Edward L. Meyer became officer in charge of the station. During World War II, the Ponce Inlet Lighthouse principal keeper's residence became a barracks for Coast Guardsmen and the lighthouse station, with its 175 foot tower becomes a lookout post, training facility, and radio navigation beacon base. After the war, the station continues to be maintained by the Coast Guard until the property begins being managed by the Ponce De Leon Inlet Preservation Association in 1972. In the intervening years, a long and fruitful partnership develops and grows between the Lighthouse Museum and the Coast Guard facility, with co-celebrations of service continuing today.

A Grateful Thank You to Our Generous Donors!

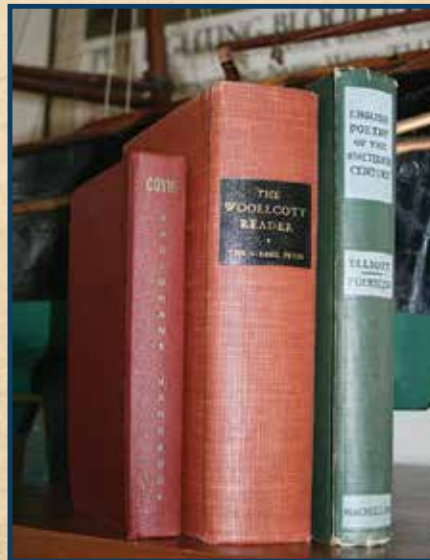
The Ponce De Leon Inlet Lighthouse Preservation Association relies heavily on generous donations from local residents, lighthouse enthusiasts, and museum supporters to achieve its ongoing mission of preserving and disseminating the maritime and social history of the light station and surrounding community. Ranging from documents and images to three-dimensional artifacts, these important donations are used in many ways. Some become part of the museum's extensive research archives while others are interpreted and placed on display in one of the museum's many exhibit spaces. Artifacts that are not destined for exhibit spaces often make their way to the education programs department where they are utilized in interactive hands-on workshops offered by the museum during onsite events, guided tours, and educational outreach programs. All donations are greatly appreciated!

The museum received several wonderful donations this past quarter. Earl and Gladys Davis donated three vintage tools; a carpenter's level, a pair of tin snips, and an interesting anvil made from a section of a railroad track. Julie Davis donated an art print of the lighthouse dated 1973. The Program Manager, Mary Wentzel, made a special donation of a full set of the coveted eleventh edition of the *Encyclopedia Britannica*. Cynthia Horn donated a vintage bricklayer's hammer. Artist William Trotter donated lighthouse research materials, an original painting of the St. Johns River Lighthouse, and several limited prints of his artwork. (Please see Curator's Corner article for further details.) Susan Sutton donated eleven vintage items including a radio, telescope, coin purse, coffee grinder, iron, pepper grinder, wood bowl, ceramic vessel, and three books with titles *Coyne Radioman's Handbook*, *The Woollcott Reader*, and *English Poetry of the Nineteenth Century*. Frances Stone Willis shared much information and images on historic Ponce Park and the Stone family.

Thank you all!



COFFEE GRINDER



VINTAGE BOOKS



PILOT RADIO

Please keep the lighthouse in mind if you would like to make a donation, especially those historic items related to the light station and Ponce Inlet.

A Wonderful Summer

The Preservation Association had a fantastic summer as we welcomed many camp groups to the Ponce Inlet Lighthouse. Hailing from several counties throughout Florida, visiting campers identified artifacts, learned about the science of light, and listened to stories about the families that lived at the lighthouse many years ago. The summer visitors also met with several historic figures that were portrayed by volunteer docents dressed in period costumes. These historic local figures included: Ponce Park's first teacher-Miss Ianthe Bond-Hebel, the wife of Principal Keeper Thomas O'Hagan -Mrs. Julia Catherine O'Hagan, and Billy the tool lady who shared her knowledge of brick laying tools. The Ponce de Leon Inlet Lighthouse Preservation Association greatly appreciates the ongoing contributions of all of its volunteers.

Celebrated annually, National Lighthouse Day drew hundreds to the Ponce Inlet Light Station on August 5th. Participating visitors celebrated the 1789 founding of the United States Light-House Establishment by climbing to the top of Florida's tallest lighthouse, touring the museum's many exhibit spaces, and participating in a variety of hands-on activities. As a special treat, more than 100 children were given the opportunity to make their very own lighthouse pennant out of felt, which when finished, was theirs to keep.

A great day was had by all during the lighthouse's annual Spirit of '45 Day event on August 13th. Held in celebration of 72nd anniversary of the end of World War II, the day began with the raising of the flag by

personnel attached to Coast Guard Station Ponce Inlet as a bugler played Taps. Spirit of '45 Day is a day to remember and to honor "the legacy of courage, shared sacrifices and commitment to service of the men and women who took part in WWII."



Spirit of 45 Day: Coast Guard Station Ponce Inlet personnel (bottom left to right) SN Nicholas Dangel, FN Michael Saturnino, BM2 Daniel MacArthur; (top left to right) BM1 Jessica Guidroz, SN Deanna Stirk, BM2 Mathew Provost

Also in August, Programs Manager Mary Wentzel and Lead Docent John Mann participated in Volusia County School's science pre-planning meeting. Scheduled annually, this daylong event is attended by all science teachers and specialists in preparation of the coming school year. Museum staff spent the afternoon talking with teachers, subject area specialists, and teachers on assignment about the lighthouse's science-oriented workshops. Available on-site and through the association's outreach program, all educational offerings are provided free of

charge to Volusia County public and private schools in accordance with the museum's commitment to education and its ongoing mission to preserve and disseminate the maritime and social history of the Ponce De Leon Inlet Lighthouse.

Held annually on the third weekend of August, Lighthouse/ Lightship Weekend is an important international event that promotes the ongoing preservation and restoration of historic lighthouses and lightships around the world. During this unique weekend-long event, over 100,000 amateur radio operators go on the air and contact as many lighthouses and lightships as possible. The event highlights amateur radio operation and fosters international goodwill. Signing on with a solar powered radio set, lighthouse guests were given the unique opportunity to talk with

ham radio enthusiasts at lighthouses as far away as Canada and the Canary Island.

The Preservation Association is always looking for individuals interested in accepting the challenge and becoming a lighthouse volunteer. The education department at the lighthouse is beginning a series of Volunteer Training Workshops starting, Tuesday October 24, 2017. Those wishing to participate are encouraged to contact Programs Manager Mary Wentzel by email at mwentzel@ponceinlet.org or by phone at (386) 761-1821 ext. 18 to sign up. You can also learn more about volunteering opportunities online at www.ponceinlet.org.



INTERNATIONAL LIGHTHOUSE LIGHTSHIP DAY:
Visiting from Minnesota, Tony Mitchell and his children Mikayla (14), Conner (6), Janae (11), and Carly (8) watch as radio operator James Lea gets ready to contact a lighthouse half the world away.

CURATOR'S CORNER

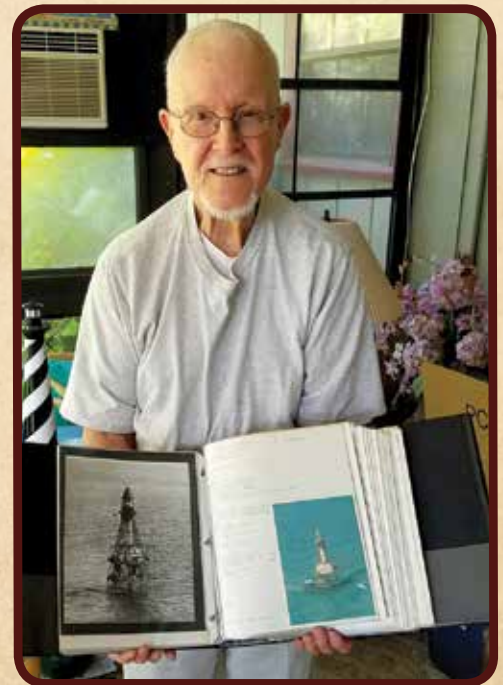
ARTIST WILLIAM TROTTER DONATES LIGHTHOUSE RESEARCH MATERIALS

When lighthouse enthusiasts and researchers need to locate or expand their knowledge on lighthouses in Florida, they often reach for the very well-documented book, *Florida Lighthouses*, written by University of Florida professor Keven McCarthy and published by the UF Press in 1990.

The book contains a wealth of information and history on each of Florida's lighthouses and even includes one light ship. What adds immeasurably to the history and also the reader's pure enjoyment is that the illustrations accompanying the text are images of the original paintings of William L. Trotter. Based on in-person visits, research, and historic photographs, Trotter accurately depicts each lighthouse as it would have appeared at the turn of the 20th century.

Mr. Trotter is an accomplished Florida-based artist who worked for many years to paint Florida, United States, and international lighthouses. A portion of these years, during the mid-1980s, he and his wife, Frieda, travelled throughout the US in an RV visiting lighthouses and collecting information on them along the way.

Mr. Trotter compiled his invaluable research materials into several large binders arranged by state and then lighthouse, and it is these binders that he recently donated to the Ponce Inlet Lighthouse and Museum. We will process, catalog, and add the materials to the museum's collections. We know the individual items will be of great value to staff and lighthouse researchers, and we are confident the collection as a whole will be of great value to all as a record of Mr. Trotter's exacting research, attention to detail, and basis for many of his lighthouse paintings.



Mr. Trotter holding one of the binders he recently donated to the Ponce Inlet Lighthouse and Museum.

The Preservation Association sends a grateful thank you to William Trotter for this generous donation!

JOIN THE PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION

A GENERAL ANNUAL MEMBERSHIP INCLUDES:

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

MEMBERSHIP CATEGORIES:

General \$20

- The benefits listed above for one individual

Senior \$10

- All privileges of General Membership for one individual 62 years or older

Student \$10

- All privileges of General Membership for one individual 12 years or older with a valid student identification

Family \$40

- All privileges of General Membership for the immediate family
- Immediate family is limited to one or two adults and your children under age 18. Grandchildren are not eligible.
- You will be issued one membership card for each parent, and each card will list the names of your children.
- Child under 12 must be accompanied by an adult

2nd Assistant Keeper \$100

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

1st Assistant Keeper \$200

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

Principal Keeper \$500

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

Corporate Lampist \$500

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

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

Registration #: CH137

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



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

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!

Unique Christmas Gift Ideas from the Ponce Inlet Lighthouse!

Now is the perfect time to get an early start on all of your holiday shopping needs. Avoid the holiday rush and the hustle and bustle of malls by purchasing many of your gifts from the Ponce Inlet Lighthouse. 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 custom products made especially for the Ponce Inlet Lighthouse.



CUSTOM 130TH ANNIVERSARY T-SHIRT

Celebrate 130 years of illumination with this custom-designed Ponce De Leon Inlet Lighthouse 130th Anniversary T-Shirt featuring the lighthouse's official 130th Anniversary logo! Available in white, gray, green, sand, blue; sizes small through xx-large. Please indicate desired size and color when ordering.

Item #: 1109

Price: \$18.99 (small through x-large) \$19.99 (xx-large) (+ S&H)



PONCE INLET LIGHTHOUSE CUSTOM HOODED COAT

Stay comfortable in this fashionable hooded windbreaker. Custom made for the Ponce Inlet Lighthouse and Museum, this lightweight two-toned water-resistant coat is made of 100% nylon and features an embroidered image of the Ponce Inlet Lighthouse. Available in multiple color combinations and sizes.

Item #: 2262 Price: \$21.99 (+ S&H)

PONCE INLET LIGHTHOUSE ANNUAL GIFT MEMBERSHIP

This Holiday Season, give your family and friends the gift of history and adventure with an Annual Membership to Ponce De Leon Inlet Lighthouse! For the cost of a scratch off lottery ticket you can treat that special someone to a full year of unlimited access to Florida's Tallest Lighthouse and one of the most authentic historic light stations in the nation. Please see the membership enrollment form on page 15 for more details.



PONCE INLET LIGHTHOUSE MEMORIAL BRICKS



The Ponce Inlet Lighthouse Memorial Brick Program is a unique and thoughtful way to honor friends and loved ones or celebrate special events including weddings, birthdays, and family vacations. Each laser-engraved brick features the Ponce de Leon Inlet Lighthouse logo and up to three lines of text. Each personalized brick is installed in the Light Station's memorial walkway leading out onto the

historic grounds where it will remain in perpetuity. Best of all, a portion of your brick purchase price is tax-deductible.

Lighthouse Memorial Brick	Item #: 0289	Price: \$100
Full Size Duplicate Memorial Brick:	Item #: 0290	Price: \$85 (+S&H)
Miniature Duplicate Memorial Brick:	Item #: 0291	Price: \$40 (+S&H)

CUSTOM PONCE INLET LIGHTHOUSE ORNAMENT

No Christmas tree is complete without a custom ornament from the historic Ponce Inlet Lighthouse. Made especially for the Preservation Association, this unique unbreakable ornament features a decoupage image of the beautiful Ponce Inlet Light Station.

Item #: 2706 (+S&H) Price: \$9.99



CUSTOM PONCE INLET LIGHTHOUSE SUN CATCHER

Bring a splash of color into the room as you enjoy the long days of summer with this custom hand-painted sun catcher featuring the Ponce Inlet Lighthouse. Measures 6.5" X 9".

Item #: 0310 Price: \$25.99 (+S&H)

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. Customers may also shop online at LIGHTHOUSELOCKER.ORG. Please contact the Gift Shop at (386) 761-1821 ext. 21 or via email at nwarenyk@ponceinlet.org for more information.

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PONCE INLET, FLORIDA 32127
(386) 761-1821
WWW.PONCEINLET.ORG



A BEACON FOR MOSQUITO: THE STORY OF THE PONCE INLET LIGHTHOUSE

Written by museum curator Ellen Henry, *A Beacon for Mosquito* chronicles the history of the Ponce Inlet

Lighthouse and local area from pre-historic times through the modern era. Learn how the historic Ponce Inlet Lighthouse was almost lost and how a group of concerned citizens saved the light station from an uncertain future with the forming of the Ponce de Leon Inlet Lighthouse Preservation Association in 1972.

Item #: 2588 Price: \$8.95 (+S&H)

CUSTOM PONCE INLET LIGHTHOUSE CHRISTMAS CARD

Send your friends and loved ones a message of holiday cheer this season with a limited edition Ponce Inlet Lighthouse Christmas Card! Each box set includes eight custom cards with envelopes designed exclusively for the Ponce De Leon Inlet Lighthouse.

Item #: 0010 Price: \$9.99 (+S&H)



PONCE INLET LIGHTHOUSE
MEMBERSHIP COUPON
20% OFF ANY
SINGLE ITEM

Limit one coupon per member. Coupon may not be used in conjunction with any other discount. Proof of membership must be shown at time of purchase. Not valid for purchase of Memorial Bricks.
Good from October 1, 2017 - December 31, 2017