

PONCE DE LEON INLET LIGHTHOUSE & MUSEUM

ILLUMINATIONS

A NATIONAL HISTORIC LANDMARK

4931 SOUTH PENINSULA DRIVE, PONCE INLET, FL 32127 ; (386) 761-1821 ; LIGHTHOUSE@PONCEINLET.ORG ; WWW.PONCEINLET.ORG
Copyright 2021 Ponce De Leon Inlet Lighthouse Preservation Association, Inc.

TABLE OF CONTENTS

2 LETTER FROM THE
EXECUTIVE DIRECTOR

3 HOURS OF OPERATION

4 KEEPER LISTING

6 CALENDAR OF EVENTS

7 Principal Keeper
Dwelling Restored

8 LEAD ARTICLE:
*TENDERS AT THE
LIGHTHOUSE*

14 Annual Ask Event

15 Lost in History

16 IN MEMORIAM:
GLADYS MEYER DAVIS

18 PACETTI HOTEL
UPDATE

19 MEMBERSHIP

20 Gift Shop



Dear Members,

I hope this issue of *Illuminations* finds you happy, healthy, and well. Springtime is always active at the Ponce Inlet Lighthouse as tourists flock to Daytona Beach from far and wide to soak in the Florida sunshine and enjoy the World's Most Famous Beach.

Members who are considering a trip to Ponce Inlet in the coming months can rest easy knowing the Preservation Association is hard at work making the lighthouse and museum as safe as possible for both visitors and staff. Strict onsite COVID-19 mitigation strategies aligned with CDC guidelines and state health dept. recommendations have been in place since the beginning of the pandemic. These common sense measures include mandatory masks, social distancing, building occupancy limits, disinfection of common surfaces, and more. These onsite COVID-19 mitigation strategies will remain in effect until further notice. We hope to see you soon!

The Association is pleased to announce the completion of the principal keeper dwelling roof restoration project on February 5, 2021. The project included the removal of modern asphalt shingles from the roof of the principal

keeper's dwelling and the installation of wood shake shingles to replicate the building's original 1887 appearance. The \$58,050 cost of the restoration project was funded in its entirety by a generous Gene Oaks Lighthouse Grant from the Florida Lighthouse Association. You can learn more about the FLA and the completed roofing project on page 16 of this issue of *Illuminations*.

The month of February witnessed the execution of a formalized contract between the Ponce De Leon Inlet Lighthouse Preservation Association and the award-winning firm of Bender and Associates Architects in support of the Pacetti Hotel Project. Bender and Associates will oversee and coordinate the planned preservation, restoration, and rehabilitation of the historic hotel and grounds. This important 3-year project is scheduled to conclude with the official opening of the Constance D. Hunter Historic Pacetti Hotel Museum in 2023.

Individuals wishing to support the Pacetti Hotel can double their donation dollars today thanks to a generous pledge from the Paul B. Hunter and Constance D. Hunter Charitable Foundation to match all

private donations dollar for dollar up to a combined total of \$250,000. You can read more about the Pacetti Hotel Project and current donor options on page 15 of this issue of *Illuminations*.

The Preservation Association would like to thank everyone who has helped the museum weather this difficult time through their financial support. Those who are interested in donating to the Endowment Fund and/or the General Lighthouse Fund can do so online, through the mail, or by talking to one of our friendly gift shop sales associates.

I would like to express my sincere appreciation to you, our members. Your continued support has helped the Association achieve its ongoing mission to preserve and disseminate the maritime and social history of the Ponce Inlet Lighthouse. Thank You!

Have a wonderful spring and summer season!

With Warm Regards,



Ed Gunnlaugsson
Executive Director

PRESERVATION ASSOCIATION STAFF

ADMINISTRATIVE DEPARTMENT

ED GUNNLAUGSSON	EXECUTIVE DIRECTOR
MICHAEL BENNETT	DIRECTOR OF OPERATIONS
ELLEN HENRY	MUSEUM CURATOR
FELIPE DE PAULA	REGISTRAR/ASSIST. CURATOR
AMANDA PRATT	ADMIN ASSIST/BOOKKEEPER
JOHN MANN	LEAD DOCENT

MAINTENANCE DEPARTMENT

TOM DiTUSA	RESTORATION TECH.
STUMP MADISON	MAINTENANCE EMPLOYEE
QUINCIE WEND	MAINTENANCE EMPLOYEE
RICHARD FEILER	MAINTENANCE EMPLOYEE
ZACK MEESE	MAINTENANCE EMPLOYEE
MATT RICCO	VISITOR MONITOR
FRANK SKIRBE	VISITOR MONITOR

GIFT SHOP DEPARTMENT

DANIELLE SZEMBORSKI	GIFT SHOP MANAGER
REBECCA MUNROE	ASSIST. GIFT SHOP MANAGER
JAKE DUDLEY	SALES ASSOCIATE
MYRIAM EL SROUJI	SALES ASSOCIATE
LORI GREEN	SALES ASSOCIATE
BONNIE CARNEY	SALES ASSOCIATE
ENDE SHAW	SALES ASSOCIATE

HOURS OF OPERATION

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.

2021 BOARD OF TRUSTEES

TARA LAMB
PRESIDENT

BOB RIGGIO
VICE PRESIDENT

DAVE SWEAT
2ND VICE PRESIDENT

JUDY HUGGINS
TREASURER

CHERYL CUNNINGHAM
SECRETARY

EDSON GRAHAM
ELLEN PAGLIARULO
ED DAVIS

TONY GOUDIE

BRAD BLAIS

GREG GANTT

ROBYN HURD, TRUSTEE EMERITA

TAM LEWIS, TRUSTEE EMERITA

2021 ADVISORY COMMITTEE

CYNDI RITCHEY

MARY LOU FILLINGAME

JULIE DAVIS

PROFESSIONAL AFFILIATIONS

AMERICAN ALIANCE OF MUSEUMS

AMERICAN ASSOCIATION FOR STATE
AND LOCAL HISTORY

FLORIDA ASSOCIATION OF MUSEUMS

FLORIDA LIGHTHOUSE ASSOCIATION

FLORIDA TRUST FOR HISTORIC PRESERVATION

NATIONAL TRUST FORUM

SOCIETY OF FLORIDA ARCHIVISTS

US LIGHTHOUSE SOCIETY

PORT ORANGE & SOUTH DAYTONA
CHAMBER OF COMMERCE

DAYTONA BEACH/HALIFAX AREA
CHAMBER OF COMMERCE

ILLUMINATIONS IS PUBLISHED QUARTERLY BY
THE PONCE DE LEON INLET LIGHTHOUSE
PRESERVATION ASSOCIATION, INC.

SUBSCRIPTION IS A BENEFIT OF MEMBERSHIP IN
THE ASSOCIATION WHICH WELCOMES LETTERS
AND COMMENTS FROM OUR READERS.

REGULAR HOURS OF OPERATION

MAY 31, 2021 - SEPT. 6, 2021

OPEN DAILY FROM 10:00 AM - 9:00 PM
(LAST MUSEUM ADMISSION SOLD AT 8:00 PM)

SEPT. 7, 2021 - MAY 29, 2021

OPEN DAILY FROM 10:00 AM - 9:00 PM
(LAST MUSEUM ADMISSION SOLD AT 8:00 PM)

SPECIAL HOURS OF OPERATION

MEMORIAL DAY WEEKEND

MAY 29 & 30, 2021

OPEN DAILY FROM 10:00 AM - 7:00 PM
(LAST MUSEUM ADMISSION SOLD AT 8:00 PM)

SCHEDULED TOWER CLOSURES

JUNE 24, 2021 (THURSDAY)

TOWER CLOSED FROM 7:15 PM TO 9:00 PM
MUSEUM AND GIFT SHOP OPEN FROM 10:00 AM - 9:00 PM
(LAST MUSEUM ADMISSION SOLD AT 8:00 PM)

UPCOMING MEETINGS

**APRIL 19, 2021
(Monday)**

BOARD OF TRUSTEES
AND QUARTERLY
MEMBERSHIP MEETING

(OPEN TO GENERAL MEMBERSHIP)

**MAY 17, 2021
(Monday)**

BOARD OF TRUSTEES
AND QUARTERLY
MEMBERSHIP MEETING

(CLOSED TO GENERAL MEMBERSHIP)

**JUNE 21, 2021
(Monday)**

BOARD OF TRUSTEES
AND QUARTERLY
MEMBERSHIP MEETING

(CLOSED TO GENERAL MEMBERSHIP)

CLIMB TO THE MOON SCHEDULE

Treat your friends and loved ones to breathtaking views of the Atlantic Ocean, World's Most Famous Beach, Ponce Inlet, and inland waterways under the golden glow of the setting sun. View the full moon as it rises above the Atlantic Ocean and enjoy panoramic vistas of the Florida coast by moonlight. Join the old lighthouse keeper as he leads you on your journey into the past, and discover what it was like to live and work at the Ponce Inlet Lighthouse.

Climb to the Moon is offered only once a lunar month when the moon is at its fullest. Participation for each 1.5 hour event is currently limited to only 15 guests due to COVID-19. Tickets are sold on a first come first serve basis. Please contact the museum's administrative assistant by phone at (386) 761-1821 ext. 10 or via email at admin@ponceinlet.org for more information. Prices are \$35 for non-members and \$30 for members. Please Note: All scheduled dates are subject to change or cancellation due to COVID-19.

Upcoming Event Dates

**APRIL 27, 2021
(Tuesday)
7:00 PM - 8:30 PM**

**MAY 26, 2021
(WEDNESDAY)
7:45 PM - 9:15 PM**

**JUNE 24, 2021
(THURSDAY)
7:45 PM - 9:15 PM**

U.S. Light House Service
CORPORATE LAMPISTS
U.S. Light House Service



CATON HOSEY INSURANCE
 REX CATON & JOHN HOSEY
 PORT ORANGE, FL

THE CONNECTION
 HARVEY & CONNIE BACH
 PONCE INLET, FL

RUE & ZIFFRA, PA
 DAVID SWEAT
 PORT ORANGE, FL
 (BOARD MEMBER)

ROEBUCK CONSTRUCTION
 DONALD ROEBUCK
 DEBARY, FL

UHAR & COMPANY
 JOHN UHAR
 WASHINGTON D.C.

RACINGS NORTH TURN
 WALT & RHONDA GLASNAK
 PONCE INLET, FL
 (ENDOWMENT FUND DONOR)

VOHRA WOUND PHYSICIANS
 DR. SHARK BIRD
 DAYTONA BEACH, FL

RAYMOND JAMES & ASSOCIATES
 BRIAN & KASEY LAYMAN
 PONCE INLET, FL
 (ENDOWMENT FUND DONOR)

U.S. Light House Service
PRINCIPAL KEEPERS
U.S. Light House Service

PAUL & LORI ALLEN
 PONCE INLET, FL
 (ENDOWMENT FUND DONOR)

THOMAS BUSH
 PORT ORANGE, FL
 (ENDOWMENT FUND DONOR)

L. KIETH CASAGRANDE
 DAYTONA BEACH SHORES, FL

KADIE DAVIS
 MARYVILLE, IL

JANICE & DONALD DOUDNA
 PONCE INLET, FL

PATRICK & DEBBIE PAWLING
 HAMILTON, OH

MIKE & STEPHANIE JOHANNIS
 PONCE INLET, FL
 (DONOR)

LIZ & GREG KISSEL
 CINCINNATI, OH
 (ENDOWMENT FUND DONOR)

RICK & LESLIE FUESS
 PORT ORANGE, FL

COLIN HARMER
 PONCE INLET, FL

JIM & KATHY KOTAS
 DAYTONA BEACH, FL

JOHN & DENISE PETERSON
 PORT ORANGE, FL

NANCY & JESSE DILLARD
 PONCE INLET, FL
 (PILH VOLUNTEER)

CALVIN WILLARD
 PORT ORANGE, FL
 (ENDOWMENT FUND DONOR)

MARY ANN REDINGER
 PONCE INLET, FL

KENNETH & GINGER SEWELL
 PORT ORANGE, FL

ROBERT & MARSHA SMITH
 TUCSON, AZ

FREDERICK TELLING
 PORT ORANGE, FL

KIMBERLY ZIELINSKI
 DAYTONA BEACH, FL

U.S. Light House Service
1ST ASSISTANT KEEPERS
U.S. Light House Service

MARK ALBENZE
 PONCE INLET, FL

RERE & BRIAN ANDERSON
 PONCE INLET, FL

HARRIET B. ANDERSON
 DAYTONA BEACH, FL

BRUCE & JANET BABBITT
 DAYTONA BEACH SHORES, FL

RICHARD & DIANE BOYNTON
 STRATHAM, NH

PHYLLIS CAMPBELL
 WAKE FOREST, NC

RALPH & PRISCILLA CARBONE
 LYNNFIELD, MA

ANDRE CAROLLO
 PONCE INLET, FL

BILL & JUDY CARRICO
 PONCE INLET, FL

BART COLWELL
 UTICA, NY

JOE & JUDY DiCARLO
 PONCE INLET, FL

TOM & PEGGY ELLWOOD
 SALUDA, NC

JULIUS & BECKY ERLNBACH
 PONCE INLET, FL

DANA & JANICE FREDEY
 OVIEDO, FL

TED & SUZI HAHN
 PONCE INLET, FL

MICHAEL & SHEILA HARVEY
 ANDOVER, MA



**1ST ASSISTANT
KEEPERS**



WILLIAM HENRY
ORMOND BEACH, FL

JIM & MARY LOU HINSON
PONCE INLET, FL

RENARD & LAURA IARUSSI
WEST PALM BEACH, FL

JEFFREY & ANDREA KIDD
OVIDO, FL

NICK & KATHRINE KLASNE
PORT ORANGE, FL

RICK & ANN BRADY KOLODINSKY
NEW SMYRNA BEACH, FL

CHERYL & JIM CUNNINGHAM
PONCE INLET, FL
(BOARD MEMBER)

JOHN & PATRICIA LA BELLE
PONCE INLET, FL

ALAN & JACQUELYN LAW
OAK LAWN, IL

TAMI & CHARLES LESTER
MONTICELLO, FL

LARRY & HELEN LYNCH
PONCE INLET, FL

RAYMOND & STACEY MAYERNIK
PONCE INLET, FL

TEAM CARON REALTY
PONCE INLET, FL

ROBERT & TARA LAMB
PONCE INLET, FL
(BOARD MEMBER)

WARD & TERRY MEAD
MONTICELLO, FL

MARIE L. PARIS
EDGEWATER, FL

BILLY JOE POTTS
PORT ORANGE, FL

LARRY & JENNIFER SHORT
PORT ORANGE, FL

HARRY & TERESA SUTER
PONCE INLET, FL

VICKI McDOWELL
HOLLY HILL, FL

WILBUR TAFT
PONCE INLET, FL

HELEN & BILL MAGALE
PONCE INLET, FL
(PILH VOLUNTEER)

JAMES & MELISSA TAYLOR
PONCE INLET, FL

STEPHEN & VALI WELHOELTER
PONCE INLET, FL

KATHY WILSON & BOB LEDONE
PONCE INLET, FL

GREG & MARLYN ZULLIG
WINTER SPRINGS, FL

FISCHER NOVELTY
VLAD DANIELS-GOLDFARB
MIAMI GARDENS, FL

ELLEN PAGLIARULO
PONCE INLET, FL
(BOARD MEMBER)

ROBERT & MARGIE RIGGIO
PONCE INLET, FL
(BOARD MEMBER)



**2ND ASSISTANT
KEEPERS**



DEBORAH AGNEW
BLAINE, TN

JOHN & DONNA BECKER
PONCE INLET, FL

HYATT & CICI BROWN
ORMOND BEACH, FL

JOE & KATHY CANNON
PONCE INLET, FL

JOHN CLIFTON
PONCE INLET, FL

CHRISTIAN COGGINS
ATLANTA, GA

DANIEL CONNOLLY
PEMBROKE, MA

MIKE & DEBI CORBETT
NEW SMYRNA BEACH, FL

DENISE CORDREY
CROWN POINT, IN

MICHAEL & ROBERTA COVE
WINTER HAVEN, FL

RUSSELL J. & ALICE COYNE
HARRISBURG, PA

ROBERT & MARY DARGE
SOUTH LYON, MI

BARBARA DAVIS
ORMOND BEACH, FL

DR. PHILLIP & VALERINA DAY
DAYTONA BEACH SHORES, FL

CHARLES & PHYLLIS DRUMMOND
COUPEVILLE, WA

KENNETH DUNNE
PONCE INLET, FL

RONALD & CHRIS ECKER
SATELLITE BEACH, FL

EDWIN & BARBARA DAVIS
PONCE INLET, FL
(BOARD MEMBER)

DENNIS & PATRICIA ENGEL
MESA, AZ

LOREN FEDOROWICZ
WOOSTER, OH

JOHN & BETH FITZGIBBONS
PONCE INLET, FL

DAVE & LINDA FRABONI
PONCE INLET, FL

MATTHEW & KATHERINE FULLER
ORMOND BEACH, FL

GREGORY & JOANNE GANTT
PONCE INLET, FL

MARY & JEFF GARVIN
DAYTONA BEACH, FL

STEVEN & JENNIFER GILBERT
PONCE INLET, FL

MARC GREENSTEIN
SOUTH DAYTONA, FL

JOAN GRIFFITH
NORWICH, NY

GAIL HARLOWE
PONCE INLET, FL

WILLIAM & MICHELLE HILL
BOYDS, MA

CARLTON & CLER HUDGINS
NEW SMYRNA BEACH, FL

MIKE & JENETT JONES
PONCE INLET, FL

MICHAEL J. KASZUBA
PONCE INLET, FL

EDWIN KLECAN
MONROE TOWNSHIP, NJ

TAWNA KRAMER
PONCE INLET, FL

JUDY & RON HUGGINS
PONCE INLET, FL
(BOARD MEMBER)

KAREN KUNAR
DAYTONA BEACH, FL

DR. MARY ANN LEDERHAUS
ORANGE CITY, FL

BETTY & CHARLES LESTER
TALLAHASSEE, FL

LARRY & DEBRA LEWIS
STUART, FL

MARSHA LEWIS
DAYTONA BEACH, FL

IRENE LITTLE
STUART, FL

JOHN & SUSAN LONCHAR
STUART, FL

DONNA LOUGH
DEPEW, NY

JOHN & ANN MACDONALD
JACKSONVILLE, FL

KENNETH MARSHALL
PONCE INLET, FL

JUDGE GIL & BETSY MCBRIDE
CATAULA, GA

JASON MCGINNIS
ALGONQUIN, IL

JAMES MORRIS
PONCE INLET, FL

JIM & KATHY MURRAY
MILTON, VT

STEVE & AUTUMN NEIHEISEL
COLUMBIANA, OH

CLEDITH & DINAH OAKLEY
DAYTONA BEACH, FL

ESTHER & LOIS OERMANN
NEW SMYRNA BEACH, FL

HOWARD & LOIS PARITSKY
PONCE INLET, FL

BECKY POYNTER
DAYTONA BEACH, FL

BARB RANKIN
ALTAMONTE SPRINGS, FL

PAM & STANLEY RAYMOND
PONCE INLET, FL

PAMELA REDDEN
PORT ORANGE, FL

SHANE REICHLER
MANCHESTER, CT

MIKE RICHARDS
POMPANO BEACH, FL

SHARON J. RIECK
WEST PALM BEACH, FL

WILLIAM & MARY RIEDER
ORMOND BEACH, FL

CHAPMAN J ROOT II
ORMOND BEACH, FL

RICK & CATHY SAFARIK
PONCE INLET, FL

KEVIN & SHARON SCANNELL
PORT ORANGE, FL

JOSEPH SEMAS
PONCE INLET, FL

BOB & JAN SHAW
PONCE INLET, FL

WILLIAM & JACKIE SHEERAN
TIVERTON, RI

ROBERT & MARY ANN SHRUM
GAHANNA, OH

DEXTER & SUE SIMANTON
PONCE INLET, FL

LISA & STUART SIXMA
PONCE INLET, FL

ROBERT L SMITH
VERO BEACH, FL

EARL STUTZMAN-MILLER
ORMOND BEACH, FL

KENNETH & NANCY TERRY
MUNFORD, TN

WAYNE & JOANNE THALLER
PORT ORANGE, FL

DANIEL THOMAS
LAKE MARY, FL

MARY JANE THOMPSON
PORT ORANGE, FL

JIM & NICOLE THORSEN
GRAND ISLAND, FL

DEBORAH TOLOMEO
NAPA, CA

PATRICIA TROUTMAN
WINTER PARK, FL

BOB UHLEIN
PORT ORANGE, FL

DAVID VANVALKENBURGH
PONCE INLET, FL

DENNIS VLASSIS
DAYTONA BEACH, FL

JOHN WAGNER
DAYTONA BEACH, FL

MARC & STEPHANIE WEISS
CHERAW, SC

PAM WILLIAMS
GAINESVILLE, FL

APRIL, MAY & JUNE, 2021 CALENDAR OF EVENTS

APRIL 17, 2021 (SATURDAY) FLORIDA LIGHTHOUSE DAY

10:00 AM - 6:00 PM

Celebrate our state's rich lighthouse history by visiting the Ponce Inlet Lighthouse on Florida Lighthouse Day! Take a leisurely stroll through the historic light station and discover the fascinating maritime and social history of the Ponce Inlet Lighthouse as you explore the museum housed in the station's historic buildings. Climb 203 steps to the top of Florida's tallest lighthouse where spectacular views of the Atlantic Ocean, Ponce Inlet, and inland waterways await. Be sure to stop by the world-famous Ayres Davies Lens Exhibit Building between the hours from 11:00 am – 12:00 pm, and 2:00 pm – 3:00 pm to meet the “Old Lighthouse Keeper” as he talks with guests about what it was like to live and work at the Ponce Inlet Light Station at the turn of the 19th-century.

Virtual Zoom Presentation: Florida Lighthouses & Lightships - Discover the fascinating history of Florida's lighthouses and lightships and learn how preservation groups across the state are working to save Florida's 29 surviving historic lighthouses for future generations to enjoy. Join lead docent John Mann via Zoom on April 17th from 1:00 pm until 2:00 pm as he presents Florida's Lighthouse and Lightships. Individuals wishing to tune-in for this informative presentation can do so by logging onto Zoom and entering the following information: Meeting ID- 838 4654 4806; Passcode- 715804. You can also join by following the link imbedded in the Ponce Inlet Lighthouse's April 17, 2021, Florida Lighthouses and Lightships Calendar of Events listing found on the museum's website at: www.ponceinlet.org.

MAY 16, 2021 (SUNDAY) INTERNATIONAL MUSEUM DAY

10:00 AM - 6:00 PM

The Ponce Inlet Lighthouse is proud to be a part of the international museum community. Museums are the story tellers of mankind's collective knowledge and experiences. Observed annually by museums around the world, International Museum Day celebrates these important centers of learning. Explore the historic light station and discover the fascinating maritime and social history of the Ponce Inlet Lighthouse before climbing 203 steps to the top of Florida's Tallest Lighthouse where spectacular views of the Atlantic Ocean, Ponce Inlet, and inland waterways await!

Virtual Zoom Presentation: Lighthouses of the World - Discover how lighthouses evolved from simple bonfires lit on beach to the architectural and engineering marvels of the 19th century. Join lead docent and lighthouse aficionado John Mann via Zoom on Sunday, May 16th, from 1:00 pm to 2:00 pm as he leads you on a virtual journey around the world to explore some of the oldest and most-historically significant lighthouses ever constructed. Individuals wishing to tune-in for this informative presentation can do so by logging onto Zoom and entering the following information: Meeting ID- 862 7654 7259; Passcode- 535700. You can also join by following the link imbedded in the Ponce Inlet Lighthouse's May 16, 2021, Lighthouse of the World Calendar of Events listing found on the museum's website at: www.ponceinlet.org.

MAY 29 - 31, 2021 (SATURDAY - MONDAY) MEMORIAL DAY WEEKEND

10:00 PM – 7:00 PM (SATURDAY & SUNDAY) ; 10:00 AM - 9:00 PM (MONDAY)

Join us at the historic Ponce De Leon Inlet Light Station and climb to the top of Florida's tallest lighthouse! Explore one of the nation's largest surviving light stations and discover the fascinating history of the US Light-House Service, Ponce Inlet, and the local region. In honor of our men and women in uniform, all active and inactive military personnel will be admitted free of charge on May 25th with proof of service.

Virtual Zoom Presentation: WWII in Volusia County - Join director of operations Mike Bennett and lead docent John Mann via Zoom on Sunday, May 30th from 1:00 pm to 2:00 pm as they host a virtual presentation exploring the many ways Volusia County helped train, support, and care for the service men and women who sacrificed so much during the Allies' drive to victory over the Axis during World War II. Individuals wishing to tune-in for this informative presentation can do so by logging onto Zoom and entering the following information: Meeting ID- 812 5181 7098; Passcode- 877946. You can also join by following the link imbedded in the Ponce Inlet Lighthouse's May 16, 2021, WWII in Volusia County Calendar of Events listing found on the museum's website at: www.ponceinlet.org.

JUNE 13, 2021 (SUNDAY) FLAG DAY

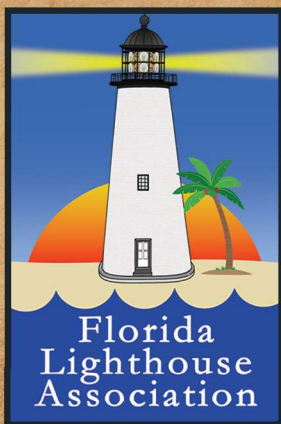
10:00 AM TO 9:00 PM

Join us at the lighthouse in celebration of Flag Day! Participate in numerous family-oriented workshops and activities! Explore the historic Ponce De Leon Inlet Light Station and climb to the top of Florida's tallest lighthouse! Scheduled activities include learning how Semaphore flags were used by mariners to communicate with other ships at sea and with those on shore; discovering what life was like for lighthouse keepers and their families more than 100 years ago, and a special arts-and-craft workshop for the kids where they can make their very own lighthouse pennant or flag to keep. All special activities are scheduled between 10:30 am and 2:30 pm.

NOTE: The availability of all scheduled events and onsite offerings are subject to change or cancellation based on developments regarding COVID-19. All activities are included with regular admission at no additional cost. Advanced reservations are not required for any onsite offerings unless noted otherwise. All advertised events and offerings are subject to change based on current COVID-19 conditions. Additional information regarding these and other Ponce Inlet Lighthouse events can be found online at www.ponceinlet.org under the Events tab. Please contact admin assistant Amanda Pratt by phone at (386) 761-1821 ext. 10, or via email at: admin@ponceinlet.org for more information.

PONCE DE LEON INLET LIGHTHOUSE HOSTS FLA WINTER MEETING

The Florida Lighthouse Association (FLA) is a nonprofit organization dedicated to the preservation of Florida's 29 surviving historic lighthouses. FLA members include delegates from lighthouses around the state, historic preservationists, educators, lighthouse enthusiasts, and more. The mission of the Florida Lighthouse Association is to "preserve, restore, protect and defend Florida's lighthouse towers, along with their material culture, buildings, artifacts and records to assure that the magic of Florida's lighthouses and lighthouse keepers will be available for the enjoyment and understanding of future generations."



The FLA supports Florida's 29 surviving lighthouses in many ways including political advocacy, public education, and financial support. The Gene Oaks Grant program is funded through the FLA's Visit Our Lights specialty license plate. This unique tag features a beautiful rendering of the Hillsboro Lighthouse at sunrise and is available at most Florida DMV offices and licensed service locations. In addition to

its eye-catching design, all proceeds realized by the FLA from the sale of the Visit Our Lights license plate are used to fund the preservation and restoration of Florida's historic light stations.

The FLA schedules three two-day membership meetings each year, typically in the spring, fall, and winter. Consecutive events are held in different parts of the state but always near the coast. The FLA's policy of alternating meeting locations is done out of fairness to its members who must travel from all corners of the state to attend, and to provide its participants the opportunity to visit a different Florida beacon each time.

The Ponce Inlet Lighthouse had the pleasure of hosting this year's winter FLA meeting which was held at the Ponce Inlet Community Center on February 5th & 6th, 2021.

The museum provided FLA members a host of activities to enjoy during the two-day event including an after-hours VIP tour of the light on Friday evening and an informative lecture titled *America's Twelve National Historic Landmark Lighthouses* which was presented by lead docent John Mann. True to form, John managed to successfully mix fascinating facts about the historic beacons with more than one bad joke that left the crowd moaning, laughing, and cringing all at the same time. A delicious lunch catered by Aunt Catfish's on the River followed John's enjoyable presentation.



After lunch, the meeting's attendees traveled a few miles south from the community center to the Ponce Inlet Lighthouse and Museum where they embarked on guided tours of the Ayres Davies Lens Exhibit Building, the historic light station, and the the Pacetti Hotel led by Mr. Mann, director of operations Mike Bennett, and museum registrar/assistant curator Felipe De Paula. The opportunity to visit the Pacetti Hotel was a special treat for the FLA members given that it was the first time the museum's staff have provided a public tour of the historic building and grounds.

In addition to leading tours of the museum, Mr. Bennett was also able to report the successful conclusion of Preservation Association's principal keeper dwelling roof restoration project during the Saturday meeting. As many of you may recall from the last issue of *Illuminations*, The Ponce Inlet Lighthouse was awarded a \$58,050 Gene Oaks Lighthouse Grant in support of the project on October 24, 2020. Readers may find it interesting to know that the roofers completed the project less than one hour before the start of the FLA board meeting on Friday, February 5th. This important grant was funded in its entirety through the FLA's specialty license plate which is available for purchase at most Florida Department of Motor Vehicle service locations.

The Ponce de Leon Inlet Lighthouse and Museum would like to express its sincere thanks and appreciation to the Florida Lighthouse Association for its generous support. We could not have completed the Principal Keeper Dwelling Roof Restoration Project without them.

The Ponce De Leon Inlet Lighthouse Preservation Association encourages all its members to consider purchasing a *Visit Our Lights* license plate when they renew their tags to help fund the FLA's ongoing efforts to preserve Florida's 29 surviving historic beacons. You can learn more about the Florida Lighthouse Association, its mission, and how to become a member by visiting its website at www.floralighthouses.org.

TENDERS AT THE LIGHTHOUSE

PART 1: THE EARLY YEARS



The USLHS tender *Water Lily* anchors at the Ponce De Leon Inlet Light Station boat dock in 1925 to conduct repairs.

Lighthouses, light ships, and other aids to navigation were generally located in remote and/or difficult to reach places, including off-shore. How would the United States Treasury Department meet the challenge of efficiently constructing, maintaining, supplying, and inspecting these aids? And how would this impact the light station at Mosquito (Ponce) Inlet in the Light-House Establishment's sixth district? Ships were the answer, and beginning in the 1830s, the United States Revenue Cutter Service gave support to lighthouse operations. The Light-House Establishment would gradually take over these duties, increasing its fleet to more than 200 vessels until 1939, when the Lighthouse Service became part of the Coast Guard.

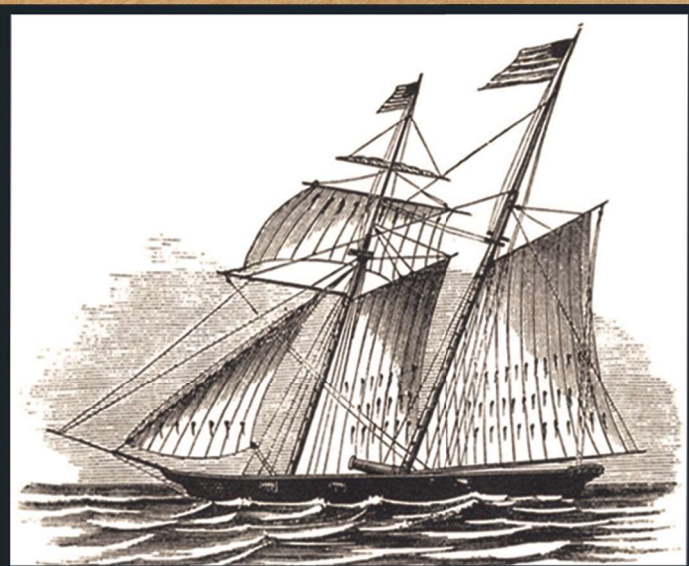
Built in 1831 at New York's Webb & Allen Shipyard for the United States Revenue Cutter Service, the *USRC Richard Rush* was serving in the New York City area when she was severely damaged by ice. Rather than retain the damaged vessel, the Treasury Department authorized her transfer to the US Light-House Establishment in 1840, giving the *Rush* the distinction of becoming the first vessel to be used as an official lighthouse tender. The *Rush* had been designed as a revenue cutter with a style similar to a Baltimore clipper, a sailing ship built for speed and perhaps not the most efficient design for servicing aids to navigation, but the price was right and the *USLHT Richard Rush* served in this capacity in the New York area until 1848 when she was sold out of the service.

As the Light-House Establishment acquired more vessels, those that were not light ships, very small launches, or buoy



USLHT Richard Rush: There is some confusion about the *Rush*, as a vessel named *USRC Benjamin Rush*, built in 1827, was stationed at Presque Isle, Pennsylvania. Additionally, there were two cutters named *Richard Rush* working in the Bering Sea in the late 1800s. The Treasury Department made money from taxes placed on seal pelts and the Revenue Cutter Service patrolled the area to discourage poachers. The poachers did their best to "get there early to "Beat the Rush".

boats, were known as tenders. The Light-House Establishment as tenders. The Light-House Establishment first built its own tender in 1857, and the number of these vessels grew as the number of aids to navigation expanded. After the Civil War, the Light-House Establishment acquired four small Navy vessels, the *Heliotrope*, *Cactus*, *Iris*, and *Geranium*,



A Baltimore Clipper;
www.usnavy.mil.public domain

which then led to a tradition of naming most of the USLHT fleet with botanical names. As time passed, the fleet was standardized so that all tenders were painted with black hulls, sported white superstructures, flew the triangular flag of the Lighthouse Service, had small brass lighthouses attached to their bows, and their crew uniforms were regulated and standardized.

The tenders' duties included towing lightships, bringing supplies and work crews to lighthouses, assisting in lighthouse construction, maintaining and constructing other aids to navigation, tending buoys, and providing regular transportation to lighthouse inspectors, military officers and others on lighthouse business. The tenders were assigned to the various lighthouse districts and spent most of their careers in their assigned districts unless the need for repairs or special assignments took them elsewhere. In 1887, there were 16 lighthouse districts and the sixth district, which contained Mosquito Inlet, extended along the Atlantic coast from New River Inlet, North Carolina, to (and including) Florida's Cape Canaveral. The border would soon be expanded south to Jupiter Inlet.



A Lighthouse tender crew;
image courtesy of Jim Claflin, Kenrick A. Claflin and Son

The Light-House Establishment was no stranger to Mosquito Inlet, as a lighthouse had been constructed on the inlet's south shore between 1834-1835. It was damaged by storms and erosion and collapsed into the sea in 1836 without ever having been activated. In 1870, the tender *Verbena* carried a member of the Corps of Engineers to investigate the old lighthouse's location and to evaluate other sites for a possible new lighthouse at the inlet. The *Verbena*, built by William Cramp & Sons of Philadelphia, Pennsylvania, was first launched in 1869 and was assigned to the second lighthouse district. It was used for its entire career as an inspection tender and gave its name to an 1870 class of tenders consisting of its sister ship, the *Alanthus*. The *Alanthus* was assigned to the sixth district for use in maintaining buoys and navigational aids, as well as carrying out inspection duties. *Alanthus* was decommissioned in 1881, and any of her usable fittings were transferred to the USLHT *Wistaria* which took her place. The steamer *Wistaria* was constructed at the Pusey & Jones Company of Wilmington, Delaware in 1881-1882. She was assigned to the sixth lighthouse district as an inspection tender maintaining buoys, carrying supplies, and ferrying the district inspector on his rounds.

The *Wistaria* would gain fame while she was in the port of Charleston during the Great Charleston Earthquake of 1886. Her captain opened the ship as a refuge for as many of the city's displaced residents as she could hold. The USLHT *Pharos*, another tender assigned to the sixth district, was also in port and used for the same purpose. Like the *Wistaria*, the *Pharos* was used to bring supplies to Mosquito Inlet, but its main job was to assist in construction and repair projects taking place in the sixth district. In March of 1887, the *Wistaria* was briefly out of commission while being fitted with a new boiler. During the 1892-1893 fiscal year, *Wistaria* was again in drydock, having her hull cleaned, repaired, and painted.

Originally, the tenders were powered by sail, and the *Pharos* was the last of these sail-powered vessels. She was a two-masted schooner built in Port Jefferson, New York. She was purchased by the Light-House Establishment in 1854 and used to deliver supplies along the entire Atlantic coast. In 1877, she was rebuilt and continued her work as a construction and supply vessel in the fifth and sixth districts. One of her early visits to Mosquito Inlet came in 1883. This journey was the result of an 1882 Congressional appropriation for a major coastal lighthouse to be built in Florida between St. Augustine and Cape Canaveral. Mosquito Inlet had been chosen as the best location.

In January of 1883, a letter from the US House of Representatives to the Treasury Department asked for information on how the 1882 lighthouse appropriation was being spent, and Orville Babcock, Chief Engineer of the Sixth Light-House District, was sent on the *Pharos* to Florida to investigate the situation. The *Pharos* was too large to enter the inlet, so Babcock disembarked at St. Augustine and took inland waterways south for the remainder of the trip. He



General Orville Babcock, Chief Engineer of the Sixth Light-House District, in his Civil War Uniform; collection of the Ponce Inlet Lighthouse Preservation Assoc.

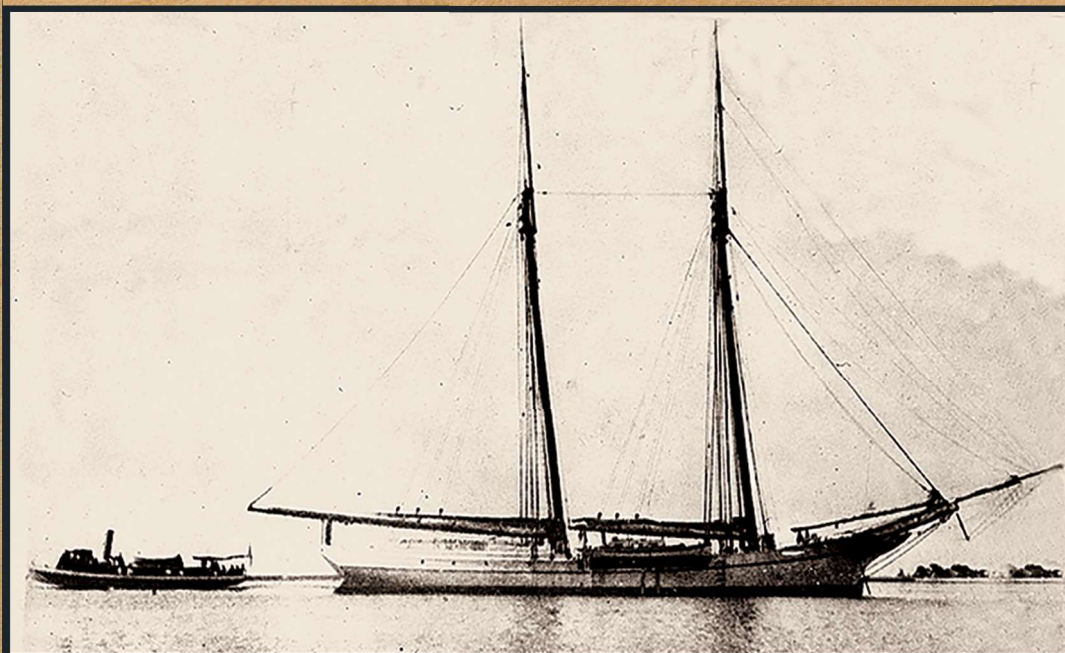
would take the *Pharos* to Mosquito Inlet a number of times after that in order to oversee the construction of the new lighthouse, and in April of 1883 he recommended that delivery of the stone, iron, and millwork for the new Mosquito Inlet Light Station could be made from either Baltimore or Charleston to Florida on the *Pharos*. By October of that year, Babcock had ordered the *Pharos* to Baltimore to pick up a cargo of cement for the new lighthouse at Mosquito Inlet. He

Light-House Board for June 1886-June 1887, the *Pharos* underwent major repairs costing over \$7,000 from July through October of 1886. During that period, homeless refugees from the earthquake continued to live on the ship. A report to the Light-House Board in February of 1887 confirms that the *Pharos* was once again delivering supplies and otherwise working in the sixth district where the Mosquito Inlet Light Station was being constructed.

A tender like the *Pharos* had many duties and was not always available to come to Mosquito Inlet. The Light-House and was not always available to come to Mosquito Inlet. The

Light-House Establishment hired various vessels such as the schooner *Augusta* to assist their tiny fleet during its early years. Some vessels were hired for individual shipments while others served for longer periods of time. Shipping along the Atlantic coast was big business and a number of these coastal vessels did come to Mosquito Inlet, sometimes with tragic results. The inlet was known as one of the most dangerous along the eastern seaboard, and shipwrecks in or near Mosquito Inlet were not uncommon. The January 28, 1886, issue of the weekly *Halifax Journal* reported that out of the eight or ten schooners employed in lighthouse work, five had been wrecked. These included *Augusta*, *Godfrey*, *Wilson*, *Ajax*, *Freewind*, and the *Johnson*. The *May Brown* had been crippled on a sandbar and was lying at the lighthouse dock awaiting repairs. At least six men had drowned as a result of these wrecks. One particularly sad incident occurred during the delivery of bricks for the keeper dwellings and the tower. Henry Pacetti, a son of the family who had sold 10 acres of their land to the government for the new lighthouse, lost his leg while helping to bring in bricks through the inlet. He died as a result of this accident and his pregnant wife died in childbirth shortly after.

Supplies for the new light station had been ordered from various locations and New York, Philadelphia, Richmond, Charleston, and Baltimore were often the places from which these materials were shipped. Despite the rapidly changing options for travel to the Daytona area, most of the goods destined for the lighthouse would come by ocean, at least as far as north Florida. Orville Babcock wrote a number of letters suggesting various combinations of ocean shipping to the St. Augustine or Mayport waterfronts, with differing means of travel from the port to Mosquito Inlet. One option was inland waterways plus rail, taking shipments to the St. Johns River and sending them east again via a short railway. waterways plus rail, taking shipments to the St. Johns River and sending them east again via a short railway. Another was a combination of inland waters, canals, and haulovers where canals had not yet been completed. But the shortest and most direct route was 53 miles along the coast from St. Augustine to Mosquito Inlet. A Light-House Establishment tender could be used, or a coastal steamer could be chartered for the voyage. This option included trying to enter the dangerous Mosquito Inlet, whose shifting sands, shallow waters, and strong currents would often require cargoes to be unloaded onto small boats or lighters for the journey through the inlet



The USLHT *Pharos*; collection of the Ponce De Leon Inlet Lighthouse Preservation Association

could be used, or a coastal steamer could be chartered for the voyage. This option included trying to enter the dangerous Mosquito Inlet, whose shifting sands, shallow waters, and strong currents would often require cargoes to be unloaded onto small boats or lighters for the journey through the inlet to the lighthouse landing on the Halifax River.

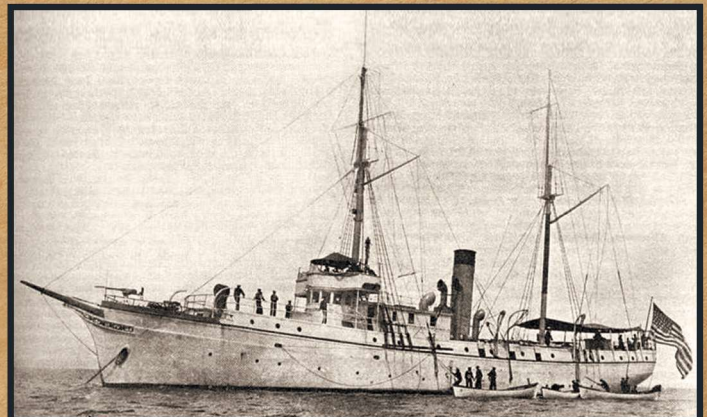


The Mosquito Inlet Lighthouse under construction, c. 1886; Note the casks of bricks at the base of the tower and the window frame being set in the wall. Image part of the Ponce de Leon Inlet Lighthouse Preservation Association collection.

Little information has been published on east coast shipping during the mid to late 19th century. Fortunately, one of the best known of the coastal ship captains, Leonard Tawes, recorded, in a group of hand-written journals for his granddaughter, his entire sea-going career. Published in 1967 as *Coasting Captain: Journals of Captain Leonard S. Tawes, Relating His Career in Atlantic Coastwise Sailing Craft from 1868 to 1922*, this book has provided a detailed look at the difficult lives of coastal sailors during this time period. It also provided information about the process of bringing goods to remote destinations such as the Mosquito Inlet Light Station.

At the same time as bids were being taken by the Light-House Establishment for supplies to build the lighthouse, Leonard Tawes was in competition with several ships for the fastest passage along the east coast. Whichever ship reached port first would have its pick of cargo. Tawes often won these informal competitions, and in one 1886 contest he beat the Frank M. Howes into Baltimore where he loaded up 250,000 feet of yellow pine lumber from Ebon Hunting's company, Wilson & Hunting. This lumber was destined for the Mosquito Inlet Light Station, and Tawes had it to Jacksonville in three days time. Lighthouse records do not indicate how the lumber was transported from Jacksonville to Mosquito Inlet, but Captain Tawes made both his pickup and his delivery in record time.

Throughout the summer and fall of 1887, large amounts of supplies were shipped to the lighthouse, many of them shipped by way of the *Pharos*. By September 8, the first order Fresnel lens optic had been installed and was "in position for lighting." However, the Light-House Establishment lampist who had been sent to prepare the lens reported that a brass tube four feet six inches long, and which was part of the damper attachment rod, was missing and requested that this part be sent to the lighthouse via the tender *Fern*. The *Fern*, launched in 1871, was initially assigned to the Twelfth Lighthouse District and based in San Francisco. After some hard use, the *Fern* was rebuilt in 1878, and in 1883, she was reassigned to the third district and used to relieve the *Pharos* and other tenders along the east coast as needed. The *Fern* was transferred to the US Navy in 1891. In 1905, she was renamed the *USS Gopher*.



The *USS Gopher*, formerly *USLHT Fern*, 1905; courtesy of Wikimedia Commons

Construction of the Mosquito Inlet Light Station was completed in October of 1887 and the lighthouse went into service on November 1st of that year. The *Fern* and the *Pharos* continued to bring supplies and carry out other duties as needed in the area, and at the end of 1892 the *Pharos* was in for her annual repairs. Both the *Pharos* and the *Wistaria* had suffered damage in several severe storms. On April 18, 1893, *Pharos* was damaged again when she was dismasted at sea near Charleston while making inspection visits. Repairs were made, and in mid-June she was again ready to sail. In the 1894-1895 annual report of the Light-House Board, the

steamer *Wistaria* was mentioned as being in "efficient" condition but the *Pharos* was treated to a major overhaul including new rigging, new copper sheathing, caulking, and her hull was repainted.

The *Wistaria* was now being considered too large for many of the jobs on the inland waterways of the district and a new vessel, the 65-foot naphtha launch *Water Lily* was ordered for this purpose. In January of 1896, the *Water Lily* was at Mosquito Inlet where she picked up supplies left there by the *USLHT Armeria* and delivered these items to various minor aids to navigation and to the Jupiter Inlet Lighthouse. She then returned to Mosquito Inlet to leave empty oil cans that she had picked up along her trip. *Armeria* would later retrieve these cans. The *Armeria* was constructed in 1889 and launched the following year. She was built to replace the *Fern* and her home port was at the Light-House Establishment's third district headquarters at Tompkinsville on Staten Island, NY. She was tasked with making annual visits to every light station on the Atlantic and Gulf coasts to deliver supplies of oil and other necessities.

career as a relief vessel working on inland waterways. She was considered no longer suited for seagoing work and would now be devoted mainly to tending buoys and minor aids to navigation. By 1901, she had been outfitted with new cushions and chairs, renovated mattresses, new rubber mats, a new mast, and new navigational implements. At this time, *Snowdrop* was located primarily in the Charleston area to serve as a repair vessel and for delivering supplies, while *Water Lily* was working throughout the sixth district and was often seen at Mosquito Inlet.



Naphtha Launch *Water Lily* tied up to Ponce Inlet Light Station boat dock in 1925. Note the boathouse in background; collection of the Ponce De Leon Inlet Lighthouse Preservation Association

The launch *Water Lily* proved to be so economical and efficient that a second 65-foot naphtha launch, the *Snowdrop*, was ordered for use by the sixth district's engineer. It should be noted here that larger vessels like the *USLHT Wistaria* carried 24-foot naphtha launches, but these were too small for construction, repair, and supply delivery work. The *Snowdrop* arrived in the sixth district in January of 1897. Her crew was made up of men from the *Pharos*, which was undergoing repairs to her rigging and the cleaning of her hull. Also around this time, *Light Vessel 53* was withdrawn from her post a Frying Pan Shoals to a new post as the *Martins Industry Light Vessel*. In a departure from her typical duties, *LV-53* would travel to Mosquito Inlet in 1907, carrying supplies for the lighthouse.

In September of 1899, the steamer *Wistaria* was taken to Wilmington, Delaware, for major refitting in order to begin a



Naphtha Launch *Snowdrop*, c. 1907; collection of the Ponce de Leon Inlet Lighthouse Preservation

The second part of this article, describing tenders and their visits from 1901 to 1939, will appear in our next newsletter.

Get Your Copy Today!

Who were the first European explorers to visit Ponce de Leon Inlet? Why was it once named Mosquito Inlet? When was the first lighthouse built at the inlet and what happened to it? How was the current lighthouse designed?

What was it like to live here 100 years ago?

Learn the answers to these questions and other facts about the Ponce de Leon Inlet Lighthouse and the surrounding area in the museum's book,

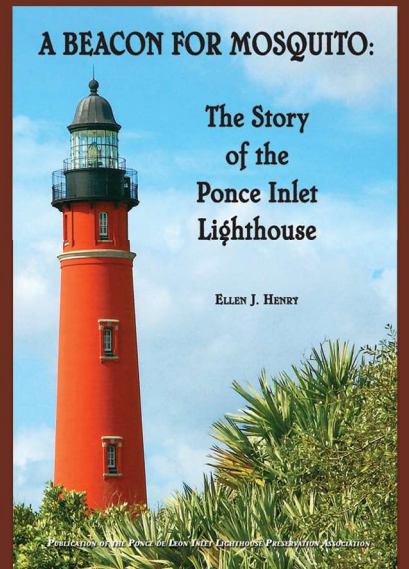
A BEACON FOR MOSQUITO: The Story of the Ponce Inlet Lighthouse.

On sale in the museum gift shop and online.

A BEACON FOR MOSQUITO:

The Story of the Ponce Inlet Lighthouse

ELLEN J. HENRY



LOST IN HISTORY: THE PACETTI HOTEL

Modern stories of the Mosquito Inlet Lighthouse, now known as the Ponce Inlet Lighthouse, are well-documented and preserved. They are in our quarterly newsletters, in our archives, in our social media posts, in the innumerable pictures taken by our many visitors, and they are in our memories. We all contribute to the collective memory of this National Historic Landmark. But what about the stories that are not so modern—the ones that no one alive today can vividly remember? These stories can be found in old photographs, letters, postcards, government records, and other documents. The stories in this series come from newspaper sources. Specifically, this article will cover newspaper stories relating to our recent acquisition, the Pacetti Hotel. In recounting these tidbits, it is the hope of the Preservation Association that they do not become lost in history like countless other stories have been, and can instead be shared and enjoyed by generations to come.

The first observation to be made from reading newspaper stories relating to the Pacetti Hotel is that the building has had many names over the years. It has been called the Pacetti Hotel, Pacetti House, Pacetti Fishing Resort, or even just Pacetti's. There are also the countless misspellings of the name Pacetti itself. A perfect example of this is a 1902 ad in the *Daytona Gazette News* promoting the "Pecetti Hotel" as the "best hotel in Ponce Park".

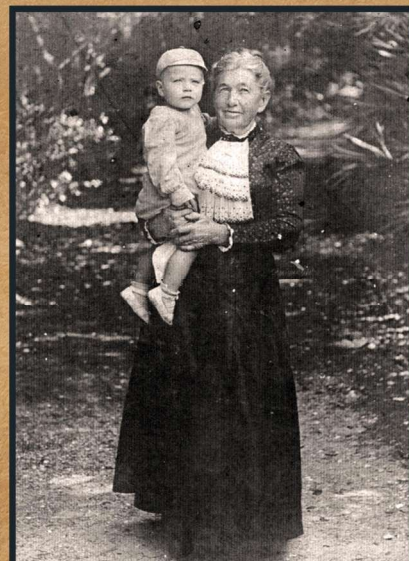
Ponce Park is acknowledged to be the finest fishing place in this neighborhood. The Pecetti House in also acknowledged to be the best hotel at Ponce Park. For information and rates address GOMEZ A. PACETTI, Ponce Park, Fla.

Advertisement for "The Pecetti House" in the *Daytona Gazette-News*, 1902

That ad and many other articles like it laud the fishing to be had at and around the Pacetti Hotel. An 1884 report from Kentucky's *The Courier-Journal* mentioned "taking in sharks" while on a trip to "Pacetti's". Two years prior, the same reporter described "Pacettis" as "one of the most noted fishing resorts on the Atlantic coast of Florida. It is so near the Mosquito Inlet that no time is lost in availing yourself of favorable tides for the different classes of fish. And I dare not say how many different fish we catch in the Halifax river. It seems to me that I never go fishing here without taking something that I never saw or heard before...It is a good place to visit, you may believe, and you will learn more about fishing in an hour here than anywhere else that I have been in a week."

The story goes on to describe Bartola and Martha Pacetti:

"Pacetti himself is one of the St. Augustine Minorcans, who has done nothing but hunt and fish in this region for more than forty years. Like all good fishermen, he is as genial and clever as possible, and he can tell bigger fish stories, that are at the same time true, than any other man in America. His wife sets a capital table, and is said to be the best fish cook in all Florida."



Martha Jane Pacetti; Ponce De Leon Inlet Lighthouse Preservation Association Collection

An 1885 story from Wisconsin's *Appleton Post* mentions that fishermen from around the country have been visiting "Pascettas" for about twenty years "to enjoy the peerless fishing this spot affords". The fishing stories continued long into the twentieth century with multiple generations of Pacetti men working as fishing guides and hoteliers around the area. No fishing story can possibly top the appropriately named "Sea Monster Seen Off Beach at Daytona" that appeared in *The Orlando Sentinel* in 1934. A sea monster had been spotted near the inlet and "the witnesses claimed it resembled the sea serpent seen on four previous occasions from Pacetti docks in Ponce Park."

Be it a sea monster, a shark, a "stingaree", or one of the countless other species of fish caught nearby, these newspaper stories help shed light into the rich and colorful history of our now-historic Pacetti Hotel.



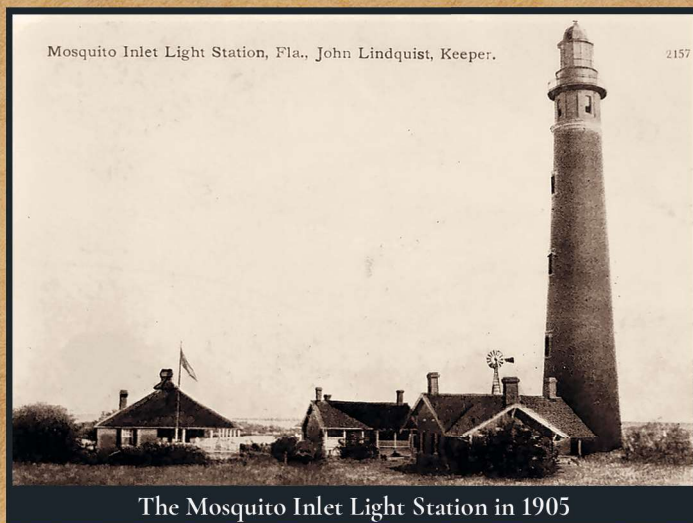
Fishing party setting off from the Pacetti Hotel, c. 1905

2021 ANNUAL ASK EVENT

LIGHTHOUSE ENDOWMENT FUND

The Ponce Inlet Lighthouse and Museum:

The Ponce De Leon (formerly Mosquito) Inlet Lighthouse has guided mariners along the Florida coast for more than 133 years. It is one of the few historic light stations that still possess all of its original structures, including three keeper dwellings with detached woodshed/privies, a large oil storage house, a pump house, and the tower.



The Mosquito Inlet Light Station in 1905

These original buildings are now home to exhibits chronicling the maritime and social history of the Ponce Inlet Lighthouse, the US Lighthouse Service (originally known as the US Lighthouse Establishment), US Life-Saving Service, US Houses of Refuge, and local area. Modern structures include the Ayres Davies Lens Exhibit, the museum's main entrance and gift shop, a dedicated restroom/group entrance facility, an educational building, and a three-story complex housing the museum's administrative, maintenance, programming, and curatorial spaces.

A Shining Example of Preservation in Action!

The Ponce De Leon Inlet Light Station is highly-regarded as one of the most authentic and complete historic lighthouse facilities in the country. But this was not always the case.

The site was well-maintained for the first 66 years of its existence. Civilian lighthouse keepers who lived and worked at the light station between 1887 and 1939 kept the buildings, grounds, and tower in tip-top condition, earning numerous awards for excellence along the way.

Responsibility for the nation's aids-to-navigation system was transferred to the US Coast Guard when the federal

government abolished the US Lighthouse Service in 1939. Principal Keeper Edward Meyers chose to enlist in the Coast Guard following this transition rather than retire. He remained at the Ponce Inlet Lighthouse as the Officer-in-Charge and continued to maintain the facility in the same manner as before.

The station's condition did not begin to deteriorate until 1953, the year the Coast Guard decided to automate the years. beacon and turn the light station into an unmanned facility. The lack of consistent maintenance took its toll as the station stood all but abandoned. This period of neglect lasted more than 17 years.

An unrelenting barrage of destructive forces, including vandalism, the natural elements, and the lack of proper maintenance, left the site a shell of its former self by 1970. The once immaculate Ponce Inlet Light Station had become a decaying relic of a bygone error. The derelict facility was officially decommissioned in 1970 and declared surplus property two years later. Rumors of the station's potential destruction started to circulate to the alarm of many.

Long-time residents grew increasingly worried about the light station's fate and banded together to petition the Town of Ponce Inlet to acquire the light station from the federal government to save it. The city council agreed to this request with one stipulation; a non-profit would have to assume full responsibility for the restoration and management of the property at no cost to the town. The Town of Ponce Inlet officially took ownership on July 1, 1972.



DONATE TODAY!

The Ponce De Leon Inlet Lighthouse Preservation Association assumed responsibility for the ongoing restoration, preservation, and operation of the historic facility within weeks of its transfer. The Association's founding members immediately went to work reversing the damage brought on by nearly two decades of neglect. Volunteers rolled up their sleeves and bent to the task of repairing damaged roofs, replacing broken windows, and cleaning up the overgrown grounds. Work that required specialized skills was completed by contractors including re-roofing projects and tower restoration. As time went by, the Association gradually grew from an all-volunteer group into the professional, volunteer-supported organization that exists today.



The Coast Guard sealed the entrance of the tower with concrete block in 1970 to prevent trespassers from entering the lighthouse. The Ponce De Leon Inlet Lighthouse Preservation Association initially used an old fire truck to enter the tower through the first window to begin their restoration and preservation efforts in the early 1970s.

Thanks to the tireless efforts of the Ponce de Leon Inlet Lighthouse Preservation Association, the once dilapidated Ponce de Leon Inlet Light Station is now considered one of the best-preserved and most authentic historic light stations in the nation. As state assistance declines and the cost of restoration and maintenance rises, the importance of ongoing financial support from the private sector could not be greater. Only through the generosity of its members, corporate sponsors, and museum visitors can the Association continue its ongoing effort to preserve and interpret this National Historic Landmark.

THE LIGHTHOUSE ENDOWMENT FUND:

Financial security is the key to ensuring future success. This fact is especially true for the Ponce De Leon Inlet Lighthouse Preservation Association, which generates nearly 100% of its annual funding in-house through admission and merchandise sales, yearly membership dues, and private donations. Although state and county grants have helped finance specific

lighthouse projects in the past, public funds are often limited and not always reliable.

The Preservation Association relies predominately on a robust cultural tourism market to meet its annual financial goals. However, tourism is highly susceptible to economic downturns brought on by significant events like recessions, natural disasters, and most recently- the COVID-19 outbreak. The Association's Board of Trustees protects the light station against these fiscal threats by building its Endowment Fund. Endowment Fund capital is held in perpetuity, ensuring a strong financial foundation that will safeguard the organization against the rising cost of long-term preservation and restoration work.

The Association invests all Endowment Fund donations in their entirety, using only a portion of the fund's average annual return for restoration and preservation work. The remaining investment return is added to the fund's principal to guard against inflation and ensure the fund maintains its value over time. Thus, a donor who creates an endowed gift today can be confident that it will grow and continue to support the Ponce Inlet Lighthouse in the years to come.

Only through the generosity of members like you can the Association hope to strengthen its financial security. Endowment Fund donations can take many forms, including cash, stocks, mutual funds, and even real estate.

THREE WAYS TO GIVE:

1. Online Donations: Making an online Lighthouse Donation is easy. Simply visit our online store at www.lighthouselocker.org and select "Donations" from list of menu items. Online donations start at \$10. Those wishing to donate more can simply select the desired amount from the list provided and complete their transaction.

2. Mail-In Donations: To donate by mail, simply mail a check to the Ponce Inlet Lighthouse at 4931 South Peninsula Drive, Ponce Inlet, FL. Please make the check out to the Ponce Inlet Lighthouse and write "Lighthouse Endowment Fund" in the note field.

4. Donate at the Lighthouse: In-person donations can also be made at the lighthouse and museum. S

We appreciate the encouragement your donation represents. It has been the Preservation Association's practice to provide significant donors (\$1000+) with a complimentary one-year Principle Keeper membership along with recognition in the Association's quarterly newsletter. If you prefer to keep your donation anonymous, please contact Executive Director Ed Gunn by phone at (386) 761-1821 ext. 15, or via email at edgunn@ponceinlet.org at the time of your donation.

Thank you for your support. Together we will keep the light shining for this and future generations to come!

GLADYS MEYER DAVIS

JULY 4, 1928 - DECEMBER 11, 2021



born at the Ponce Inlet Light Station and was 92 years old at the time of her death.

Mrs. Davis was the second of three daughters (Betty, Gladys, and Mary) born to civilian lighthouse keeper Edward Meyer and his wife Ellen. Additional siblings included her two brothers Edward, Jr., and Jack. Gladys' unique claim to fame as the last child born at the Ponce Inlet Light Station was completely accidental. According to Gladys, her parents had originally planned to have a doctor deliver her in New Smyrna; using the light station's motor launch to travel there when the time came. However, a sudden storm made the trip across the inlet far too dangerous for a woman in labor. Lacking any other alternative, Edward left Ellen in the capable hands of Principal Keeper John Butler and his wife Mamie and took the motor launch over to New Smyrna to fetch the doctor by himself. Arriving at the physician's front door in the pouring rain, Meyer explained the situation and escorted the physician to the dock where the boat was tied up. No one is sure if the doctor's trip across the storm-churned inlet was voluntary or not, but based on Edward's size, the outcome would have probably been the same either way.

Gladys spent most of her early childhood in the shadow of lighthouses. She lived at the Ponce Inlet Light Station from 1928 until 1930, at the Jupiter Inlet Lighthouse between 1930 and 1933, and at the Morris Island Lighthouse from 1933 until 1937. Gladys returned to Ponce Inlet in 1938 after her father was chosen to serve as the light station's new Principal Keeper. The Coast Guard took over the duties of the US Lighthouse Service in 1939 and Gladys' father continued his duties there as the Officer in Charge.

When asked what it was like to live at the Ponce Inlet Light Station Gladys said that although her father never let her in the tower she loved growing up there. She enjoyed the ocean, fishing, and exploring the nearby woods and river bank. There were no public schools in Ponce Park (now Ponce Inlet) so Gladys had to wake early to catch the

bus to Port Orange Elementary School on the mainland side of the river.

Gladys continued to call the Ponce Inlet Lighthouse home until 1942, when the Coast Guard removed all civilian residents from the light station's grounds after the United States' entered World War II. The move had little effect on the Meyer family's life. Ellen and the kids remained in Ponce Park and quickly settled into a house a few blocks from the lighthouse that Edward had purchased. Gladys continued to attend Seabreeze High School in Daytona Beach where she earned her diploma in 1946. Edward Meyer retired from the Coast Guard in 1945 and launched several new business ventures on his riverfront property. These included Meyer's Fish Camp and Grill which offered fishing boat rentals, hot food, fishing tackle, live bait, and guided fishing trips aboard Chief Meyer's pride and joy, the charter boat Miss America. The family even owned a 1000-chicken poultry farm that supplied local grocery stores and neighborhood residents with fresh eggs harvested daily by Gladys and her two sisters. When the girls weren't busy going to school or collecting eggs, they could often be found working in the restaurant or cleaning boats at the end of the day.

Gladys met her future husband Earl Davis in 1953. Born and raised near Savannah, Georgia, Earl moved to the Daytona Beach area shortly after graduating from Stetson University in 1950. His initial encounter with Gladys was by no means accidental. Having always possessed the gift for the gab, Earl often joked about meeting his future bride for the first time.

"A friend of mine named Charlie Moore who was married to Bob Pacetti's daughter told me about these pretty girls whose family owned Meyer's Fish and Grill down in Ponce Park. I was really interested in meeting them so I dressed up one day and drove down to see what all the fuss was about.



The Meyer Family Girls
(left to right) Mary, Gladys, and Betty

I remember walking in late that afternoon and seeing her father sitting in an Adirondack chair near the front door reading the newspaper. I couldn't help but notice him watching me over the top of the paper as I walked by without saying a word. I think he knew I wasn't there for the food.

Well I sat down and after

GLADYS MEYER DAVIS Cont.

a while this really good looking waitress named Gladys walked up and told me the grill was closed for the day. (Gladys later said that she was quite taken with Earl and that she would have taken his order anyway if her dad had not been sitting there.) Since I wasn't actually there for the food the news that the kitchen was closed didn't bother me at all. However, I didn't have much time to talk to the pretty girl standing in front of me so I decided to keep coming back until she agreed to go on a date with me. My persistence paid off. Even her dad started to like me after a while."



Gladys outside the Meyer Fish Camp and Grill in the early 1950s

The two hit it off almost immediately. They dated for several years before getting married at St. Mary's Episcopal Church in Daytona Beach in 1955. When Gladys' mother decided to retire in 1957, the newlywed couple chose to purchase the Meyer home in Ponce Park instead of watching it go to someone else.

Earl and Gladys loved Ponce Park so much they decided to raise their daughters Julie and Ellie there.

When asked what the town was like in the 50s and 60s, both Gladys and Earl agreed that it was much nicer then. "It was a quiet, close knit community. Heck, only 39 people lived here." Earl replied, "Hardly anyone ever came down this way. There were no stores except for Clicks Grocery which relied on the honor system since the owner was never there. Customers would write down whatever they took from the store in a ledger and settle their bill at the end of the month. Clicks Grocery eventually went out of business because kids would take stuff without paying for it."

Earl and Gladys continued to live in their house on Beach Street for nearly 50 years before selling it to the Town of Ponce Inlet in 2003. Although they were sad to leave they didn't have to move their belongings very far since their new house was located less than a mile away. Restored to its original 1922 appearance in 2010, the Meyer /Davis House and Hasty Cottage now serves as the Town of Ponce Inlet's historical museum. The home was officially



placed on the National Register of Historic Places in 2015.

Gladys loved the lighthouse and was instrumental in saving the Ponce Inlet Light Station when it was declared surplus property in 1972. She was a founding member of the Preservation Association and served over four decades on the Board of Trustees before stepping down in 2016. Earl and Gladys were co-recipients of the Florida Association of Museums' *Outstanding Trustee Volunteer* award in 2010 in recognition of their lifelong commitment and dedication to both the lighthouse museum and Ponce Inlet community. Gladys the title of Trustee Emerita until the time of her passing.

Gladys' volunteer interests were not limited to the lighthouse alone. She was also a charter member of the Ponce Inlet Women's Club and a devoted parishioner of Grace Episcopal Church in Port Orange for more than 50 years. Earl and Gladys were both awarded the Town of Ponce Inlet's Lifetime Achievement Award in 2014.

Gladys was as true southern lady and loved by all who knew her. She is preceded in death by Earl, who passed away in September, 2018 and Ellie, who passed in February, 2019. She is survived by her daughter Julie who cared for both Gladys and Earl in their last years of life. A memorial service for Gladys will be scheduled at the Ponce Inlet Lighthouse later this year when COVID-19 conditions allow. Julie has requested that donations be made in her mother's memory to the Ponce Inlet Lighthouse Endowment Fund. Lighthouse donations can be made online at www.lighthouselocker.org.



Decorating the Christmas Tree in the 1st Assistant Keeper's Dwelling where Gladys was born remained one of the couple's favorite holiday traditions.



Gladys and Earl celebrate their 50th Wedding Anniversary in 2005 with daughters Julie (left) and Ellie (right)

PACETTI HOTEL RESTORATION

PROGRESS UPDATE



The Pacetti Hotel circa 1940s

The Ponce de Leon Inlet Lighthouse Preservation Association is pleased to announce the successful execution of a formalized contract with the award-winning firm of Bender and Associates Architects, Inc. in support of the Pacetti Hotel project. Bender and Associates possesses extensive experience in the field of architectural design and historic restoration, preservation, and rehabilitation and has worked on numerous properties of cultural significance throughout Florida including lighthouses, military sites, public landmarks, private residences, and commercial buildings.

Bender and Associates will serve as the project's managing entity during both the design phase and construction phase with duties and responsibilities focusing on the creation of conceptual drawings, development of design and construction documents, and the coordination and oversight of all architectural, engineering, and contractor services. The firm will work in close coordination with Association staff in the execution of these assigned duties.

Aspects of the preliminary design phase will include architectural, structural engineering, and civil engineering assessments of the Pacetti Hotel, water tower building, and grounds completed by the firm and other third-party professionals. Bender and Associates will utilize the results of these assessments to further develop and refine the Association's three-year project schedule which will culminate with the grand opening of the Constance D. Hunter Historic Pacetti Hotel Museum in 2023.

DOUBLE YOUR PACETTI HOTEL DONATION DOLLARS TODAY!

Double your donation dollars to the Pacetti Hotel today! In addition to its initial 1.5 million grant contribution, the Paul B. Hunter and Constance D. Hunter Charitable Foundation

has pledged to match all private donations to the Pacetti Hotel Project dollar for dollar up to a combined value of \$250,000. This offer is a wonderful opportunity for anyone looking to maximize the funding potential of their charitable gift in support of the Association's efforts to preserve, restore, rehabilitate, and interpret the historic Pacetti Hotel for this and future generations to enjoy.

HOW DONATIONS ARE USED

Your donation will be used to help fund the costly process of preserving, restoring, and rehabilitating the site's historic structures, developing the hotel into a historical museum, and transforming the property into a publicly accessible outdoor space where families and friends can come together to enjoy the sights a of the Halifax River and Ponce Inlet.

HOW TO DONATE

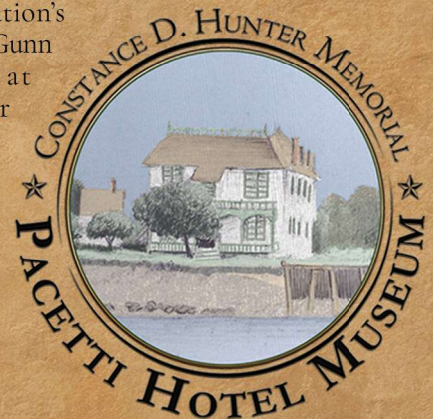
On-Site Donations: Those wishing to make a donation in person can do so in the lighthouse gift shop by talking to one of our friendly sales associates. Acceptable donation options include cash, check, or charge.

Online Donations: Pacetti Hotel donations can also be made online at: www.lighthouselocker.org using a debit or credit card. Simply select the Pacetti Hotel Fund from the list of available donation options and complete your transaction.

Mail-In Donations: Donations in the form of a check can be mailed directly to the Ponce Inlet Lighthouse at 4931 S. Peninsula Drive, Ponce Inlet, FL, 32127. Please make checks payable to the Ponce Inlet Lighthouse and identify the Pacetti Hotel in the check's notes field for clarification of intended use.

We encourage anyone interested in donating to the Pacetti Hotel or learning more about the Association's plans to preserve, restore, rehabilitate and develop the historic Pacetti Hotel Museum in partnership with the Hunter Foundation to contact the Association's Executive Director Ed Gunn by phone or email at (386)761-1821 ext. 15 or edgunn@ponceilet.org.

Thank You for
Your Generous
Support!



SUPPORT HISTORIC PRESERVATION BECOME A MEMBER OF 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% DISCOUNT OFF ALL REGULARLY PRICED MERCHANDISE IN THE MUSEUM GIFT SHOP AND ONLINE STORE
- ONE SUBSCRIPTION TO THE ASSOCIATION'S QUARTERLY PUBLICATION *ILLUMINATIONS*
- INVITATIONS TO SPECIAL EVENTS
- VOLUNTEER OPPORTUNITIES

MEMBERSHIP CATEGORIES:

- GENERAL MEMBER..... \$20**
 - Includes all benefits listed above for one person
- SENIOR MEMBER..... \$10**
 - Includes all benefits listed above for one person age 65 and up
- STUDENT MEMBER..... \$10**
 - Includes all benefits listed above for one person age 12 years or older with valid student identification
- FAMILY MEMBERSHIP..... \$10**
 - Includes all benefits of General Member for all members of the immediate family including up to two adults and all children 18 years old and under
 - Grandchildren not eligible as immediate family
 - One membership card issued per family
 - Children under 12 years must be accompanied by an adult

2ND ASSISTANT KEEPER MEMBERSHIP..... \$100

- Includes all benefits of Family Membership for everyone listed under the 2nd Assistant Keeper Membership
- Recognition in the quarterly journal *ILLUMINATIONS*

1st ASSISTANT KEEPER MEMBERSHIP..... \$200

- Includes all benefits of 2nd Assistant Membership
- Two gift General Memberships
- Recognition in the quarterly journal *ILLUMINATIONS*

Principal KEEPER MEMBERSHIP..... \$500

- Includes all benefits of 1st Assistant Membership
- A personal guided tour of the Light Station
- Recognition in the quarterly journal *ILLUMINATIONS*

Corporate Lampist MEMBERSHIP..... \$500

- Includes all benefits of General or Family Membership for up to five company principals
- A personal guided tour of the Light Station
- Use of the Light Station's conference room for one meeting
- Recognition of your company's support including its logo in the Association's quarterly journal *ILLUMINATIONS*

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

REGISTRATION #: CH137

A COPY OF THE OFFICIAL REGISTRATION AND FINANCIAL 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.



SELECT MEMBERSHIP TYPE:

- | | | |
|------------------------------------|--|--|
| <input type="checkbox"/> GENERAL | <input type="checkbox"/> SENIOR | <input type="checkbox"/> STUDENT |
| <input type="checkbox"/> FAMILY | <input type="checkbox"/> 2ND ASSISTANT | <input type="checkbox"/> 1ST ASSISTANT |
| <input type="checkbox"/> PRINCIPAL | <input type="checkbox"/> CORPORATE | <input type="checkbox"/> RENEWAL |

MEMBER INFORMATION:

YOUR NAME: _____

ADDITIONAL NAMES OF MEMBERSHIP: _____

COMPANY NAME (IF CORPORATE): _____

EMAIL: _____ PHONE: _____

MAILING ADDRESS:

STREET: _____ APT./UNIT #: _____

CITY: _____ STATE: _____, ZIP: _____

EMAIL: _____ PHONE: _____

PAYMENT INFORMATION:

Please mail checks only. Memberships may be purchased online with a debit/credit card at www.lighthouselocker.org.

MEMBERSHIP COST: \$ _____ DONATION AMOUNT: \$ _____

TOTAL AMOUNT DUE: \$ _____

MAKE CHECKS PAYABLE TO: PONCE INLET LIGHTHOUSE

MAIL APPLICATION W/ CHECK TO: 4931 S. Peninsula Drive
Ponce Inlet, FL 32127

THANK YOU FOR YOUR GENEROUS SUPPORT

PONCE INLET LIGHTHOUSE BEACH TOWEL:

Enjoy sunny spring days on the beach or pool deck with custom 30"x60" Ponce Inlet Lighthouse micro-fiber beach towel featuring a full-color image of the historic Ponce Inlet Lighthouse.

Item #: 4059
Price: \$9.99 (+S&H)

"I CLIMBED" T-SHIRT

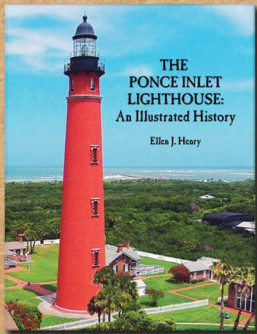


Making it to the top of Florida's Tallest Lighthouse is really something to brag about! Been there, done that, but don't have the t-shirt? We have you covered! The museum's newly re-designed "I Climbed" t-shirt is made of pre-shrunk 100% ring-spun cotton. Get one today and let everyone know you successfully climbed 203 steps to the top of the Ponce Inlet Lighthouse! Available in five vibrant colors: red, blue, yellow, green, and purple; sizes small through XX-large. Please indicate desired color and size when ordering. Add \$1.00 to price for XX-Large.

Item #: 6387
Price: \$14.99 (+S&H)



THE PONCE INLET LIGHTHOUSE: An Illustrated History



The Ponce Inlet Lighthouse: An Illustrated History is the culmination of more than 40 years of research by the Ponce De Leon Inlet Lighthouse Preservation Association. Written by museum curator Ellen Henry, this fully illustrated hardback volume is the definitive history of the historic Ponce De Leon Inlet Light Station. Signed first edition copies of this recently published book are now available for purchase online and in the lighthouse gift shop.

Price: \$49.95 (+S&H)

PONCE INLET LIGHTHOUSE MEMORIAL BRICK:

The Ponce Inlet Lighthouse Memorial Brick Program is a unique way to honor friends and loved ones or celebrate special events including weddings, birthdays, and family vacations. Each laser-engraved brick features the Inlet Lighthouse logo and up to three lines of text. Each brick will be installed in the light station's memorial walkway where it will stay in perpetuity.



Lighthouse Memorial Brick	Item #: 0289	Price: \$100
Full Size Duplicate Memorial Brick:	Item #: 0290	Price: \$85
Miniature Duplicate Memorial Brick:	Item #: 0291	Price: \$40

NONPROFIT ORG.
US POSTAGE
PAID
ORLANDO, FL
ACG

PONCE DE LEON INLET LIGHTHOUSE
PRESERVATION ASSOCIATION, INC.
4931 SOUTH PENINSULA DRIVE
PONCE INLET, FL 32127
(386) 761-1821
WWW.PONCEINLET.ORG



PILH HAT & T-SHIRT COMBO

What a deal, two items in one! This custom combo item features an embroidered one-size-fits-all baseball and a souvenir uni-sex screen printed t-shirt. Available in three color

combinations: khaki/mint, brick/gray, and blue/pink; sizes Small through XXL. Add \$1.00 to price for XXL. Please indicated desired size and color combo when ordering. Price: \$21.99

PONCE INLET LIGHTHOUSE MEMBERSHIP COUPON

20% OFF ANY SINGLE ITEM

LIMIT ONE PER MEMBER. CAN NOT BE USED WITH OTHER DISCOUNTS.
NOT VALID FOR MEMORIAL BRICKS. EXPIRES 6/30/31

The Ponce De Leon Inlet Lighthouse Gift Shop specializes in high quality lighthouse and nautical themed gifts for people of all ages. Customers may also shop Online at LIGHTHOUSELOCKER.ORG. Please contact the Gift Shop by phone at (386) 761-1821 ext. 10 or via email at GIFTSHOP@PONCEINLET.ORG for more information.