

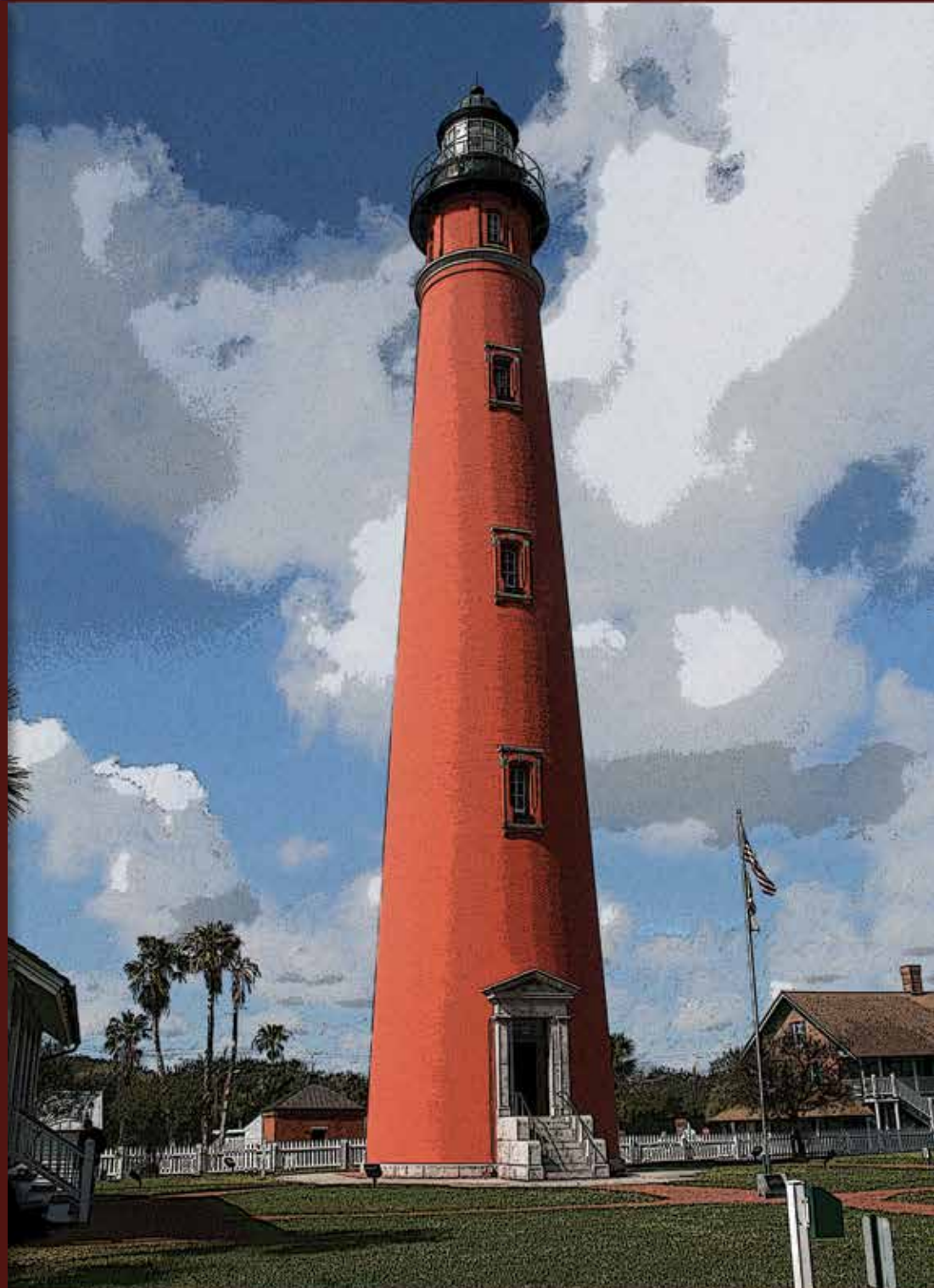


# PONCE DE LEON INLET LIGHTHOUSE ILLUMINATIONS

4931 South Peninsula Drive • Ponce Inlet, Florida 32127 • [www.ponceinlet.org](http://www.ponceinlet.org) • [www.lighthouselocker.org](http://www.lighthouselocker.org) • (386) 761-1821 • [lighthouse@ponceinlet.org](mailto:lighthouse@ponceinlet.org)

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Dear Members,

I hope this issue of *Illuminations* finds you happy and well. As many of you know this time of year is always active at the Ponce Inlet Lighthouse as travelers flock to the Daytona Beach area from far and wide in search of sunshine and sparkling beaches.

I am pleased to announce the completion of the repointing of the Light Station's three woodsheds and privies. Restoration work included repairing the three structures' masonry walls, removing non-compatible or inappropriate materials used to conduct repairs in the years prior to 1972, replacing damaged bricks, and repointing deteriorated mortar joints as needed.

Completed by Federal Masonry Restoration out of Pomfret, MD, all repairs were completed using historically compatible materials and traditional methods of application.

Our thanks go out to Federal Masonry's owner Chuck Spitznagel and his crew of highly skilled historic masonry restoration specialists. As always, the Preservation Association can rely on Chuck and his crew to complete all masonry restoration work in a conscientious and professional manner.

We are also pleased to announce the recent acquisition of a large quantity of reclaimed historic lumber which will be utilized in future restoration and preservation projects here at the Ponce Inlet Lighthouse. Harvested from Deland's historic Gould building by Florida Victorian Architectural Antiques Inc. the recovered lumber dates to the building's construction in 1892. Only five years junior to the Ponce De Leon (then Mosquito) Inlet Lighthouse, the old-growth heart pine wood will provide the Association with an ample supply of historically appropriate material for use in future restoration efforts for years to come.

It is with a heavy heart that I announce the passing of former Programs Manager Bob Callister on February 18th, 2016.

Originally signing on as a volunteer tour guide in 2003, following his retirement and relocation from Cleveland, OH, Bob quickly proved himself to be an indispensable member of the volunteer corps. In 2004, he accepted a full-time staff position as the Association's Program Manager. He would remain in this position until his retirement in 2012.

As Programs Manager, Bob helped develop many of the Association's

most popular education programs including Climb with the Keeper, Climb to the Moon, the Old Lighthouse Keeper, Homeschool Day, Girl Scout Day, the Science of Light, and many more. Our condolences go out to Bob's family and friends. Thank you Bob for all you have done for the Lighthouse over the years. You will be missed.

In closing, I would like to take the opportunity to thank the many donors who have contributed to our Lighthouse Endowment. Thanks to your generosity, the Ponce De Leon Inlet Lighthouse Preservation Association is better equipped than ever to continue its ongoing mission of preserving and disseminating the maritime and social history of this important National Historic Landmark. Those wishing to donate may do so online at [www.lighthouselocker.org](http://www.lighthouselocker.org).

Thank you for your ongoing support and advocacy. Without you, the Preservation Association's past, present, or future accomplishments would not be possible.

With warm regards,

*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. 6, 2015 – MAY 29, 2016  
OPEN DAILY FROM 10:00 AM UNTIL 6:00 PM  
(LAST MUSEUM ADMISSION SOLD AT 5:00 PM)

MAY 30, 2016 – SEPT 5, 2016  
OPEN DAILY FROM 10:00 AM UNTIL 9:00 PM  
(LAST MUSEUM ADMISSION SOLD AT 8:00 PM)

## SPECIAL HOURS OF OPERATION

MEMORIAL DAY WEEKEND  
MAY 27 - 29, 2016  
(FRIDAY THROUGH SUNDAY)  
OPEN FROM 10:00 AM UNTIL 7:00 PM  
(LAST MUSEUM ADMISSION SOLD AT 6:00 PM)

## SCHEDULED TOWER CLOSURES

JUNE 30, 2016 (THURSDAY)  
TOWER CLOSED FROM 8:00 PM UNTIL 9:00 PM  
MUSEUM AND GIFT SHOP OPEN UNTIL 9:00 PM  
(LAST MUSEUM ADMISSION SOLD AT 8:00 PM)

JULY 19, 2016 (TUESDAY)  
TOWER CLOSED FROM 7:15 PM UNTIL 9:00 PM  
MUSEUM AND GIFT SHOP OPEN UNTIL 9:00 PM  
(LAST MUSEUM ADMISSION SOLD AT 8:00 PM)

## UPCOMING MEETINGS

APRIL 18, 2016 (MONDAY)  
BOARD OF TRUSTEES AND QUARTERLY MEMBERSHIP MEETING  
(OPEN TO GENERAL MEMBERSHIP)

MAY 16, 2016 (MONDAY)  
BOARD OF TRUSTEES MEETING  
(CLOSED TO GENERAL PUBLIC AND MEMBERSHIP)

JUNE 20, 2016 (MONDAY)  
BOARD OF TRUSTEES MEETING  
(CLOSED TO GENERAL PUBLIC AND MEMBERSHIP)



## CLIMB TO THE MOON

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 \$25 FOR NON-MEMBERS AND \$20 FOR MEMBERS.

## SCHEDULED CLIMB TO THE MOON EVENT DATES AND TIMES

APRIL 22, 2016 (FRIDAY)  
7:30 PM - 9:00 PM  
(SOLD OUT)

JUNE 20, 2016 (MONDAY)  
8:00PM - 9:30PM

MAY 21, 2016 (SATURDAY)  
7:30 PM - 9:00 PM  
(SOLD OUT)

JULY 19, 2016 (TUESDAY)  
7:45PM - 9:15PM





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## FLORIDA LIGHTHOUSE DAY

APRIL 9, 2016 (SATURDAY) ~ 10:30 AM TO 2:30 PM

Celebrate the State's rich maritime history on April 9th during Florida Lighthouse Day! Climb to the top of Florida's tallest lighthouse and learn about the State's historic light stations as you participate in hands-on family-oriented activities.

## GIRL SCOUT EARN A PATCH DAY

APRIL 16, 2016 (SATURDAY) ~ 1:00 PM TO 3:00 PM

Calling all Girl Scouts! Come and enjoy the Lighthouse and Museum while working on the requirements for an official Girl Scout Coast Guard Patch. Developed by the Ponce Inlet Lighthouse in collaboration with the Girl Scouts of Citrus Council this fun and exciting event focuses on Navigating the Sea and early navigational tools used by mariners prior to modern electronics. Limited to only forty participants, tickets for this event sell out fast and are provided on a first come, first serve basis. Individuals wishing to RSVP may do so online at [www.lighthouselocker.org](http://www.lighthouselocker.org).

## SPRING HOMESCHOOL DAY

MAY 5, 2016 (THURSDAY) ~ 10:30 AM TO 2:30 PM

Join us for our Spring Homeschool Day. This event has united homeschoolers from around the state for a day of history, science, and fun. Special admission prices and advanced reservations are required. Limited to only seventy-five participants on a first come first serve basis, individuals wishing to register online at [www.lighthouselocker.org](http://www.lighthouselocker.org) may do so starting at 1:00 pm on April 7, 2016.

## INTERNATIONAL MUSEUM DAY

MAY 14, 2016 (SATURDAY) ~ 10:30 AM TO 2:30 PM

The Ponce Inlet Lighthouse is proud to be a part of the International Museum community. "Museums are the story-tellers of a community's cultural heritage and collective memory." Join us May 15th for family-oriented activities and interactive workshops developed by Lighthouse staff and volunteers.

## MEMORIAL DAY WEEKEND

MAY 28-30, 2016 (SATURDAY, SUNDAY, & 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 Establishment/Service, Ponce Inlet, and Florida's rich maritime heritage. In honor of our men and women in uniform, all active and inactive military personnel will be admitted free of charge throughout the day with proof of service.

## FLAG DAY

JUNE 11, 2016 (SATURDAY) ~ 10:30 AM TO 2:30 PM

Join us at the Lighthouse for family-oriented activities and workshops in celebration of Flag Day! Explore the historic Ponce De Leon Inlet Light Station and climb to the top of Florida's tallest lighthouse! Learn how ships communicated with each other and with people on shore using Semaphore flags and watch as the kids make their very own lighthouse pennant.

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



# The Lighthouse Service Bulletin in 1916

One hundred years ago, the Lighthouse Service was in the midst of continuing change. The Great War in Europe and other parts of the world had been raging since 1914, and the United States government was looking ahead to possible involvement in the conflict. By 1910, the old Light-House Establishment had been revamped into the Lighthouse Service, and President Taft had suggested that the Life-Saving Service and the Bureau of Lighthouses be combined into a single entity, and the Revenue Cutter Service be dissolved and its vessels directed to other services. This plan did not come about, but in 1915 the Life-Saving Service and the Revenue Cutter Service were combined to form the United States Coast Guard. The Lighthouse Service would continue on separately until it finally merged with the Coast Guard in 1939, but when the US entered the Great War, the Lighthouse Service came under Navy control until 1919.

In 1916, the business of the Lighthouse Service proceeded as usual, but all activities were carried out against a background of impending change and preparation for possible war. Upgrades and technological advances were moving ahead as reported in the Lighthouse Service Bulletin. This monthly publication of the Bureau of Lighthouses reported on construction of lighthouses, locations of aids to navigation, vessel construction and upgrades, personnel changes, legislation affecting the Lighthouse Service, rescues and other heroic deeds performed by members of the Service, and any news that might be interesting to Service officers and employees.

For example, the monthly Lighthouse Service Bulletin of January 1916 reported that electric-control light and fog signal

stations had been in successful operation in several locations in California for nearly a year. The lights had been fitted with very early versions of lamp changers. These held two bulbs or lamps as they are properly called. One lamp sat at the focal plane of the lens. When it burned out, the second lamp rotated into place. For the fog signals the... arrangement of magneto relays in conjunction with a telephone enables the keeper at the control station to open and close the siren circuit and to

listen to the operation of the fog signal through the medium of a single wire." Telephones and automated controls were very, very innovative for the time and freed keepers to perform other duties. Eventually, electrification and

automation would allow a reduction in the number of keepers needed to man light stations.

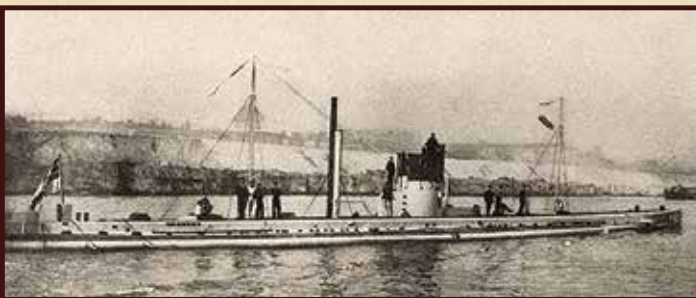
Many Lighthouse Service vessels were in for overhaul in 1916, with twelve tenders and light vessels undergoing such service in January. The depots located at Charleston and on New York's Staten Island were also being updated. Aids to navigation were being improved, especially in the Great Lakes. Several lighthouses were under construction, including Navassa Island Light Station, West Indies. On January 17, the US president declared that this entire island would now be reserved for lighthouse purposes, an action directly related to the approaching US involvement in the war.

In February, the Bulletin reported that the construction of two light vessels and a tender, the *Rose*, were underway. Concerns about food were beginning to surface, and the establishment of fishing limits and fishing pounds were in the news. The Lighthouse Service was cooperating with the Bureau of Fisheries to signify fishing grounds with marker buoys. In a different food-related matter, the Bulletin reported that keepers and families in a Mexican lighthouse on West Triangle Island in the Gulf of Mexico had nearly starved to death, and indeed, the keeper's wife had died of starvation eight days before a passing ship noticed distress flags and sent a rescue party to the island. The keepers had somehow managed to keep the light burning despite having almost no food for 15 days and only short rations for some time before that.

Much of the March 1916 Bulletin was taken up with an account of a daring rescue by the lighthouse tender *Columbine*. The



## Lighthouse Service Bulletin 1916



A German submarine or "Unterseeboot"

>> CONTINUED ON NEXT PAGE



*The Lighthouse Service Bulletin in 1916 (continued)*

*Columbine's* wireless operator intercepted a message on January 17th stating that the bark *British Yeoman* was in distress at Port Allen, Kauai, Hawaii. The tender responded to the call during heavy weather and high seas. *Columbine's* crew attempted to secure the bark with tow lines, even though the *British Yeoman* was four times the size of *Columbine*. Their tow hawser parted again and again, and the next morning the tender wired for further help. *Columbine*, her men going without sleep for 56 hours, stayed with *British Yeoman* until more assistance in the form of the Navy tug *Navajo* arrived. The little lighthouse tender then accompanied both vessels to port. Alas, the *Columbine* would become a casualty of the Great War in 1917 when she was sunk by the German raider *Seeadler*.

A report pertinent to coming events of war described the installation of a direction finder at the United States Naval Radio Station in North Truro, Massachusetts. The purpose of



A Dual Bulb Changer  
image courtesy of  
Tom Tag

of the finder was to ascertain by radio the true bearing of a ship from the station, as well as the direction of the station from the ship. This experiment indicates the very early stages of radio navigation and its application to military purposes. Along with this news item was the mention of the Lighthouse Service's assistance with government offshore survey operations along the Atlantic coastline from New York to Florida.

The April 1916 Bulletin referred to weather observations on light vessels. The Weather Bureau had requested that

the light vessels at Nantucket Shoals (Massachusetts), Diamond Shoal and Frying Pan Shoals (North Carolina), and Heald Bank (Texas) make regular observations as these vessels were equipped with radio and could transmit their reports as far as necessary. Accurate weather reports could become crucial in situations of war.

An interesting letter to the Lighthouse Bureau was submitted by Amos Buford, keeper of the St. Johns River Light Station near Jacksonville, Florida. "On the evening of February 21, a



The US Lighthouse Tender *Rose*

slight earthquake shock was felt here at the station. I was in the lighthouse attending the light at the time. My attention was attracted by a shaking of the lighthouse. I at first thought it was caused by the wind blowing. Upon investigation I found there was no wind blowing at the time. I then knew it was a earthquake shock. The shock was very slight but distinct. No damage was done. The shock was felt at about 5:50 p.m. and lasted about 1 minute." The Great Charleston Earthquake of 1886, one of the strongest ever felt in the US, had generated aftershocks that continued for many, many years, underscoring the instability of the southern east coast. The February 21 tremor could have been one of these.

The May issue of the Bulletin brought welcome news to all employees of the Lighthouse Service. At long last, the Senate passed a bill providing for retirement benefits, the first step in establishing a system of retirement that the Service had been seeking since 1910. Optional retirement for Bureau and Lighthouse Service employees would be at age 65 after 30 years of service, and compulsory retirement was set at 70 years of age. Retirement pay would be at the rate of one-fortieth of the last annual pay for each year of active service, not to exceed thirty-fortieths.

Radio stations were becoming more and more important to the Lighthouse Service, and a new station was established at the Cape

**DIED OF STARVATION  
ON AN ISLAND LIGHT**

Mexican Keeper's Wife Succumbs and Ship Finds Others Near Death.

**KEPT THE LAMPS BURNING**

Ward Liner Sees Distress Signal and Lands Provisions—Government Had Forgotten Them.

When the Ward Line steamship Mexico arrived yesterday from Havana and Vera Cruz Captain O'Keefe reported that he had stopped the ship in the Gulf of Mexico to land provisions for the keeper of the West Triangle Light, which is on a small island 150 miles

**Triangle Island  
newspaper report**

>> CONTINUED ON NEXT PAGE



*The Lighthouse Service Bulletin in 1916 (continued)*



US Lighthouse Tender *Columbine*

St. Elias Light Station in Alaska, as reported in the June 1916 issue of the Bulletin. The station's call letters would be NLQ.

Military technology was advanced by the development of a portable steel plate davit bracket that could be quickly attached to the bulwark plating of a lighthouse tender. A davit could then be easily installed and used to support underwater mine-planting gear. The US was already concerned with increasing German U-boat activity, and many US harbors were being protected by underwater anti-submarine nets and mines.

The lead news story for the June Bulletin was the collision of the steamship *Philadelphian* with the Fire Island Light Vessel as the *Philadelphian* made its approach to New York Harbor. The light vessel crew was able to keep their ship from sinking by moving cargo and causing the light ship to list enough to raise the damage done by the steamship to a point above the water line.

An interesting note in the June issue concerned the way many offshore lighthouses in England communicated with the mainland when weather cut them off from land. Keepers would place letters and calls for help inside a bottle. The bottle would be fixed inside a small wooden case. A lead keel and a small sail were attached to the case, and this tiny boat would be released into the water in hopes that it would make landfall and a relief boat would be sent to their aid. Sometimes the bottle would land at another island and have to be launched again for it to reach the mainland. This kind of communication would



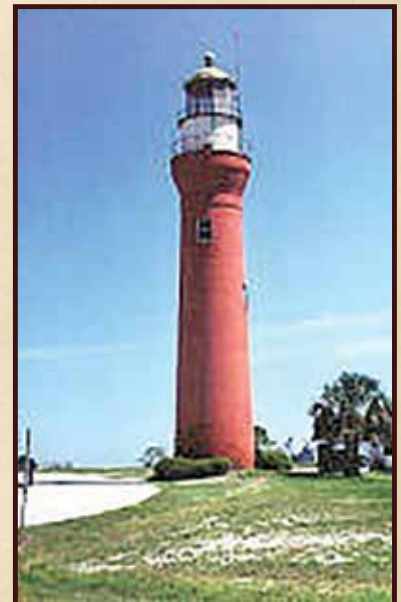
The sailing bark *British Yeoman*

be used in the US during the Great War by airplane pilots who had no radios on their submarine spotting missions. If an enemy vessel was spotted, the pilot would fly low near the closest lighthouse

and drop a container containing a message about what he had seen. The lighthouse keeper would retrieve the container from the water and then relay the message to the nearest military facility, either by radio, by telephone, or by carrying it in person.

The July issue of the Bulletin gave a long list of special works and upgrades for numerous lighthouses and navigational aids. And a lengthy article addressed the problem of disease at light stations caused by flies. Keepers were warned to take all measures necessary to prevent flies, as prevention was more effective than trying to kill off flies later on. This meant covering garbage, farm animal manure, and human waste. Window screens were recommended, and various fly-killing poisons and traps such as sticky paper were recommended.

August brought a report of a hurricane on July 5th. This storm damaged property at 75 light stations and navigational lights plus 2 depots in the 8th Lighthouse District. Lights along the upper west coast of Florida through Alabama and Louisiana took serious damage, and every structure along Mobile, Alabama's bay front was destroyed. Winds were clocked at 104-120 mph. In the 7th District, the Dry Tortugas Light Station was also damaged. No lives of Lighthouse Service personnel were lost, but the need for quick repairs was deemed urgent. Another hurricane struck the Charleston area on July 13-15. The lighthouse tender *Cypress* responded to this event and helped rescue 97 summer residents from Sullivan's Island. The tender also went to the aid of the naval collier *Hector*, rescuing the master and 21 others.



The St. Johns River Light Station

Another long list of authorized Lighthouse Service projects and upgrades appeared in the September 1916 Lighthouse Service Bulletin. Keepers and assistant keepers were entitled to medical relief without charge at hospitals and other stations of the Public Health Service, and the Secretary of Commerce was granted extended powers to secure rights of way on lands connected in any way to Lighthouse Service properties.

>> CONTINUED ON NEXT PAGE



*The Lighthouse Service Bulletin in 1916 (continued)*



**The Cape St. Elias Light Station**

The Bulletin also reported the following: an act of Congress on August 29, 1916 gave the President authorization to transfer the Lighthouse Service and all its equipment and personnel to the jurisdiction of the Navy Department or of the War Department in the event of a national emergency, provided that all would be returned when such emergency ceased.

In September, the Lighthouse Service received a Congressional appropriation of \$125,000 to repair damage from the devastating July 5th hurricane.

October brought coverage of the 200th anniversary celebration of the establishment of the Boston Light. The event was held on September 25, and a commemorative bronze tablet was unveiled at the light station before an audience that included the governor, members of the US congress, the mayor of Boston, and Lighthouse Service dignitaries.

A Bulletin article revealed an increasing problem with lighthouse keepers who were taking unauthorized liberty and falsifying records to cover up their actions. Three keepers were fired and two were reprimanded. One assistant keeper resigned and another was reprimanded. A review of shore liberty regulations found that the amount of liberty as given was reasonable and no changes in policy were necessary. The keepers were simply taking more than their due.

Hurricane season of 1916 continued with major storms. The November Bulletin stated that on October 18th, lighthouses in



**The US Lighthouse Tender Cypress**

the 8th District along the Gulf were damaged, and on October 9-10, a damaging storm struck Porto Rico Island in the 9th District.

Reports of new technology were made in November, including a new design for a bell float and occulting blinds for range lights. Also in November was a lengthy article concerning the whistle buoy that marked the station of the Nantucket Shoals Light Vessel had gone adrift in January 1915 and was finally recovered in August 1916. The buoy apparently had quite an adventure and was found 275 nautical miles northwest of Bermuda after a journey of over 3,000 nautical miles. The buoy had been spotted numerous times during its long voyage, and this provided useful new information about the action of ocean currents.

In the December Bulletin, Christmas greetings were made to Lighthouse Service employees from the Secretary of Commerce. The Bulletin also included highlights from the annual report, some of which were: 412 aids to navigation were added; improvements to navigation included the installation of flashing or occulting lights in place of fixed lights at 49 stations; installation of IOV lamps at 19 stations; gas powered lights replaced oil lamps at 44 stations and 2 light vessels; automatic lamp changers were developed and installed; and several new vessels were completed.

At the conclusion of 1916, Americans did not have long to wait before the US would enter the Great War. As a result of the increasing attacks on shipping by German U-boats, President Woodrow Wilson characterized these assaults as “wanton and wholesale destruction” of innocent lives and property. A formal declaration of war came on April 6, 1917, one day after President Wilson’s emotion-packed speech. During the war years, the Lighthouse Service Bulletin continued to be published as usual, and every effort was made to retain the separate identity of the Service, despite its having come under Navy control for the duration of the war.



**The US Declares War**



## THANK YOU

Thank you to all of this quarter's donors. Earl and Gladys Davis continue their unwavering support. They donated several items including two vintage rulers. One ruler is a yardstick from Mather of Daytona, Inc., and the other is a folding carpenter's ruler. Earl and Gladys Davis also donated a sanding block from the 1880s and a vintage miter saw. Julie Davis donated a circa 1935 washboard, and a circa 1925 men's Elgin pocket watch. The watch has been placed on exhibit in Building 4. It is a perfect addition to the desk display in the small bedroom of the Second Assistant Keeper's Dwelling. Ben Hester of Volusia County contractor CFB Outdoors facilitated the donation of the Museum's newest Cuban refugee raft addition. He and the staff of CFB Outdoors were instrumental in making this donation possible, we really appreciate all the time and effort they put into this project. Raymond 'Dean' Vanderbleek donated a December 1929 *The Florida Times-Union* "Marine News" article that includes information on aids-to-navigation and a "Notice to Mariners" section. It is a great representative "Marine News" article, and it is particularly interesting since it is from the time of the beginning of the Great Depression.



*Thanks all of its Present and Past Supporters for Their Generous Support*

## OBJECT OF THE QUARTER

# RECENTLY ACQUIRED HISTORIC BEACON PLACED ON EXHIBIT

In early 2012, the Museum acquired the beautiful fourth order beacon pictured above. The beacon was manufactured in France by Barbier, Benard & Turenne (BB&T) in 1914. It was most likely used as a harbor or port light. When last in use, the 5 1/2 foot tall beacon was illuminated with an AGA System Dalen 30-cluster complex flasher acetylene burner. The fourth order lens housed within the beacon is 2 1/3rd inches in height. The distance between the center light source and the interior faces of the prisms held in the beacon's bronze frame is 9.8". The beacon is made of iron, copper, bronze, brass, metal, and glass.



AFFIXED TO THE BEACON, THIS BRONZE MANUFACTURER'S PLATE REVEALS THE LOCATION AND DATE OF ITS MANUFACTURE.

The Ponce Inlet Lighthouse has a strong connection to BB&T. The original first order lens and the current third order lens in use at the Ponce De Leon Inlet Light Station were both manufactured by this well known company. BB&T was founded in Paris, France in 1862 under the name Barbier & Fenestre. Over time the company had several name changes including Barbier & Cie in 1887, and Barbier & Benard in the early 1890s. Paul Turenne joined Barbier & Benard



THIS FOURTH ORDER BEACON WAS MANUFACTURED BY BB&T IN 1914.

in 1897, and his name was added to the company in 1901.

As BB&T's business grew, the company expanded and opened new factories. In 1907, BB&T opened a new large factory in the town of Blanc-Misseron. This northern French town was known for the production of steel and for the production of railway engine parts. At the Blanc-Misseron location, BB&T produced lens frames, clockworks, lamps, lanterns, and buoys; while at the Paris location they continued to produce glass lenses and prisms.

Although the beacon arrived at the Museum in relatively good condition it did require some conservation and stabilization. Beginning on the day of its arrival, the Museum's Curator, staff, and volunteers went to work inspecting, documenting, cleaning, and stabilizing the historic beacon. High resolution photographs were taken of the lens and detailed condition

reports were completed. Over many months, the beacon was disassembled, cleaned, treated, stabilized, and then reassembled. Areas of bronze disease were treated mechanically and chemically. And, the lens' glazing was stabilized.

Now that this conservation work is complete, the beacon has been placed on exhibit. It is located in Building 10, the Lens Exhibit Building, on the upper balcony level. The beacon joins a wide selection of types and sizes of aids-to-navigation items on display in the balcony exhibit.

This port light is an important addition to the Association's collection of historic navigational aids. Its inclusion in the Ayres Davies Lens Exhibit will help the museum interpret both the history of BB&T and the use of minor aids to navigation. The unique style of the beacon will also aid in the interpretation of the representative styles, orders, and manufacture dates of Fresnel lenses through the years.



THE BEACON WAS ILLUMINATED WITH AN AGA SYSTEM DALEN 30-CLUSTER COMPLEX FLASHER ACETYLENE BURNER



## THE LIGHTHOUSE BIDS BOB CALLISTER A FOND FAREWELL

It is with a heavy heart that we announce the recent passing of Robert (Bob) Callister, one of the Association's most beloved former staff members.

Born in 1941, Bob attended John Carroll University in Cleveland, Ohio where he earned both a bachelor's and master's degree in Business Administration. Following his college years, Bob served as a commissioned officer in the US Army during the mid-1960s attached to the First Army's Headquarters Battalion on Governor's Island in New York Harbor. Rich in history, art, and other offerings, Bob's time in New York City fostered a love for history and the performing arts that remained with him throughout his life.

Discharged from active service in late 1960s, Bob returned to Cleveland, Ohio where he accepted a position with the Marconi Medical and Picker Corporation. He would remain with the company for the next 30+ years.



Commonly referred to as "C-Town", Cleveland began to develop its reputation as a mid-western mecca for the performing arts with the construction of the Ohio and Sate theaters in 1921. The first of their kind to be built in Cleveland in the "Roaring Twenties", the Ohio and State were soon followed by three additional performance halls, the Hanna, Palace, and Allen. Together with the Ohio and State, these five venues constituted the epicenter of Cleveland's theater district commonly known as Playhouse Square. Hosting a wide variety of

performing arts events including big band concerts, symphony orchestras, live theater, moving picture shows, and vaudeville acts, Playhouse Square grew to become the largest theater district in the United States outside of New York City.

Severely impacted by the Great Depression, the introduction of television, and the migration to suburbia that adversely effected inner-cities throughout the country in the 1950s and 60s, patronage of C-Town's theaters fell until all but the Hanna were boarded up. Viewed as an urban blight, the future of the district remained uncertain until the 1970s, when the non-profit Playhouse Square Association was formed to save the historic venues from the wrecking ball. In what would later become known as the world's largest theater district restoration project, the Association restored and re-opened each of Cleveland's historic theaters one by one, ushering in a new era of downtown revitalization, which was heralded by the media as "one of the top 10 successes in Cleveland's history."



Driven by his passion for the performing arts, Bob soon became an active member of this important endeavor. In time, Bob would move on to become one of Playhouse Square's most vocal advocates. A cornerstone of the organization's volunteer program, Bob would go on to write the Playhouse Square Association's volunteer training manual.

Retiring in 2003, Bob moved to Deltona, Florida with his wife Stephanie and daughter Rebecca. Having enjoyed his time as a volunteer in Cleveland, Bob began to search for another organization with which to volunteer shortly after his family's arrival in the Sunshine State.

Initially signing on as a volunteer with the Ponce Inlet Lighthouse in 2003, Bob accepted an offer to become the Preservation Association's Programs Manager in 2004. Bob's enthusiasm and love of theatre brought a dramatic flair to the Museum's educational programs. Conducting tours and delivering workshops and presentations dressed in the now-familiar double-breasted uniform of the "Old Lighthouse Keeper," Bob quickly became the Museum's most recognizable Lighthouse ambassador.

As anyone who had the opportunity to work with him can attest, Mr. Callister's passion for the volunteer program was infectious and resulted in a tightly knit group that could be relied upon to staff the Lighthouse's many on- and off-site educational events. He encouraged his volunteers to show initiative in the development of new activities and provided guidance when needed. As a result of these efforts, the Lighthouse's educational program grew to become one of the best in the Central Florida region.



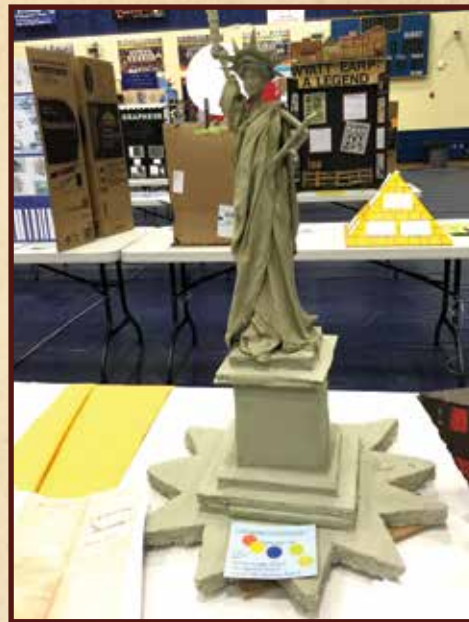
John Mann, a lighthouse volunteer and one of Bob's closest friends described Bob's style of leadership best, "Bob was the kind of leader who encouraged volunteers to test their limits, develop themselves, give of themselves, and enjoy themselves without ever compromising their or the Lighthouse's standards. He never made a big deal out of that. . .he set an example. He made people feel comfortable with what they were able to contribute."



Battling health issues later in life, Bob retired from the Association in 2012. Bob sadly passed away on February 18, 2016. Throughout his ten-year association with the Ponce Inlet Lighthouse, Bob Callister worked hard to make learning fun for Lighthouse visitors, young and old alike. His efforts are, and will remain, much appreciated by his many colleagues and friends. Thank you for your service Bob you will be missed.



## THE PONCE INLET LIGHTHOUSE RECOGNIZES OUTSTANDING STUDENT ACHIEVEMENT AT THE 2016 VOLUSIA COUNTY SOCIAL STUDIES FAIR



Each year, the Ponce de Leon Inlet Lighthouse awards student achievement at the Annual Social Studies Fair. Consisting of a free family membership, recognition in the quarterly newsletter, a certificate of achievement, and a \$75 cash prize, this award is presented to the student who creates the best maritime, Florida, or lighthouse history themed project at either the elementary, middle, or high school level.

Held in the Mainland High School auditorium on February 27th, the 2016 Volusia County Social Studies Fair included more than 100 elementary, middle, and high school student exhibits. Each exhibit displayed during the district social studies fair had been nominated by each student's school of record following an exhaustive round of judging at both the individual grade and school-wide level. This year's Social Studies Fair theme was "Exploration, Encounter, & Exchange in History."

After completing the duties assigned to them as official judges of the 2016 Social Studies Fair, Lighthouse Lead Docent John Mann and Board of Trustees member Judy DiCarlo examined each project that met the established qualifying criteria. Although finding all the submitted elementary, middle, and high school projects to be of excellent quality, two stood out above all the rest.

Sacred Heart Elementary School eighth grader Logan Karm's craft project was one of two entries selected during this year's Social Studies Fair. Focusing on the Statue of Liberty, William's project was thoroughly researched, well-organized, informative, and neatly constructed. Like Logan, Blue Lake Elementary fourth grader Parker Sterling was also selected as a winner in this year's fair. Representing the elementary school level, Parker's project, titled the *Ponce De Leon Inlet Lighthouse*, was well-researched, organized, and highly informative. His diorama of the Light Station was incredible!

In recognition of their individual achievement and academic excellence, both Logan and Parker will be presented with a certificate of achievement from the Ponce Inlet Lighthouse, a free one-year family membership to the Preservation Association, and a \$75 check from the Museum.

**Congratulations Logan and Parker! Your entries stood above and beyond the rest!**



## OUTREACH PROGRAMS AT THE LIGHT STATION

Did you know that Light Station tours constitute only portion of the Preservation Association's educational efforts? Offsite programs are becoming almost as numerous as onsite programs.

The Education Department spent many days traveling all around the county presenting our award winning programs to students and their teachers. In August 2015, the Lighthouse was invited to attend both the Volusia County Public Schools K-12 School Social Studies meetings and the K-12 Science teachers' preplanning workshops. The day-long conferences proved to be an excellent opportunity for Lighthouse staff and volunteers to network with Volusia County teachers and subject area specialists and inform them about the Association's many on and off-site educational opportunities. Developed by former teachers and school administrators, the museum's educational programs are always provided to Volusia County public and private schools free of charge.

Immediately following the History and Science preplanning events, Lighthouse staff was invited to visit Pierson Middle School in west Volusia. Lead Docent John Mann spoke to six classes (constituting almost 200 students in all) about how the Light Station was built using Italian and Portuguese immigrant masons and brick layers.

During the months of September, October, and November, the Association presented the *Science of Light* program to over 800 students enrolled in schools throughout the county including Heritage Middle School in Deltona, Holly Hill Middle School, and Campbell Middle School in Daytona Beach. During the program, participants learned about the science of light, the evolution



*Vicki Wood and Russ Truelove talk with a reporter from Brighthouse*

of lighthouse optics, the importance of lighthouse to maritime trade and Augustin Fresnel, the 19th century French physicist who developed the Fresnel lens. Invented in 1820, the Fresnel lens revolutionized lighthouse illumination and remains the technological foundation for nearly all modern optics used today.

On November 17th the museum was thrilled to host the Volusia County Schools K-5 Elementary Science teacher's curriculum cadre. Attended by forty Volusia County science teachers, scheduled activities included a guided tour of the Light Station and

Ayres Davies Lens Exhibit, a climb to the top of Florida's tallest lighthouse, a Science of Light presentation, and some challenge activities integrating science, math, history, and language arts. As with the pre-planning and subject area meetings in August, the science teacher's curriculum cadre inspired many to schedule outreach programs for their schools during the second half of the year.

As a result, January witnessed a whirlwind of activity as Lighthouse staff visited five different elementary schools throughout Volusia County including Forest Lake Elementary, George Marks Elementary, Longstreet Elementary, and Pierson Elementary School. By the end of January, the Science of Light

program was presented to more than 550 students in all.

Educational programming provided by the Ponce Inlet Lighthouse is not limited to school groups alone. In addition to its many youth-oriented programs, the Preservation Association affords numerous educational opportunities to adult organizations within the community as well. Typically delivered to civic and historic groups,





## OUTREACH PROGRAMS AT THE LIGHT STATION *(continued)*



*Racing pioneer Russ Truelove with young fan*

these adult-oriented programs include lectures, demonstrations, and historic reenactments. During the months of November, December, and January, Lighthouse staff and volunteers delivered eight of these presentations within the local community.

The Science of Light program may be the most sought after program offered by the Lighthouse but it is in no way the only one requested regularly by teachers. On January 20th, Nelly the Lighthouse Cat visited Pine Trail elementary in Ormond Beach. There was no sleeping on the job for the Lighthouse mascot as more than 100 kindergartners sat in rapt attention as they listened to the story *Nelly the Lighthouse Cat* and visited with the six foot feline. Once in our life, we should all be lucky enough to watch 100 kindergartners' eyes light up as a six foot feline walks into the room. It was a truly amazing experience!

In the beginning of March, the Lighthouse volunteers and staff visited more than sixteen elementary schools over a four-day period in celebration of *Read Across America*. A nationwide initiative to promote adolescent literacy, *Read Across America* is held annually in celebration of Dr. Suess' birthday. It has become such a popular and sought after event within local elementary schools that nearly every one of the Lighthouse's volunteers are needed to meet the enormous demand.

Each year following this unique event, stacks of handmade cards are delivered to the Lighthouse featuring hundreds of tall red towers and black and white cats. No two cards are alike although many bare the words "I love you Nelly" written carefully by little hands. Every picture is special.

The spring season should be an exciting one here at the Ponce Inlet Lighthouse and Museum. Scheduled educational events include: Florida Heritage Day on March 26th, Florida Lighthouse Day on April 9th, Girl Scout Badge Day on April 16th, Homeschool Day on May 5th, International Museum Day

May 14th, Memorial Day Weekend on May 28th through the 30th, and Flag Day on June 11th. A complete list of this quarter's events with descriptions can be found on page 6.

The Ponce De Leon Inlet Lighthouse Preservation Association is always looking for individuals interested in becoming a lighthouse volunteer. Those wishing to do so may contact Programs Manager Mary Wentzel by email at [mwentzel@ponceinlet.org](mailto:mwentzel@ponceinlet.org) or by phone at (386) 761-1821 ext. 18. You can also learn more about volunteering opportunities online at [www.ponceinlet.org](http://www.ponceinlet.org).





# MASONRY RESTORATION – THE HISTORIC OUTBUILDINGS PROJECT

From January 12 through January 24, 2016, the lighthouse grounds were filled with activity as masons from Federal Masonry Restoration worked to stabilize and in some areas restore the brick walls of the historic outbuildings. Each of the three keeper dwellings had its own woodshed with attached privy, and all of these structures required various amounts of mortar stabilization, repointing, and replacement of damaged bricks.



Chuck Spitznagel, owner, Federal Masonry Restoration.

Federal Masonry Restoration is located in Pomfret, Maryland. Owner Chuck Spitznagel first visited Ponce Inlet Lighthouse in 2007 when he was head mason for Cathedral Stone Products. Chuck trained lighthouse staff members in repointing brick and restoring plaster using appropriate methods and materials compatible with historic mortar and plaster, and he has visited the Light Station to conduct projects many times over the years. In 2008, Chuck established Federal Masonry and has since conducted restoration work on numerous historic structures including the United States Supreme Court building, the Blair House, and the E. Barrett Prettyman Federal Courthouse, all in Washington, DC. Federal



The crew begins the project with the principal keeper's woodshed and privy.



Many years ago a hole was cut in the east wall to accommodate an air conditioner.

Masonry's prior work at Ponce Inlet includes stabilization work on the principal keeper dwelling, recoating the cistern of the first assistant keeper, repair of the tower's granite trim in June 2014, and the restoration of the oil storage building plus repairs to all keeper dwelling chimneys in April 2015.



The hole is prepared for restoration using historic bricks from the original construction of the Light Station

The January 2016 stabilization project at Ponce Inlet was led by Jonathan Leonor, and his crew was busy from dawn to dark every day. They began with the principal keeper's woodshed/privy. This building served at one time as the maintenance shed, and an opening had been cut in its east wall to allow the installation of an air conditioner. A major part of the work on this historic structure involved restoring that wall to its original appearance using bricks saved from the Light Station's construction.

>> CONTINUED ON NEXT PAGE





The completed restoration of the principal keeper woodshed's east wall.

The crew's next stop was the Generator Building, which was once the woodshed and privy for the first assistant keeper. In 1943, the Coast Guard added a radio room on the north side of this structure. The area where modern brick and historic brick were joined has proven to be a problem over the years. Besides the natural movement of the joint, a retention pond constructed by the town in an adjoining park undermined the structure's foundation, causing the historic

building to sink on the south side. The foundation of the historic portion was stabilized in 2002, but the join between the buildings needed additional repair and stabilization. The south wall of this building also required substantial repair of the brickwork around the woodshed door.

The Woodshed Theater, originally the woodshed and privy for the second assistant keeper, required repointing in various spots, on both the interior and exterior. At this point the crew's efficiency had the project ahead of schedule, so the remainder of their two weeks was spent making mortar repairs on the principal keeper's dwelling.



Ed Gunn, executive director of the Light Station, confers with Jonathan Leonor, leader of the Federal Masonry crew.

Their outstanding work will last for many years to come, and it was a pleasure to have them here once again. Federal Masonry will return to the Ponce Inlet Lighthouse for more projects in the future.

To contact Federal Masonry Restoration, email Chuck Spitznagel at [Cspitz@fedmasonry.com](mailto:Cspitz@fedmasonry.com)



The joint between modern and historic sections of the Generator Building.



The completed repair on the Generator Building's west side.

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South wall of the Generator Building before repair.



Jonathan Leonor dodges the dust as repair of the south wall begins.



The area around the south door required substantial work.



Masonry restoration around the Generator Room's east facing window is complete.



The entire south wall of the Generator Building has been repointed.



West wall of the Woodshed Theater before repair.



The west wall has been completed and work on the north wall is underway.



# JOIN THE PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION

## A GENERAL ANNUAL MEMBERSHIP INCLUDES:

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

## MEMBERSHIP CATEGORIES:

**General** . . . . . \$20

- The benefits listed above for one individual

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- Child under 12 must be accompanied by an adult

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- Recognition of your membership in the quarterly newsletters' 2nd Assistant Keeper List

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- 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

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- Use of the Light Station's conference room for one meeting.
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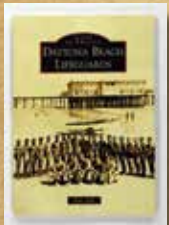
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ON MAY 22, 1931, THE AMERICAN NATIONAL RED CROSS ISSUED ITS SECOND CHARTER FOR A LIFE PRESERVING ORGANIZATION TO THE DAYTONA BEACH RED CROSS LIFE SAVING CORPS. COMPRISED OF THIRTY YOUNG MEN AGED 17 TO 26 AND TRAINED IN LIFESAVING AND FIRST AID, THIS VOLUNTEER CORPS PROTECTED 3 MILES OF BEACH, COMPILING DAILY RECORDS OF THE NUMBER OF BATHERS, WEATHER, FIRST AID, AND RESCUES. THE NEIGHBORING COMMUNITIES OF ORMOND BEACH AND NEW SMYRNA BEACH MAINTAINED THEIR OWN LIFESAVING UNITS, AND VOLUSIA COUNTY

MONITORED THE REMAINDER OF THE COASTLINE. IN 1972, THESE FOUR CORPS UNITED TO FORM THE VOLUSIA COUNTY BEACH PATROL. LEARN THE INTERESTING AND LITTLE KNOWN STORY OF LIFE SAVING SERVICES ALONG THE WORLD'S MOST FAMOUS BEACH WITH THIS

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RESPONSIBLE FOR PROVIDING ASSISTANCE TO SHIPS IN DISTRESS AND THE CREW THAT MANNED THEM. LIVING AND DYING BY THE MOTTO "YOU HAVE TO GO OUT... YOU DON'T HAVE TO COME BACK"; THE MEN WHO MANNED THESE LIFE-SAVING STATIONS SAVED COUNTLESS LIVES IN PURSUIT OF THEIR SOLEMN MISSION. CELEBRATE THESE BRAVE MEN AND WOMEN WITH THIS CUSTOM T-SHIRT FEATURING THE US LIFE-SAVING SERVICE LOGO AND ITS FAMOUS MOTTO OF SELF-SACRIFICE. AVAILABLE IN SIZES SMALL THROUGH XX-LARGE, LONG OR SHORT SLEEVED, IN EITHER BLUE OR WHITE.

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