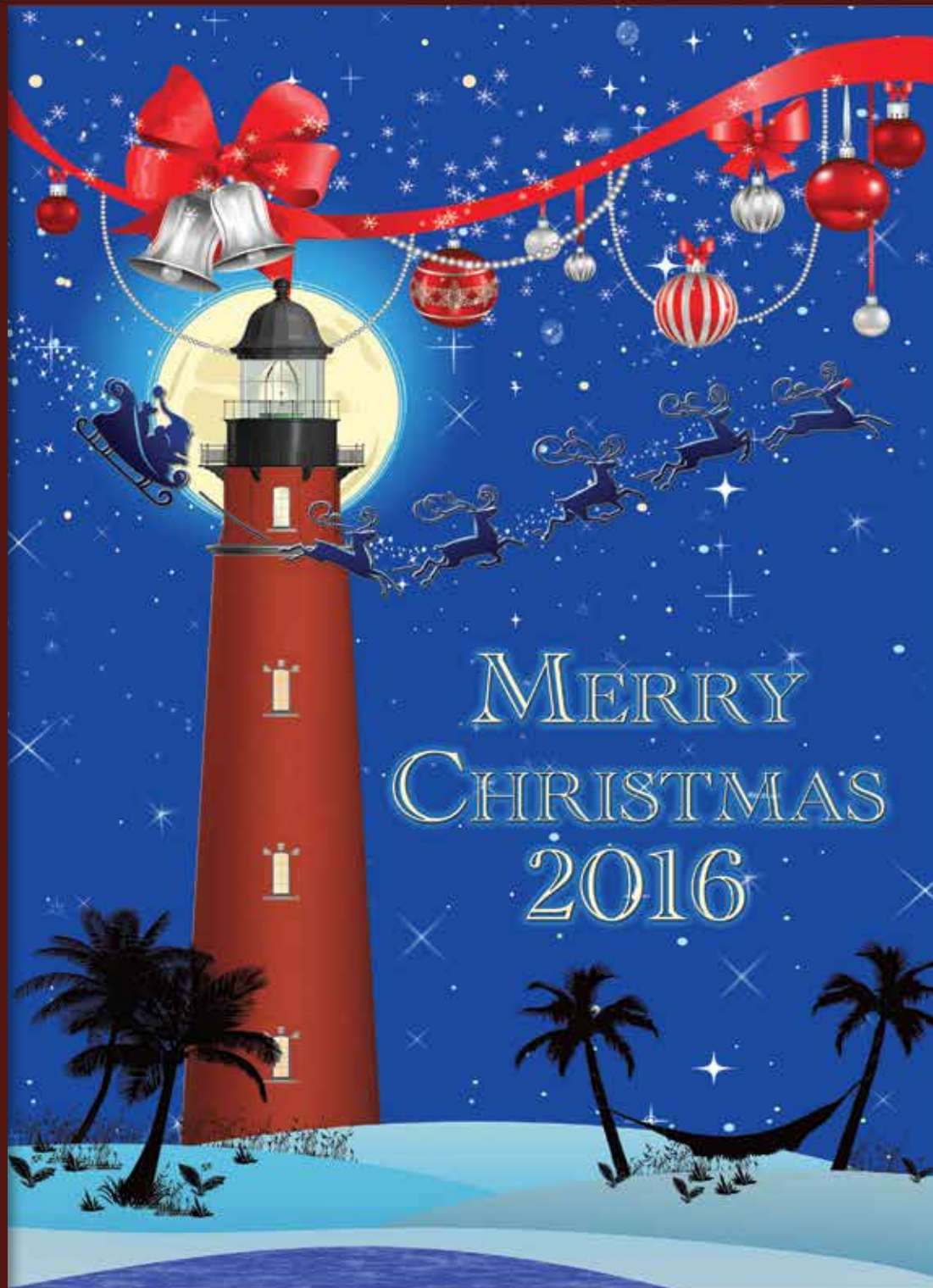




PONCE DE LEON INLET LIGHTHOUSE ILLUMINATIONS

4931 South Peninsula Drive • Ponce Inlet, Florida 32127 • www.ponceinlet.org • www.lighthouselocker.org • (386) 761-1821 • lighthouse@ponceinlet.org
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- 2 From the Executive Director
- 6 Event Calendar
- 7 Feature Article
America's Grand Sentinels of the Sea:
The Brick Giants
- 13 Object of the Quarter
- 14 Education Article and Wish List
- 15 Volunteer of the Quarter
- 16 Featured Donor
- 18 Thank You
- 20 Gift Shop



Dear Members,

Soaring 175 feet above the World's Most Famous Beach, the Ponce De Leon Inlet Lighthouse is the state's tallest lighthouse and one of the most popular cultural destinations in east central Florida.

As an historic site, the Ponce De Leon Inlet Light Station stands out not only for its pristine condition but for its authenticity as well. As one of the last fully intact light stations of its kind, touring the Ponce Inlet Lighthouse is like stepping back in time. One of only twelve light stations in the country to have been designated a National Historic Landmark, the Ponce De Leon Inlet Light Station is a true cultural jewel right in your own backyard.

As a lighthouse museum, the Ponce De Leon Inlet Lighthouse is second to none. Home to one of the largest collections of historic Fresnel lenses, lighthouse optics, and lighthouse artifacts in the world, the Ponce De Leon Inlet Lighthouse and Museum is an impressive repository of our national, state, and local heritage.

But this was not always the case. In 1970, the now pristine light station was a derelict Coast Guard facility under threat of the wrecking ball. Decommissioned and abandoned, the light station was in a state of

advanced decay. The roofs of the keepers' dwellings were pierced by rusty shards of iron thrown from the top of the tower by vandals, and the oil storage building had been burned to the ground by thieves in effort to steal the structure's copper roof. Fires had been lit in the tower's counterweight well and the lighthouse's iconic red exterior paint fell in flakes to the unkempt grounds below.

Alarmed by the light station's continuing deterioration and rumors of its impending demolition, a group of concerned citizens encouraged the recently incorporated Town of Ponce Inlet to petition the federal government for ownership of the old light station. After much deliberation, the Town agreed to its citizens' request with one stipulation, a non-profit organization must be formed to restore, preserve, and manage the site at no cost to the Town or its residents. The petitioners agreed and the Ponce De Leon Inlet Lighthouse Preservation Association was born.

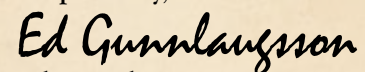
Deeded to Town in 1972, responsibility for the derelict site was soon turned over to the recently incorporated Lighthouse Preservation Association. Work soon began on the daunting task of bringing the Light Station's buildings, grounds, and tower back to their former glory. With little or no money to support their initial efforts, the Association relied

almost entirely on the hard work and ingenuity of its volunteer members.

As time passed, the Association began generating revenue through admission and merchandise sales, membership dues, and private donations. Blessed with a reliable source of revenue for the first time in its history, the Preservation Association began planning for larger and far more extensive projects including restoration of the tower's ironwork in 1978, restoration of the vandalized oil storage building in 1989, and a full tower restoration in 2001.

Once an all-volunteer organization, the Ponce De Leon Inlet Lighthouse Preservation Association has grown into the volunteer-governed and professionally staffed organization that exists today. Under the guidance of its Board of Trustees, the Association continues its ongoing efforts to restore, preserve, and interpret the maritime and social history of the Ponce De Leon Inlet Light Station at no cost to the Town of Ponce Inlet or its residents.

Respectfully,



Ed Gunnlaugsson
Executive Director
Ponce Inlet Lighthouse

PRESERVATION ASSOCIATION STAFF

ADMINISTRATION

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EXECUTIVE DIRECTOR

Mike Bennett
DIRECTOR OF OPERATIONS

Ellen Henry
CURATOR

Mary Wentzel
PROGRAMS MANAGER

James Powell
REGISTRAR / CURATOR

Karen Huffman
ADMINISTRATIVE ASSISTANT /
BOOKKEEPER

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Kevin Nichols
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GIFT SHOP MANAGER

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Danielle Charshee
Danielle Szemborski
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Dawn Smoke
Barbara Lovelace
Debbie Dunnigan
Bill Teasley

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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FLORIDA ATTRACTIONS ASSOCIATION

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, 2016 – May 28, 2017

OPEN DAILY FROM 10:00 AM UNTIL 6:00 PM

(LAST MUSEUM ADMISSION SOLD AT 5:00 PM)

May 29, 2017 – Sept 4, 2017

OPEN DAILY FROM 10:00 AM UNTIL 9:00 PM

(LAST MUSEUM ADMISSION SOLD AT 8:00 PM)

FALL 2016 SPECIAL HOURS OF OPERATION

November 24, 2016 (Thursday)

MUSEUM AND GIFT SHOP CLOSED FOR

THANKSGIVING HOLIDAY

December 25, 2016

MUSEUM AND GIFT SHOP CLOSED FOR

CHRISTMAS HOLIDAY

November 25-26, 2016

(Friday & Saturday)

MUSEUM AND GIFT SHOP OPEN

FROM 10:00 AM UNTIL 7:00 PM.

(LAST MUSEUM ADMISSION

SOLD AT 6:00 PM)

December 26-27, 2016

(Monday & Tuesday)

MUSEUM AND GIFT SHOP OPEN

FROM 10:00 AM UNTIL 7:00 PM.

(LAST MUSEUM ADMISSION

SOLD AT 6:00 PM)

December 24, 2016 (Saturday)

MUSEUM AND GIFT SHOP OPEN

FROM 10:00 AM UNTIL 4:00 PM.

(LAST MUSEUM ADMISSION

SOLD AT 3:00 PM)

SCHEDULED TOWER CLOSURES

NOVEMBER 14, 2016 (TUESDAY)

TOWER CLOSED FROM 4:30 PM UNTIL 6:00 PM

MUSEUM AND GIFT SHOP OPEN UNTIL 6:00 PM

(LAST MUSEUM ADMISSION SOLD AT 5:00 PM)

DECEMBER 13, 2016 (TUESDAY)

TOWER CLOSED FROM 4:30 PM UNTIL 6:00 PM

MUSEUM AND GIFT SHOP OPEN UNTIL 6:00 PM

(LAST MUSEUM ADMISSION SOLD AT 5:00 PM)

UPCOMING MEETINGS

OCTOBER 17, 2016 (MONDAY)

BOARD OF TRUSTEES AND

ANNUAL MEMBERSHIP MEETING

(OPEN TO GENERAL MEMBERSHIP)

DECEMBER 19, 2016 (MONDAY)

BOARD OF TRUSTEES MEETING

(CLOSED TO GENERAL PUBLIC AND MEMBERSHIP)

NOVEMBER 21, 2016 (MONDAY)

BOARD OF TRUSTEES MEETING

(CLOSED TO GENERAL PUBLIC AND MEMBERSHIP)



Brochure Displays, Inc.

Terry McDonough
Daytona Beach, FL

Inlet Harbor, Inc.

Dick Neland
Ponce Inlet, FL

Brian Layman Wealth Management of Raymond James & Associates

Ponce Inlet, FL
(Endowment Fund Donor)

The Connection

Harvey & Connie Bach
Ponce Inlet, FL

Racing's North Turn

Walt & Rhonda Glasnak
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(Endowment Fund Donor)

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Exeter, NH

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Phyllis Campbell

Ponce Inlet, FL

Bill & Judy Carrico

Longwood, FL

Cheryl & Jim Cunningham

Ponce Inlet, FL

Joe & Judy DiCarlo

Ponce Inlet, FL

JoAnn & John Doyle

Ponce Inlet, FL

Frederick & Shirley Eckersen

Port Orange, FL

Dr. C.W. & Gail C. Fain

Holly Hill, FL

Randy & Debbie Giles

Ponce Inlet, FL

Ted & Suzi Hahn

Ponce Inlet, FL

John and Patricia La Belle

Ponce Inlet, FL

Jacquelyn & Alan Law

Oak Lawn, IL

Tami Lewis

Ponce Inlet, FL

Helen & Bill Magale

Ponce Inlet, FL

Ward & Terry Mead

Ormond Beach, FL

Patrick & Debbie Pawling

Hamilton, OH

Joan Rachul

Daytona Beach, FL

Robert & Margie Riggio

Ponce Inlet, FL

Daniel & Melanie Smith

Dahlonega, GA

James & Melissa Taylor

Ponce Inlet, FL

Bill & Marie Van Houten

Ponce Inlet, FL





Jay & Leila Adams
Daytona Beach, FL

Andrew & Deborah Agnew
Blaine, TN

Harriet B. Anderson
Ormond Beach, FL

Bruce & Janet Babbitt
Danville, IN

Catherine Bauerle
Ponce Inlet, FL

Joseph & Mary Blasewitz
Safety Harbor, FL

Bennett Brothers Construction
John, Liston, & Virginia Bennett
Daytona Beach, FL

Margaret & Eugene Boleslawski
Ponce Inlet, FL

Hyatt & Cici Brown
Ormond Beach, FL

Joseph & Mary Cadden
Maitland, FL

Joe & Kathy Cannon
Ponce Inlet, FL

Ralph & Priscilla Carbone
Lynnfield, MA

John & Terry Carroll
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Susan & Ben Coe
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Christian & Laurie Coggins
Atlanta, GA

Russell & Alice Coyne
Harrisburg, PA

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Ponce Inlet, FL

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Port Orange, FL

Boondocks Restaurant
Arlene Davis
Wilbur by the Sea, FL

Ronald & Chris Ecker
Satellite Beach, FL

Dennis & Patricia Engel
Mesa, AZ

Julius & Rebecca Erlenbach
Ponce Inlet, FL

Jean & Allen Fine
Sanford, FL

John & Beth Fitzgibbons
Ponce Inlet, FL

Ralph & Celeste Forbes
Richmond Hill, GA

Tony & Donna Goudie
Ponce Inlet, FL

Joan Griffith
Norwich, NY

Laurel Grotzinger
Kalamazoo, MI

Colin Harmer
Ponce Inlet, FL

Jim & Mary Lou Hinson
Ponce Inlet, FL

Carlton & Cler Hudgins
New Smyrna Beach, FL

Ron & Judy Huggins
Ponce Inlet, FL

Neil H. & Karlyn Janson
Warwick, RI

Al & Paula Jenkins
Ormond Beach, FL

Mike & Jenett Jones
Ponce Inlet, FL

Warren & Prudence Kerry
Daytona Beach Shores, FL

Jeffrey & Andrea Kidd
Oviedo, FL

Larry & Chris Kopelman
Charleston, WV

Phil & Barbara Laucks
South Daytona, FL

Betty & Charles Lester
Tallahassee, FL

Deborah & Edward Lyons
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Larry & Pat Miller
Deland, FL

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Ponce Inlet, FL

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Port Orange, FL

James Powell
Port Orange, FL

Ron & Sharon Redick
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Alec Rhodes
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Debra Joan Rachul
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Ponce Inlet, FL

William & Jackie Sheeran
Tiverton, RI

Larry & Jennifer Short
Port Orange, FL

Robert & Mary Ann Shrum
Gahanna, OH

Lisa & Stuart Sixma
Ponce Inlet, FL

Earl Stutzman-Miller
Port Orange, FL

Wayne & Joanne Thaller
Port Orange, FL

Pam Williams
Gainesville, FL

Kathy Wilson & Bob LeDone
Ponce Inlet, FL

OCTOBER 2, 2016 SUNDAY, 1:30 PM TO 2:30 PM..... ECHO RANGER EVENT
 Echo Rangers and their families will learn about what is was like to go to school 100 years ago in Ponce Inlet. This program is open to the participants of the Volusia County ECHO Ranger program. For more information and to make a reservation please contact Mary Wentzel at mwentzel@ponceinlet.org, or (386) 761-1821 ext. 18, for more information. To find these activities and much more visit our website at www.ponceinlet.org.

OCTOBER 13-16, 2016 THURSDAY - SUNDAY, 12:00 PM TO 2:00 PM..... BIKETOBERFEST AT THE LIGHTHOUSE
 Visit the lighthouse, tour the historical museums, learn about lighthouse life over 100 years ago and climb the largest lighthouse in Florida. On display during the Biketoberfest event will be an exhibition chronicling the history of *Motorcycles on the Beach*. All activities are included with regular admission, no advance reservations required.

NOVEMBER 6, 2016 SUNDAY, 1:30 PM TO 2:30 PM ECHO RANGER EVENT
 Echo Rangers and their families will learn about what is was like to go to school 100 years ago in Ponce Inlet. This program is open to the participants of the Volusia County ECHO Ranger program. For more information and to make a reservation please contact Mary Wentzel at mwentzel@ponceinlet.org, or (386) 761-1821 ext. 18, for more information. To find these activities and much more visit our website at www.ponceinlet.org.

NOVEMBER 10, 2016 THURSDAY, 10:00 AM TO 2:00 PM HOMESCHOOLERS DAY: FALL EVENT
 A special day for homeschoolers is planned, with educational and fun workshops throughout the day. The theme for this event is Navigation and Communication. Don't miss out on this wonderful opportunity to educate your homeschoolers at this historical site. Special admission price and advanced reservations are required. Registration for this event will only be available online. Online registration will begin one month prior to the event. This special event is limited to 60 participants. Please contact Mary Wentzel at mwentzel@ponceinlet.org, or (386) 761-1821 ext. 18, for more information. To find these activities and much more visit our website at www.ponceinlet.org.

NOVEMBER 11, 2016 FRIDAY, 10:00 AM TO 6:00 PM VETERAN'S DAY
 Join us at the lighthouse and explore our historical exhibits and climb the tallest lighthouse in Florida. Lighthouse admission will be free for all veterans and active duty service men and women with proof of service ID. All activities are included with regular admission, no advance reservations required.

NOVEMBER 25, 2016 FRIDAY, 10:00 AM TO 2:00 PM THANKSGIVING GIFTS EVENT
 Looking for something to do other than shopping on Black Friday? Join us for our annual Thanksgiving Gifts Day. Visitors will have the opportunity to tour the grounds, climb the tower, and visit with the "Old Lighthouse Keeper" and learn about turn of the century life at historic Ponce Inlet Lighthouse. Participants will create holiday ornaments that were handmade by families over 100 years ago. All activities are included with regular admission, no advance reservations required.

DECEMBER 4, 2016 SUNDAY, 1:30 PM TO 2:30 PM ECHO RANGER EVENT
 Echo Rangers and their families will learn about what it was like to go to school 100 years ago in Ponce Inlet. This program is open to the participants of the Volusia County ECHO Ranger program. For more information and to make a reservation please contact Mary Wentzel at mwentzel@ponceinlet.org, or (386) 761-1821 ext. 18, for more information. To find these activities and much more visit our website at www.ponceinlet.org.

DECEMBER 26, 2016 MONDAY, 10:00 AM TO 2:00 PM WINTER HOLIDAY EVENT
 Take a break from all the holiday hustle and bustle and come to the Ponce Inlet Lighthouse to enjoy a fun-filled day of family-oriented activities. Explore our historical exhibits and climb the tallest lighthouse in Florida. Journey back 100 years ago, when the keepers and their families lived at the lighthouse. Visit with the "Old Lighthouse Keeper" as he describes his duties at the historic Ponce Inlet Lighthouse. All activities are included with regular admission, no advance reservations required.

CLIMB TO THE MOON SCHEDULE

CLIMB TO THE MOON

October 16, 2016 Sunday 6:30 pm – 8:00 pm	November 14, 2016 Monday 5:00 pm – 6:30 pm	December 13, 2016 Tuesday 5:00 pm – 6:30 pm
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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 the 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. 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

AMERICA'S GRAND SENTINELS OF THE SEA: THE BRICK GIANTS:

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

EVOLUTION OF CLAY BRICK AS A BUILDING MATERIAL

Clay bricks have been used in construction for more than 10,000 years. Archaeological evidence discovered in the ruins of the Neolithic settlement of Tell Aswad in Syria shows that sun-dried brick (or adobe) was used as a common building material as far back as 7,500 BC. The predecessor of modern fired brick, adobe brick was hand-formed from clay-bearing soil (or mud) and left in the sun to dry. Although easily produced, adobe bricks were soft, brittle, and subject to deterioration when exposed to moisture like rain or standing water. Lacking strength and durability, adobe bricks were typically used in dry arid climates and in the construction of small structures where the material's inherent weaknesses were marginalized.



Dried brick, also known as adobe, was used throughout much of the ancient world. Although a sturdy building material, it lacked compression strength and would deteriorate in the presence of water.

Unlike sun-dried brick, fired brick is hard, robust, and nearly impervious to the ravages of time. Like dried brick, fired brick is made from clay that has been molded into a desired shape and size and left in the sun to dry. (Note: Many modern factories now use gas furnaces or electric powered dryers to speed up this process.) When finished, the dry "green" bricks undergo a process called vitrification, an essential step that is missing in the sun-dried brick manufacturing process.



Unlike adobe, fired brick was strong, durable, and almost impervious to the effects of moisture, wind, and other natural factors that could cause deterioration. This Roman brick was made by the First Roman Legion.

Vitrification is a chemical process that turns clay into a non-crystalline amorphous solid when it is exposed to extreme temperatures in excess of 2,000 Fahrenheit and then allowed to cool under controlled conditions.

At that temperature, the superheated brick undergoes a metamorphic process that locks its molecules together with strong chemical bonds. Transformed by this baking process, the overall performance of fired brick easily surpasses that of quarried stone for numerous reasons including: ease of manufacture; consistency of form, size, and shape; versatility; affordability; and the widespread availability of its primary ingredient- clay.



Rubble stone and fired brick was often used together in the construction of walls and buildings. This wall was built by the Romans more than two thousand years ago.



Most lighthouses are built in the form of a frustum of a cone or decagonal pyramid which is essentially a cone with the top cut off.

Archaeological excavations around the world have found evidence of fired brick being used by numerous ancient civilizations including China (3,000 BCE), Greece (400 BCE), and the Roman Empire (100 BCE). Trained in the art of war and masonry construction, Roman legionnaires were as skilled with the trowel as they were with the gladius, using one to build and the other to destroy with equal dexterity. In addition to forges, kitchens, and other support equipment generally

associated with a mobile fighting force, Roman legions also carried portable kilns in their supply trains. In fact, ancient bricks found throughout the former Roman Empire often bear the seals of the particular Roman legion that made them.

Introduced to Europe's indigenous inhabitants by the Roman Empire around



Most Colonial-era lighthouses were built of uncut stone shards or river rock commonly referred to as rubble stone.

>> CONTINUED ON NEXT PAGE

THE BRICK GIANTS (CONTINUED)

100 BCE, the use of fired brick in masonry construction had exceeded that of both cut and rubble stone by the end of the Middle Ages. Utilized by the English, French, Spanish, Dutch and other European settlers, Colonial America was built almost exclusively of timber or brick. By the mid-1800s, nearly all masonry structures in the United States were made of this readily accessible material. Brick would remain the building material of choice for large structures until the late 1800s when the use of steel-reinforced concrete revolutionized the modern world and gave birth to the modern skyscraper.

EARLY COLONIAL-ERA LIGHTHOUSES IN AMERICA



The Sandy Hook Lighthouse in New Jersey is the last surviving Colonial-era lighthouse in the United States.

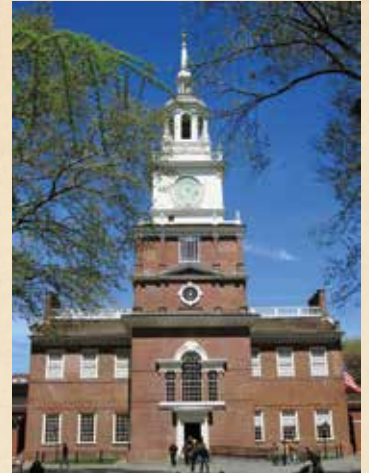
There were twelve lighthouses constructed in the American Colonies before the beginning of the Revolutionary War. All twelve were designed after the basic structural demands followed in Europe: strength, resistance to wind, maximum possible height to allow the light to be seen over the curvature of the earth, and use of material of little or no combustibility. In the historic lighthouse nomenclature of the United States, these pre-Revolutionary War lighthouses are commonly referred to as the Colonial-era or Pre-Federal towers.

Colonial-era beacons were simple utilitarian structures based on a geometric form known as the “frustum of a cone.” They were round or polygonal towers with thick masonry walls, few windows, and little to no ornamentation. Modest in height, these early Pre-Federal lighthouses were built primarily of rubble stone by local contractors using simple plans or a vague list of specifications published as advertisements in local newspapers. Rough and unhewn, rubble stone was an inexpensive alternative to manufactured brick. Although far more difficult to build with than brick,

which could be laid in regular courses, the fact that rubble stone was both plentiful and free for the taking made it appealing to many fiscally conservative stonemasons.

The United States’ only surviving colonial-era rubble stone lighthouse is at Sandy Hook, New Jersey. Originally composed of only rubble stone, the interior of the lighthouse was lined with brick in 1857 to reinforce its aging walls. Measuring 85 feet in height, Sandy Hook was

considered tall for a Colonial-era tower. Constructed by Issac Conro, a master stonemason and craftsman from New York, the lighthouse was so well built that Congressional hearings in 1852 referred to Sandy Hook Lighthouse as “one of the best-built of the 350 or so existing US lighthouses.” This was amazing assessment of both the tower’s condition and construction given that nearly ninety years had passed since it was first placed into operation.



Philadelphia's Independence Hall, like many Colonial-era buildings, was made of fired brick.

BIRTH OF THE UNITED STATES LIGHT-HOUSE SERVICE

Declared an independent nation following the ratification of the Treaty of Paris on January 14, 1784, leaders of the newly formed Republic of the United States recognized that the Nation’s economy would rely heavily on the continued growth and prosperity of its maritime industry, which, free of the oppressive yoke of Britain’s Navigation Acts, could now trade with any nation it chose.

The United States was still settling into its role as an independent seafaring nation when the question of jurisdiction over the existing colonial-era lighthouses, beacons, buoys and public piers was being hotly debated between the states’ congressional delegates. Arguing that the continued growth of America’s maritime industry was imperative to the future prosperity of both land-locked and coastal states alike; and that the maintenance of an extensive system of navigational aids along the country’s navigable waterways would be too costly for any one state to afford; the decision was made to federalize all existing aids to navigation with the passing of the ninth law of the First United States Congress on August 7, 1789.

>> CONTINUED ON NEXT PAGE

THE BRICK GIANTS (CONTINUED)

Act for the Establishment and support of Lighthouse, Beacons, Buoys, and Public Piers

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all expenses which shall accrue from and after the fifteenth day of August one thousand seven hundred and eighty-nine, in the necessary support, maintenance and repairs of all lighthouses, beacons, buoys and public piers erected, placed, or sunk before the passing of this act, at the entrance of, or within any bay, inlet, harbor, or port of the United States, for rendering the navigation thereof easy and safe, shall be defrayed out of the treasury of the United States.

EARLY FEDERAL-ERA LIGHTHOUSES IN THE US

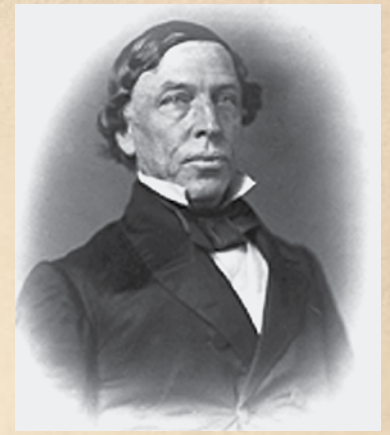
Before the 1850's, very few brick structures stood more than 100 feet in height. In the United States, some early Federal period lighthouses were constructed of brick, but they were seldom taller than sixty-five feet. Early lighthouse builders were usually local contractors with no formal training in the field of architecture or engineering. They were concerned that weight of lofty brick towers would exceed a foundation's ability to support them, leading to collapse. In the earliest period of US lighthouse construction, a tower's height was also restricted because of financial considerations. As senseless as this might seem, it was the rule. Towers were restricted to 65 feet or less, regardless of the needs of the mariners for whom they were built.



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

Like their Colonial-era predecessors, early Federal-era lighthouses were illuminated by candles set in large chandeliers, or with simple oil lamps consisting of little more than cotton wicks set in pans of oil. Commonly referred to as spider lamps, these early lights were dim, messy, difficult to maintain, and inefficient to operate. The feeble glow produced

by these glorified candelabras and oil baths had a very short range, so short in fact, that ships had a difficult time of spotting them on clear and foggy nights alike. Realizing the restrictions imposed by these simple lighting systems, the US Light-House Establishment began searching for an effective alternative in the early 1800s. In 1812, it settled on a lighting apparatus invented by a former ship captain named Winslow Lewis.



Former ship captain turned inventor and lighthouse builder Winslow Lewis.

Like many mariners of the time, Lewis had struggled to find gainful employment during the Trade Embargo Act of 1807. An unpopular maritime policy sponsored by President Thomas Jefferson and approved by the US Congress, the Embargo Act was the nation's ill-founded response to the unlawful seizure of ships, crew, and cargo by European powers during the Napoleonic War. Intended to send a message to Britain and France, the embargo only succeeded in harming the economy and putting countless American merchantman out of work.

Unable to gain employment at sea, Lewis used his time ashore to tinker and invent. In 1810, he patented what he dubbed the "MAGNIFYING and REFLECTING LANTERN: a new and improved Magnifying and Reflecting Lantern for use in lighthouses." Essentially no more than a cheap copy of the revolutionary oil lamp invented thirty years earlier by the French physicist and chemist François Pierre Ami Argand, the Winslow Lewis lighting apparatus performed miserably by comparison.

Shoddily constructed, the Winslow Lewis lighting apparatus was made of inferior materials that were formed and assembled using a manufacturing process that lacked adequate quality control. The resulting lamp was cheap, ill-performing, and unreliable. Regardless of its poor performance, Congress awarded Lewis a lucrative contract in 1812 to retrofit the nation's lighthouse with his patented design.

Having already made a sizeable fortune selling his inferior lighting apparatus to the US Government, Winslow Lewis secured a second lucrative deal for himself in 1815, when Samuel H. Smith, Commissioner of Revenue, awarded

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THE BRICK GIANTS (CONTINUED)

him an exclusive contract not only to supply all east coast lighthouses with whale oil, but to perform the duties of annual lighthouse inspector as well.

THE US LIGHT-HOUSE ESTABLISHMENT UNDER THE FIFTH AUDITOR OF THE TREASURY STEPHEN PLEASANTON.



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

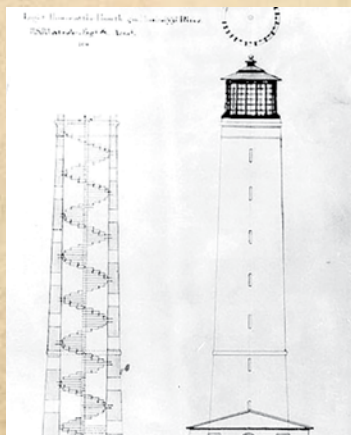
In the early days of the Federal government, lighthouses were under the purview of the Secretary of the Treasury. In 1820, Fifth Auditor of the United States Treasury Stephen Pleasonton was tasked with administration of all US lighthouse operations. He retained this position until he was almost forcibly relieved in 1852.

The quintessential bureaucratic bean-counter, Pleasonton was a financial zealot who knew little about

the needs of the nation's maritime industry other than the collection of taxes on imported goods as authorized by the Hamilton Tariff Act of 1789. When he assumed control of the US Light-House Establishment in 1820, his primary goal was squarely focused on eliminating waste, cutting costs, and improving efficiency within the Light-House Establishment rather than the mission for which the agency was originally formed.

Choosing low cost over quality time and again, Pleasonton's ignorance and lack of concern regarding the effectiveness of the nation's aids to navigation system did the maritime industry a great disservice. In his mind, ensuring the effectiveness of the nation's aid to navigation system was a secondary objective at best.

Pleasonton prided himself on returning funds appropriated for lighthouse construction and repairs. One lighthouse historian



The Frank's Island Lighthouse stood at the mouth of the Mississippi River on the Louisiana Gulf coast.



Completed in 1835, the original Mosquito (now Ponce De Leon) Inlet Lighthouse was built by Winslow Lewis lasted less than a year. It collapsed in April 1836.

describes the lighthouse years under the 5th Auditor as "the era of the lowest bidder." Cut from the same cloth, Pleasonton apparently took a liking to Lewis whom he viewed as both an expert in the field of aids to navigation and as a man who shared his own views on fiscal conservancy.

When Pleasonton was faced with the daunting task of appointing someone to construct a new lighthouse on Frank Island on the Louisiana coast in 1821, he took the Commissioner of Revenue's advice and hired Winslow Lewis for the job. Completed in 1823, the Frank Island Lighthouse proved to be only the first of more than eighty lighthouses built by Winslow Lewis during the Fifth Auditor's thirty-year reign.



Moved across the river from Georgia, the Amelia Island Lighthouse is one of only two surviving Winslow Lewis lighthouses in Florida

Focused on cost rather than quality and lacking any practical experience in the fields of seamanship, construction, engineering, navigation, or lighthouse operations, it is no surprise that Pleasonton came to rely on the technical advice of fellow spendthrift Winslow Lewis when making decisions regarding the nation's aids to navigation system.

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THE BRICK GIANTS (CONTINUED)

For Pleasonton and Lewis, it was a match made in heaven. For many within America's maritime industry, it was a liaison from hell.

The vast majority of lighthouses constructed by Lewis suffered from the same flaws as his lamp. They were poorly designed and carelessly constructed with shoddy materials with little thought given to longevity, functionality, or quality. To accelerate the construction process and cut costs even further, Lewis had sets of generic architectural plans drawn up for what was essentially the same lighthouse.

A typical lighthouse designed by Winslow Lewis featured a broad base, tapered walls, and a narrow top capped with lantern room that appeared disproportionate in size to the rest of the structure. Accessed to the tower was provided by a simple wooden door located in its base at ground level. Inset into the tower walls, small undersized windows provided minimal lighting for keepers as they climbed the wooden staircase leading to the lantern room where Lewis's infamous lighting apparatus was installed. Restricted to no more than 60 feet by Pleasonton in an effort to save money, Winslow Lewis towers were available in six different heights: 25, 30, 40, 45, 50, and 60 feet. Although typically painted solid white and topped with a black lantern room, a Winslow Lewis lighthouse would sometimes feature a colored band and/or lantern room to aid in its identification by passing mariners.

Completed in April 1835, the first Mosquito Inlet lighthouse was a 45-foot brick tower constructed by Winslow Lewis on the south side of the inlet in what is now New Smyrna Beach. Positioned too close to the water, the light station's first keeper, William H. Williams, corresponded regularly with his superiors in Charleston about the facility's many discrepancies including dry wells, poorly constructed chimneys, structures built below grade, and much more. The quality of Lewis' work was so poor that the lighthouse toppled over in a storm less than one year after its completion. Ironically, the light at Mosquito Inlet was never lit because the whale oil that Lewis was responsible for supplying was never delivered.

Of the ten Winslow Lewis lighthouses constructed in Florida between 1824 and 1850, only two survive to this day. One was an 1820 tower originally erected on the south end of Georgia's Cumberland Island. Dismantled and relocated to Amelia Island by Lewis in 1838, the four-foot thick tower walls actually consisted of two independent masonry cones separated by a void. Similar in design to Lewis' first lighthouse on Frank's Island in Louisiana, this style of lighthouse was a harbinger of the later brick giants to come.



Located south of Tallahassee on the Florida Gulf Coast, the Saint Marks Lighthouse was recently acquired by the state of Florida from the US Coast Guard. Constructed by Winslow Lewis, it had to be rebuilt three times.

The 1842 St. Marks Lighthouse on the Florida panhandle was the poster child for the problems associated with Lewis' work. Lewis won the contract, but didn't actually build the tower. His only role was to install the lantern and lighting apparatus, which, despite its history of poor performance, was already installed in every lighthouse in the country.

Built upon a foundation that was deemed insufficient in both size and strength to support the newly erected tower, the Lewis-designed St. Marks' lighthouse was soundly rejected by the local Collector of Customs. Failing inspection, the original tower was torn down and another contractor was hired to rebuild it. Although passing the Collector's inspection, this tower was also doomed thanks to Lewis' decision to locate the foundation too close to the water. Undaunted and armed with yet another contract, Lewis attempted to construct the tower a third time. Although finally located a safe distance from the water's edge, a problem with the tower's foundation was discovered once again. This time however, Lewis decided to "correct" the issue of the weak foundation by attaching the keeper's dwelling directly to the tower to keep it from toppling over. It may not have been elegant but it worked.

Despite Winslow Lewis' consistent history of building things the wrong way, Pleasonton's opinion of the man could not be swayed. Enamored by Winslow's pinch-a-penny ways and his low bids, the Fifth Auditor continued to award lighthouse construction contracts to him throughout most of his tenure as the head of the Light-House Establishment. By the early 1840s, Pleasonton had come to trust Lewis to such an extent that he didn't even consider allowing Lewis to bid on contracts he helped write as being a conflict of interest. Regardless of any questions this ethical dilemma may have posed, ensuring a job was done cheaply and efficiently was still the primary objective.

What happened, needless to say, was that ship captains and ship owners complained that most of these towers were too

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THE BRICK GIANTS (CONTINUED)

short, too dim to see, poorly constructed, badly surveyed, crudely engineered, positioned too close to the water, and often just simply not in service. The list of complaints went on and on. One ship's captain went so far as to say that one had a better chance of running his ship aground looking for a Winslow Lewis lighthouse than he did by simply taking his chances and ignoring the existence of the lighthouse altogether. Of the more than 80 lighthouses built by Winslow Lewis between 1823 and 1850, only a handful of them survive to this day. Those that do survive owe their continued existence to rebuilding, strengthening, relocation, or having the luck of being built by someone other than Lewis himself.



Located on the southern tip of Ocracoke Island in the Outer Banks, the Ocracoke Island Lighthouse is one of the few Winslow Lewis-like towers that have survived without major renovations or reconstruction efforts. Its survival is mainly attributed to the fact that it wasn't actually built by Winslow Lewis or one of his sub-contractors.

One of the best examples of good construction of the old style brick towers is one that Lewis lost out on in bidding. Completed in 1823 by Maryland contractor John Donahoe, the 65-foot Ocracoke Lighthouse is a bastion of strength. Located on the southern tip of the island for which it is named, the Ocracoke tower is the southernmost of North Carolina's string of important Outer Banks lighthouses. (Built years later, the Outer Banks' other lighthouses are brick giants located on Currituck Island, Bodie Island, Cape Hatteras, and Cape Lookout.)

In 1847, Congress finally reacted to numerous letters and a major report which both damned and shamed the construction and maintenance of the nation's lighthouses. The report, ironically written by I.W. Lewis, Winslow Lewis' nephew, fully castigated the leadership of Pleasonton, and his uncle's lack of skills. That year, Congress demanded that the Army Corp of Topographical Engineers complete the construction of several lighthouses currently being built or on the drawing table. *(Author's Note: Formal university education and degrees in engineering did not begin in the United States until the founding of West Point by the newly established Army Corp of Engineers in 1802. Most non-military engineers learned their craft as surveyors or as apprentices on canals and railroad building. Early*



Although not a brick giant, the Sankaty Head Lighthouse was the first lighthouse built under the direction of the Lighthouse Board.

university schools of engineering created in the 1850's called that curriculum, Applied Natural Philosophy.)

The first lighthouse to be built to the new standards was a 74-foot brick and granite tower located at Sankaty Head on Nantucket Island in Massachusetts. The first of its kind specifically designed to house a Fresnel lens, the blueprint specifications provided for the larger lantern by ensuring that narrow top indicative of Lewis' designs remained broad enough to accept a the wider lantern. When it was completed in 1850, Sankaty Head displayed the most powerful light in New England. Local ships captains called it "the blazing star."

Congress stripped Pleasonton of his responsibility for the US Light-House Establishment and placed it under the authority of the Lighthouse Board in 1852. Under the Board's direct supervision, a planning staff dominated primarily by military officers was formed to conduct research and further develop the nation's aids to navigation system.

Adhering to strict chain-of-command military protocol, Army Corp engineers assigned to the Board explored, researched, and brought new designs and construction techniques to lighthouse construction. Military engineers were also assigned as lighthouse inspectors. However, one of the primary objectives of the newly established Lighthouse Board remained firmly focused on the building of tall masonry towers along the Atlantic coast to meet the growing maritime needs of the country.



Admiral William Shubrick was the president of the Lighthouse Board in 1852. The Lighthouse Board led the modernization and restructuring of the US Light-House Establishment and recommended the building of the brick giants.

Continued in the January 2017 Issue of Illuminations: Rise of the Brick Giants

MUSEUM ACQUIRES RARE NINETEENTH-CENTURY BUCKET LAMP

At the heart of lighthouses and all lighted aids-to-navigation is the light producing medium, from the earliest navigational aids which relied on the dim light of wood fires to modern aids which use electric lamps. Over time, wood, coal, wax, animal and vegetable oils, kerosene, acetylene, and electricity have been employed in a variety of mechanisms including braziers, candles, and many types of lamps.

Lamps that burned animal or vegetable oil were in use as early as 1500, and remained in use until the early 1900s. During this time, different types of lamps were created including a group of lamps that would become known as 'spider lamps.' In use from the mid-1700s through the mid-1800s, spider lamps were available in a variety of shapes and sizes. Some of the most common variations of this early lighting apparatus were pan lamps, compass lamps, and bucket lamps.

We are overjoyed to announce that the museum has just acquired a rare bucket lamp dating from the early 1800s.

The lamp consists of a bowl, a bucket, and a lid. Mounted equidistant from each other at the base of the bowl, three cylindrical spouts extend out at a slight incline to their mouths which are cut at a bias to discourage drips. Designed to hold the bowl, the bucket base is essentially a brass cylinder with a rounded lip mounted to a flared base. Three long slots are cut vertically into the sides of the bucket to receive the bowl's three spouts. Three concave arms are mounted to the bucket just below the slots to support and stabilize the spouts. A large brass strap handle topped with a ring is mounted to the bucket on pivots to carry and to suspend the lamp. A conical lid fits to cover the bowl.

A rope wick was used at each spout. The wick extended from the tip of the spout down into the bowl which would have been filled with oil. Whale oil was often used in many of these lamps. Other variations of the bucket lamp have two or four spouts.

This amazing lamp comes to us by way of Texas. We would like to thank Tom Laepple for making the acquisition possible. At this time, it is not known where this specific bucket lamp was originally in service; however, these lamps were typically employed in smaller lighthouses or early lighted aids to navigation. Research sources state that bucket lamps were used in at least two US lights; the Cape Henry light in 1792 and the Cunningham Creek Beacon light as late as 1845.

The lamp arrived in excellent condition. The only blemishes were ones that are typically expected such as accumulated dirt, slight wear and tear, and other signs of aging. We will fully document the condition of the lamp, clean and conserve it where necessary, and place it on exhibit as soon as possible.

The lamp will be added to the collection of historic lamps and lenses currently on display in the Ayres Davies Lens Exhibit Building. Once installed, the bucket lamp will be found in the large display case located on the first floor behind the Cape Canaveral first order Fresnel lens. Already featuring a wide assortment of historic lens maintenance equipment, early lamps, and other artifacts related to lighthouse illumination, this bucket lamp is a wonderful addition to the museum's display of lens and lamp related artifacts.



The Lighthouse welcomed many summer camp groups throughout the summer. Visiting campers were given the opportunity to participate in a variety of hands-on activities including the artifact touch box, and several educational programs that addressed a multitude of subjects including the science of light, turn-of-the-century life at the Ponce Inlet Light Station, and historic figures from Ponce Inlet's past. Brought to life by the museum's volunteer historic reenactors were Ponce Park's first teacher Miss Bond, the wife of Principal Keeper Thomas O'Hagan, and the first female mayor of Daytona Beach and Volusia County's first female doctor, Dr. Josie Rogers.

Celebrated annually, the museum's many National Lighthouse Day offerings drew hundreds to the Ponce Inlet Light Station on August 6th. Participating visitors celebrated the 1789 founding of the United States Light-House Establishment by climbing to the top of Florida's tallest lighthouse, touring the museum's many exhibit spaces, and participating in a variety of hands-on activities. As a special treat, more than 100 children were given the opportunity to make their very own lighthouse pennant out of felt, which, when finished, was theirs to keep.

A great day was had by all on Spirit of '45 Day on August 14th. Held in celebration of the 71st anniversary of the end of World War II, the day began with the raising of the flag by personnel attached to Coast Guard Station Ponce Inlet as a bugler played Taps. Spirit of '45 Day is a day to remember and to honor "the legacy of courage, shared sacrifices and commitment to service of the men and women who took part in WWII."

Also in August, Programs Manager Mary Wentzel and Director of Operations Mike Bennett participated in Volusia County School's science and social studies pre-planning meeting. Scheduled annually, this daylong event is attended by all subject area teachers and specialists in preparation of the coming school year. Museum staff spent the afternoon talking with teachers, subject area specialists, and teachers on assignment about the Lighthouse's science and social studies oriented workshops. Available on-site and through the Association's outreach program, all educational offerings are available free of charge to Volusia County public and private schools in accordance with the museum's commitment to education and the Association's ongoing mission to preserve and disseminate the maritime and social history of the Ponce De Leon Inlet Lighthouse.

The Preservation Association is always looking for individuals interested in accepting the challenge of becoming a lighthouse volunteer. The education department at the Lighthouse is beginning a series of volunteer training workshops starting, Tuesday Sept. 13, 2016. Those wishing to participate are encouraged to contact Programs Manager Mary Wentzel by email at mwentzel@ponceinlet.org or by phone at (386) 761-1821 ext. 18 to sign up. You can also learn more about volunteering opportunities online at www.ponceinlet.org.



Gordon and Ann Russell performed at the Lighthouse during Spirit of 45 Day

WISH LIST

A CALL FOR SUPPORT OF ARTIFACT CONSERVATION AND PRESERVATION

This quarter we have a special type of wish list. Preservation Association board and staff members have begun work on a targeted fund raising effort. This continuing effort will concentrate on raising funds to be used exclusively for conservation and preservation projects.

As mentioned in this issue's Thank You article, Donald Whiteley recently donated two albums of photographs dating from the early 1900s. These photographs contain a wealth of historic information important to the light station and to the local area. We continue to learn more about the photographs as we process and catalog them, and we are eager to share what we learn in the near future.

Currently, the photographs are adhered to the black and grey paper common to albums from this time period. In order to conserve these important albums and photographs, we are reaching out to photograph and paper conservators. In collaboration with these conservators, we will create and implement a treatment plan to best preserve them.



We hope to raise the funds required to cover the cost of this and other upcoming conservation projects. Please contact us directly, or donate online, if you are interested in conserving local and light station history and would like to make a donation directed to these crucial projects. To donate, simply log onto our online store at www.lighthouselocker.org and select the "Donate" tab in the category box on the left side of the screen. Choose "Donate to Artifact Conservation" and follow the prompts to complete your donation transaction. For more information on how you can help support artifact conservation, contact Registrar/Assistant Curator James Powell by email at jpowell@ponceinlet.org or by phone at (386) 761-1821 ext. 23.

Thank you!

Volunteer of the Quarter: Cindy Horn

Committed to the ongoing preservation and dissemination of the maritime and social history of Ponce de Leon Inlet Light Station, the Lighthouse Preservation Association relies heavily on the dedication of its volunteer corps to provide quality educational programming to museum visitors and others throughout the community.

Each quarter, the Preservation Association recognizes a docent who exemplifies the spirit of volunteerism that is so essential to the organization's ongoing educational efforts. In this issue of Illuminations the Preservation Association is pleased to recognize Cindy Horn as this issue's Volunteer of the Quarter.



Cindy grew up in Douglassville, Pennsylvania on a farm that was built in 1739. Cindy grew up in a family that was interested in history and antiques. The love of the past was naturally passed down to Cindy. When asked about her childhood, Cindy responded, "My great grandparents lived in a home without running water and when I was there we lived very much like the lighthouse families." Cindy goes on to say, "While living on our farm, I had many chores and we did them on certain days." As a young child growing up, Cindy

learned to hunt, trap and fish. When speaking with lighthouse visitors, Cindy draws upon her own personal experiences which, as a child growing up on a farm in rural America, would not have differed greatly from those of the keepers' children who lived here long ago.

Cindy graduated from Kutztown University with a degree in psychology and worked for over 40 years. She married Robert Horn and they have been wed for 41 years. Cindy and Robert enjoy traveling extensively throughout the Caribbean and have been coming to Florida for 43 years. Following their retirement 2 ½ years ago, Cindy and Robert became permanent Florida residents. They are looking forward to exploring the country's beautiful midwestern states in the future.

Volunteerism has always been a big part of Cindy's life. She explains, "I have volunteered as a Boy Scout leader, as a soccer coach, and assisted with political campaigns. I love being with people and that's why I love being at the Lighthouse."

We are very proud to have Cindy Horn as our VIP Volunteer of the Quarter at the Ponce Inlet Lighthouse.

AN ANNUAL LIGHTHOUSE MEMBERSHIP? WHAT A GREAT CHRISTMAS GIFT IDEA!!!



Donor Highlight: The Jacobsen Family

The Ponce De Leon Inlet Lighthouse Preservation Association is dedicated to the preservation and dissemination of the maritime and social history of the Ponce Inlet Lighthouse and related subjects important to the light station. The museum acquires artifacts, documents, photographs, and books to support this mission. These items are the core of the museum. They are stored as part of the collections, placed on exhibit, incorporated into the archive, and added to the research library.



USA CIVIL WAR CAP INSIGNIA

The museum actively searches for items to purchase, but we also rely heavily on donations. And, it is these donations that are at times the most meaningful and significant additions to the museum. The light station has greatly benefited from a long history of generous donors. This quarter we wish to highlight a family of generous donors, the Jacobsen family.

The Jacobsen family is a long-time supporter of the museum. Jacques Noel Jacobsen Jr. and his wife Marion have donated hundreds of items to the museum over the years. Apparently, the apple doesn't fall far from the tree in the Jacobsen family, as their daughter Beth Jacobsen recently donated several important marine paintings and prints.

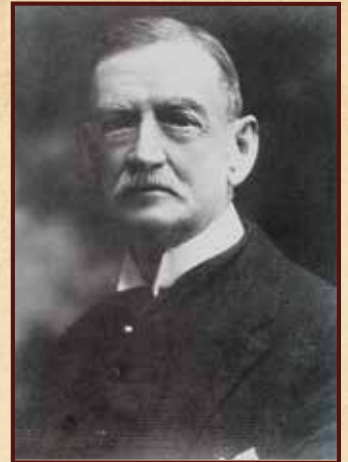


CSA CIVIL WAR
FLORIDA MILITIA
INSIGNIA

Now retired and living in Daytona Beach, Jacques Jacobsen grew up on Staten Island where his parents owned and operated an antique store. It was through this store that Mr. Jacobsen developed an interest in buying, selling, and collecting historic items. He continued this interest during college and into his adult life as a means to augment his salary as a teacher and educator.

Mr. Jacobsen specialized in historic military, fire, and police items. Most importantly for us here at the lighthouse,

he also specialized in historic items related to the US Light-House Establishment, US Lighthouse Service, and the US Life-Saving Service. It is these historic items collected over many years that have made their way to the Ponce Inlet Lighthouse Museum as part of the Jacobsen family's generous donations.



RENOWNED 19TH CENTURY
AMERICAN WATERCOLORIST
FREDERIC COZZENS

When we spoke to Mr. Jacobsen recently about his interests and donations, he told us that Staten Island was an ideal place to collect lighthouse items. He reminded us that for many years Staten Island was the location of the General

Depot for the Light-House Establishment and later the Lighthouse Service. Following 1939, when the Lighthouse Service was absorbed into the US Coast Guard, the depot became a Coast Guard station.

At its height, the depot purchased, stored, manufactured, and transported much of the supplies for all of the Lighthouse Service. Maintenance, repairs, and testing of lighthouse equipment were also performed at the site. Mr. Jacobsen told us that when he was a young man living on Staten Island in the 1940s and 1950s, former members of the Lighthouse Service, and the families of former members, would often offer lighthouse items for sale.

The Jacobsens have donated a wide range of items to the museum including uniforms, caps, buckles, buttons, insignia, chevrons, medals, pins, documents, postcards, photographs, and books. Mr. Jacobsen has a



COZZENS' WATERCOLOR PAINTING
ROUNDING THE LIGHTSHIP

Featured Donor *(continued)*

special interest in military uniform regulations, and he is the author of several papers and books on this subject.

He is also the co-author, with Fairfax Downey, of the book *The Red / Bluecoats*. This book explores the subject of Native American scouts, including Seminoles, employed by the US Army from just after the Civil War to the early 1900s. Mr. Jacobsen has donated several military insignia related to these scouts, including examples of the United States Scouts' USS collar insignia and the later USS collar disk.

Earlier this year, the museum received a noteworthy donation from Jacques' and Marion's daughter Beth Jacobsen. She donated three watercolors and two lithographs painted by the well-known marine watercolorist Frederic Cozzens. These artworks originally belonged to her grandmother, Anita Jacobsen.

In addition to the antique business, Mr. Jacobsen's mother Anita Jacobsen had a strong interest in the arts. Throughout the 1940s, 1950s, and into the 1960s, she wrote many articles and books on the arts, including the book *Frederic Cozzens, Marine Painter* which was published in 1982. A chronicle the life of artist Frederic Cozzens, the book contains many examples of his work along with a description and background for each.

Cozzens was born in 1856 and died in 1928. He worked in the New York City area, and many now consider him one of America's best turn-of-the-century marine artists. Cozzens created drawings and watercolors, and became best known for his depictions of yachts and yachting scenes which he later transformed into lithograph prints.



**USCG LIFE SAVING
STATION KEEPER'S
HAT INSIGNIA**

Cozzens produced images for many of the popular serial publications of his day including Harper's Weekly and Frank Leslie's Illustrated Magazine. In 1880, he created six watercolors for the New York Yacht Club which are reportedly still on display. In 1883, Cozzens published *American Yachts, Their Clubs and Races* which contained twenty-seven of his chromolithographs. He produced four other series of prints through 1892, and continued to draw and paint into the early 1900s.

Beth Jacobsen donated three original watercolors by Cozzens. Of special note, for both the Jacobsens and the museum, is the watercolor *Rounding the Lightship*. Created by Cozzens in 1911, the painting depicts a tall ship sailing past the lightship Ambrose. Mr. Jacobsen told us that this was one of his mother's favorite Cozzens' paintings. Here at the lighthouse, we especially appreciate the painting's depiction of a lightship. In the early 1900s, the Ambrose was stationed off the coast of Staten Island and marked the Ambrose Channel.

We wish to take this opportunity to thank the Jacques, Marion, and Beth for their generous support. Each donation has been a welcome addition to the museum's holdings. They have been added to the archive and to the research library, and many are on exhibit for everyone to enjoy. Once Beth's recently donated Cozzens paintings are placed on exhibit, we know that everyone will appreciate them as much as we do.



**US LIFE-SAVING
SERVICE HOUSE OF
REFUGE UNIFORM
BUTTON**



US LIGHT-HOUSE SERVICE UNIFORM CAP



**WORLD WAR I ERA US
ARMY UNIFORM CAP**

Thank You!

This quarter in particular the light station received several significant donations. The Preservation Association would like to convey its sincere thanks to these generous donors!

Lighthouse volunteers John and Jackie Mann donated several vintage items including a gas can, small pump oil can, and a selection of medical tools and supplies. Earl and Gladys Davis donated a vintage pair of pince-nez style eyeglasses, and the book, *Star-Spangled Banner Our Nation and Its Flag*. Julie Davis donated several vintage items including a small kerosene oven, a group of sewing machine accessories and booklet, a fishing lure, and a 1963 painting of the Ponce Inlet Lighthouse by Margaret Deal.

Harry Jones visited the light station and shared eighteen photographs with us. Harry Jones was the last resident Coast Guard keeper stationed at the Ponce Inlet Light Station in 1952. The photographs show Mr. Jones, the light station grounds, and most importantly, rare images of the interior of the Second Assistant Keeper's Dwelling.

Donald Whiteley, Jr gifted a vintage writing desk, photograph albums, postcards, and various small items that were originally found with the desk when he inherited it. Mr. Whiteley is the grandson of Pinckney Whiteley who served as the Ponce De Leon (then Mosquito) Inlet light station's Second Assistant Keeper from 1908 to 1911 and as its First Assistant Keeper in 1918. Owned by Pinckney Whiteley, the desk was used at the light station when he was stationed here. Photographs in the albums are of Pinckney Whiteley and his family as well as the light station tower, dwellings, and grounds. The desk is particularly important to us since the museum holds very few pieces of furniture original to the dwellings.

Kriss and Kathy Williquette donated two vintage Kohler generators. As *Illuminations* readers may recall, the museum has been working to restore the generator room located in building 9 to its 1940s and 1950s configuration in an effort to approximate how it would have appeared at that time. Although originally housing two Kohler generators that were installed by the Coast Guard, only one generator is currently present. Thanks to the generosity of Kriss and Kathy, this historic discrepancy will be rectified when one of the two recently acquired generators is installed by lighthouse staff in the months to come.

Thank you to all!



Margaret Deal Painting



Harry Jones' pet dog



Pinckney Whiteley Desk

JOIN THE PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION

A GENERAL ANNUAL MEMBERSHIP INCLUDES:

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

MEMBERSHIP CATEGORIES:

General \$20

- The benefits listed above for one individual

Senior \$10

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

Student \$10

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

Family \$40

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

2nd Assistant Keeper \$100

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

1st Assistant Keeper \$200

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

Principal Keeper \$500

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

Corporate Lampist \$500

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

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CHARITABLE ORGANIZATION NUMBER AND DISCLAIMER:

Registration #: CH137

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



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

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- 2nd Assistant Keeper \$100
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Phone: () - _____

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Begins _____	Ends _____

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Children: _____

(List any additional names on a separate sheet.)

We will contact 1st Assistant Keeper, Principal Keeper or Corporate Lampist members to obtain gift membership and company principal information.

Membership enclosed: \$ _____

Donation enclosed: \$ _____

Total enclosed: \$ _____

Please charge my: (check one)

Visa MasterCard 3-Digit Security

Code: _____

CC#: _____

Exp. Date: _____

Signature: _____

Or, make check payable to:

Ponce Inlet Lighthouse
4931 S. Peninsula Dr., Ponce Inlet, FL 32127

Thank You for Your Generous Support!

UNIQUE CHRISTMAS GIFT IDEAS FROM THE PONCE INLET LIGHTHOUSE!

Now is the perfect time to get an early start on all of your holiday shopping needs. Avoid the holiday rush and the hustle and bustle of malls by purchasing many of your gifts from the Ponce Inlet Lighthouse. The Ponce de Leon Inlet Lighthouse Gift Shop specializes in unique lighthouse and nautical themed gifts for people of all ages. Our wide selection includes clothing, house wares, toys, and collectibles including a wide selection of custom products made especially for the Ponce Inlet Lighthouse.

**Non-Profit Organization
U.S. Postage Paid
Daytona Beach, FL
Permit 400**

PONCE INLET LIGHTHOUSE ANNUAL GIFT MEMBERSHIP

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



PONCE INLET LIGHTHOUSE MEMORIAL BRICKS

The Ponce Inlet Lighthouse Memorial Brick Program is a unique and thoughtful way to honor friends and loved ones or celebrate special events including weddings, birthdays, and family vacations. Each laser-engraved brick features the Ponce de Leon Inlet Lighthouse logo and up to three lines of text. Each personalized brick is installed in the Light Station's memorial walkway leading out onto the historic grounds where it will remain in perpetuity. Best of all, a portion of your brick purchase price is tax-deductible.



LIGHTHOUSE MEMORIAL BRICK	ITEM #: 0289	PRICE: \$100
FULL SIZE DUPLICATE MEMORIAL BRICK:	ITEM #: 0290	PRICE: \$85 (+S&H)
MINIATURE DUPLICATE MEMORIAL BRICK:	ITEM #: 0291	PRICE: \$40 (+S&H)

**PONCE DE LEON INLET LIGHTHOUSE
PRESERVATION ASSOCIATION, INC.**

4931 SOUTH PENINSULA DRIVE
PONCE INLET, FLORIDA 32127
(386) 761-1821
WWW.PONCEINLET.ORG

CUSTOM PONCE INLET LIGHTHOUSE ORNAMENT

No Christmas tree is complete without a custom ornament from the historic Ponce Inlet Lighthouse. Made especially for the Preservation Association, this unique unbreakable ornament features a decoupage image of the beautiful Ponce Inlet Light Station.
ITEM #: 2706 (+S&H) PRICE: \$9.99



SAVE 50%! CHRISTMAS BLOWOUT SPECIAL

PONCE INLET LIGHTHOUSE STATUE ORNAMENT

Add a nautical flare to your yuletide tree with this miniature statue ornament featuring Florida's tallest lighthouse and the light station's historic grounds.
ITEM #: 1293 (+S&H) PRICE: \$7.99 (+S&H)



PONCE INLET LIGHTHOUSE ORNAMENT

Produced specifically for the Ponce Inlet Lighthouse, this beautiful shatterproof ornament features a collage of images taken at the historic light station.
ITEM #: 1295 (+S&H) PRICE: \$6.99 (+S&H)



SAVE 50%! CHRISTMAS BLOWOUT SPECIAL

CUSTOM PONCE INLET LIGHTHOUSE SALT & PEPPER SHAKER

Add a dash of fun to your table or your existing collection with these individually hand-painted ceramic salt and pepper shakers modeled after the Ponce Inlet Lighthouse and keeper dwelling. ITEM #3231 (+S&H) PRICE: ~~\$16.99~~
NOW ONLY \$8.50 (+ S&H)



PONCE INLET LIGHTHOUSE BEACH TOWEL

Enjoy the sunny days of summer on the beach or pool deck with this custom 30"x60" Ponce Inlet Lighthouse microfiber beach towel featuring a full color image of the historic Ponce De Leon Inlet Lighthouse.
ITEM #: 4059
PRICE: ~~\$21.99~~
NOW ONLY \$11.00 (+ S&H)



**PONCE INLET LIGHTHOUSE
MEMBERSHIP COUPON
20% OFF ANY
SINGLE ITEM**

Limit one coupon per member. Coupon may not be used in conjunction with any other discount. Proof of membership must be shown at time of purchase. Not valid for purchase of Memorial Bricks.
Good from October 1, 2016 - December 31, 2016.

The Ponce de Leon Inlet Lighthouse Gift Shop specializes in unique lighthouse and nautical themed gifts for people of all ages. Our wide selection includes clothing, house wares, toys, and collectibles. Customers may also shop online at LIGHTHOUSELOCKER.ORG. Please contact the Gift Shop at (386) 761-1821 ext. 21 or via email at nwarenyk@ponceinlet.org for more information.