



PONCE DE LEON INLET LIGHTHOUSE

ILLUMINATIONS

A NATIONAL HISTORIC LANDMARK

4931 SOUTH PENINSULA DRIVE • PONCE INLET, FL 32127 • WWW.PONCEINLET.ORG • (386) 761-1821 • LIGHTHOUSE@PONCEINLET.ORG
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Dear Members,

On November 1, 1887, Principal Keeper William Rowlinson officially illuminated the Fresnel lens housed in the lantern room of the Mosquito (now Ponce de Leon) Inlet Lighthouse for the first time. This issue of *Illuminations* commemorates both the 134th anniversary of that important date in the light station's history and the beginning of the facility's 50th year of continuous operation under the Association's management and diligent care.

As a self-sufficient, non-profit corporation, the Ponce De Leon Inlet Lighthouse Preservation Association takes great pride in its lack of reliance on tax-derived funding at the federal, state, or local levels. However, due to the rising costs associated with its ongoing preservation, rehabilitation, and educational efforts, the Association turns to you, its members, for much-needed support. Please consider the value of the educational programs provided free of charge to all Volusia County public and private school groups, the museum's many interpretive exhibits, and the important historic preservation and restoration work completed by the Association's staff when deciding which organizations to support during this and the coming year.

The Association depends on the generosity of its members to continue its fifty-year mission to preserve and disseminate the maritime and social history of the Ponce Inlet Light Station for this and future generations to come. Those wishing to learn more about ways to support the lighthouse are encouraged to read the Support Us article found on page 21.

I am pleased to announce the recent hiring

of Zachary Hopple as the Association's new programs manager. As many of you know, the museum was forced to suspend all in-person educational offerings between the months of March, 2020 and June, 2021 due to health concerns related to the pandemic and the Volusia County School Board's moratorium on all off-site field trips and in-classroom presentations during the 2020-2021 academic year. Mr. Hopple's hiring coincides with the museum's reactivation of in-person educational offerings and the School Board's recent determination to rescind its earlier student access restrictions. Although COVID remains a matter of great concern, the Association's common-sense mitigation strategies will help ensure the continued safety of its staff, volunteers, and program participants. I invite you to learn more about Mr. Hopple and his vision for the programs department as the museum moves forward by reading his welcome article on page 19.

Work on the Pacetti Hotel project continues to progress. The curatorial department is currently working on the museum's interpretive plan including exhibit development and artifact acquisition. In addition to these activities, Association staff members are also working with the architectural firm of Bert Bender and Associates as it moves to finalize of the project's official site plan, engineering plans, and architectural blueprints. These important documents will be utilized during the construction phase of the project which is scheduled to begin in the near future. Individuals wishing to support the Association's plans to restore, preserve, and interpret the historic Pacetti Hotel as a public museum can double the value of every dollar donated thanks to the Paul B. Hunter and Constance D. Hunter Charitable

Foundation's pledge to match all Pacetti Hotel donations up to combined value of \$250,000. Please refer to the Support Us article on page 21 to learn more about this important donor opportunity.

The holiday season is fast approaching! Looking for that perfect gift? Great news! The lighthouse gift shop is receiving unique and exciting merchandise daily. We encourage all our members to browse our extensive selection of nautical and lighthouse-themed products for their holiday shopping needs. Great gift ideas include memorial bricks, annual memberships, and much more. You can find more information about holiday gifts from the Ponce Inlet Lighthouse on page 24 of this issue of *Illuminations* or by visiting the museum's online store at www.lighthouselocker.org.

The Association remains committed to its mission and the community it serves as it adapts to the challenges of the 21st century. Whether on-site, via the web, or through educational outreach, the museum will continue to foster a wholesome, family-oriented environment that encourages people to come together to discover and appreciate our nation's unique and fascinating maritime history.

On behalf of the Association's Board of Trustees, I would like to express my heartfelt appreciation for your continued support and wish you a happy holiday season.

With Warm Regards,



Ed Gunnlaugsson
Executive Director

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REGULAR HOURS OF OPERATION

SEPT. 7, 2021 - MAY 29, 2022

OPEN DAILY FROM 10:00 AM - 6:00 PM
(LAST ADMISSION SOLD AT 5:00 PM)

MAY 30, 2022 - SEPT. 5, 2022

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

Note: Hours of Operation are Subject to Change According to COVID-19 Conditions.

SCHEDULED TOWER CLOSURES

NOV. 19, 2021 (FRIDAY)

TOWER CLOSED FROM
4:30 PM - 6:00 PM
(MUSEUM OPEN UNTIL 6:00 PM)

DEC. 18, 2021 (SATURDAY)

TOWER CLOSED FROM
4:00 PM - 6:00 PM
(MUSEUM OPEN UNTIL AT 9:00 PM)

Note: Scheduled Tower Closures Subject to Change According to COVID-19 Conditions.

SPECIAL HOURS OF OPERATION

Thanksgiving Day

November 25, 2021 (Thursday)
Museum & Gift Shop Closed

Christmas Day

December 25, 2021 (Saturday)
Museum & Gift Shop Closed

Day After Thanksgiving Event

November 26, 2021 (Friday)
Museum and Gift Shop Extended Hours
Open 10:00 AM - 7:00 PM

Day After Christmas Event

December 26, 2021 (Sunday)
Museum and Gift Shop Extended Hours
Open 10:00 AM - 7:00 PM

SCHEDULED MEETINGS

October 18, 2021

(Monday)

Board of Trustees & Annual Member Meeting
(Open to General Membership)

November 15, 2021

(Monday)

Board of Trustees Meeting
(Closed to General Membership)

Note: Meeting Schedule Subject to Change According to COVID-19 Conditions.

CLIMB TO THE MOON SCHEDULE

Treat your significant other, family, friends, coworkers, or simply yourself to breathtaking views of the Atlantic Ocean, World's Most Famous Beach, Ponce Inlet, and inland waterways under the golden glow of the setting sun and silvery light of the rising moon. Climb to the Moon is offered once a month on the night of the full moon. Ticket availability for each event is limited to only 30 guests and typically sells out quickly. Tickets must be purchased in advance and are sold on a first come first serve basis. Please contact the museum's administrative assistant by phone at (386) 761-1821 ext. 10 or via email at admin@ponceinlet.org for additional information. Prices are \$35 for non-members and \$30 for members.

CLIMB TO THE MOON EVENT DATES

Oct. 20, 2021

(Wednesday)

6:15 PM - 7:45 PM

Nov. 19, 2021

(Friday)

5:00 PM - 6:30 PM

Dec. 18, 2021

(Saturday)

4:30 PM - 6:00 PM

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CALENDAR OF EVENTS (OCT. - DEC., 2021)

OCTOBER 14-17, 2021 Biketoberfest at the Lighthouse (THURSDAY - SUNDAY) ; 10:00 AM TO 6:00 PM

Take a scenic drive down South Atlantic Avenue to visit one of Daytona's favorite biker destinations- the Ponce Inlet Lighthouse and Museum! Climb to the top of Florida's tallest lighthouse, tour the historic light station, and explore one of the largest lighthouse museums in the country. A special exhibit chronicling the history of motorcycles on the beach will be on display in Second Assistant Keeper's dwelling throughout this four-day event.

NOVEMBER 11, 2021 Veterans Day (THURSDAY) ; 10:00 AM TO 6:00 PM

Visit the Ponce Inlet Lighthouse and Museum this Veterans Day and help us honor our nation's men and women in uniform! Climb to the top of Florida's tallest lighthouse, explore one of the largest and best-preserved historic light stations in the country, and discover the fascinating history of the Ponce Inlet Lighthouse and local Florida region as you tour the museum. All active and former military personnel will be admitted free of charge throughout the day.

NOVEMBER 18, 2021 Fall Homeschool Day (THURSDAY) ; 10:00 AM TO 4:00 PM

Calling all homeschool parents and students! Join the staff of the Ponce Inlet Lighthouse and Museum on Thursday, November 18th for a fun-filled day of educational activities focusing on the maritime and social history of the Ponce Inlet Lighthouse and local Florida region. Participate in a guided tour of the lighthouse and museum along with five *STEAMING through Lighthouse Illumination* workshops during your day-long lighthouse adventure. The theme of this Fall's homeschool day is Living at the Lighthouse. All workshops and activities offered on this unique day of learning were specifically developed for K-12 students by certified teachers and former education professionals and are aligned with Florida's current learning standards.

Advanced reservations are required. Registration commences promptly at 1:00 on October 18, 2021. To register, visit us online at www.lighthouselocker.org. Select the Events tab and click on Homeschool Day under event options. This unique program is open to the first 100 students who register. Please contact the museum's programs manager Zach Hopple via email at zhopple@ponceinlet.org, or by phone at (386) 761-1821 ext. 18, for more information.

NOVEMBER 26, 2021 Thanksgiving at the Lighthouse (FRIDAY) ; 10:00 AM TO 6:00 PM

Escape the hustle and bustle of Black Friday shopping by visiting the Ponce Inlet Lighthouse and Museum on November 26th instead. Climb 175 feet to the top of Florida's tallest lighthouse and explore one of the largest and best-preserved historic light stations in the country. Enjoy family-oriented activities from 10:30 AM to 2:30 PM including historic reenactors, informative presentations, and a special kids-craft turn-of-the-century ornament making workshop.

DECEMBER 26, 2021 Winter Holiday Program (SUNDAY) ; 10:30 AM TO 6:30 PM

Ring in the new year with a trip to the Ponce Inlet Lighthouse and Museum on December 26th. Participate in family-oriented activities including the ever-popular artifact table and a special kid-craft workshop. Visit with the "Old Lighthouse Keeper" and learn what it was like to live and work at the Ponce (originally Mosquito) Inlet Light Station at the turn-of-the-19th century before climbing 175 feet to the top of Florida's tallest lighthouse.

Please Note: All scheduled lighthouse activities and events are subject to change/cancellation in accordance with current COVID-19 conditions and CDC recommendations.

WOMEN AT THE LIGHTHOUSE

The United States Light-House Establishment (1789-1910) and the United States Lighthouse Service (1910-1939) were staffed primarily by men as was typical for the times, and women who did serve as officially appointed keepers generally did so upon the death or retirement of a husband, father, or other male relative who had been the keeper. No women served as officially appointed keepers at the Mosquito Inlet/Ponce de Leon Inlet Light Station, and contributions of the women who lived and worked here, as was the case at many lighthouses, went primarily unsung, unrecorded, and unphotographed. During the earliest years of this light station, photography of building interiors and of people at work was atypical, with most images being confined to both formal and informal "portraits" of the station's construction, the building exteriors, and of the principal keepers and sometimes their families or their assistant keepers. Likewise, we have no letters or diaries from our keepers' wives to give us insight into their lives, but we can infer what life was like from general lighthouse history, from objects that were left behind and unearthed here, and from oral histories given by those who were here or by their relatives.

Dozens of vintage and antique buttons have been found on the lighthouse grounds;

collection of the Ponce de Leon Inlet Lighthouse Preservation Association



High on the list for women were the typical tasks of a wife and mother – child care, cooking the meals, tending a garden, making and repairing clothing, laundry and general cleaning, and serving as a nurse for the family's minor ailments. Lighthouse families were typically large, and keeping up with these tasks would have been exhausting. Lighthouse women were also needed to help prepare the station for the quarterly visits made by the district inspector, who expected everything on the station to be neat, orderly, and in good repair. Of course, the children helped with all the work, having chores that were suited to their ages. The oldest son of keeper Thomas O'Hagan recalled often being nudged awake in the early morning to go down to the river and catch fish for the family's breakfast. Other keeper children remembered having to endlessly rake the yards and the gravel borders of the brick walkways.

One unique problem that keepers' wives contended with in the early years was the abundance of fleas on the property. These pests were spread mainly by the numerous wild boars that roamed the area, and these fleas seemed eager to find their way under the women's long skirts. The problem existed even in the nearby towns like Daytona, and packets of flea powder were sought-after prizes at local women's card parties and teas.



Despite its remote location, women at the lighthouse wanted to look good! This cosmetic jar is one of many that were unearthed near the keepers' dwellings;

collection of the Ponce de Leon Inlet Lighthouse Preservation Association

Electricity did not come to this lighthouse until 1925 when a generator was installed to electrify the keepers' dwellings and run a pump that provided well water for the station. This generator system had its limitations, so women at the light functioned for most of the station's years without the convenience of washing machines, vacuum cleaners, kitchen appliances, refrigerators, electric lights, and electric stoves.

Perhaps the most physically exhausting task of all was keeping up with the laundry. Clothing and linens were washed in large tubs, by hand. Water had to be pumped up from the cistern and, if hot water was needed, there was wood to chop and a fire to prepare. The four main conveniences available to fortunate women included washtubs for soaking the laundry, an agitator to help stir the clothes as they soaked, a wash board for scrubbing, and a hand-cranked wringer called a mangle to wring the water out. The clean laundry was hung on an outdoor clothes line using wooden clothespins where it was left to dry in the sun.



At this lighthouse, a water storage cistern was located behind each of the assistant keeper houses and in the cellar of the principal keeper's home. The water stored in these cisterns came from rain and was collected from the dwelling roof and funneled into the cistern via gutters and downspouts. Water for doing the wash had to be pumped up into large tin tubs and heated over a fire if hot water was needed. Pumping up the water was a task often delegated to a lucky child. Laundry soap could be purchased, but many women made their own. Besides the physically demanding task of scrubbing, agitating, rinsing, wringing and hanging up the laundry, women were also building the fires, carrying water, and making the soap. After the laundry was dried, there was the mending and ironing. Ironing meant using a heavy "SAD" iron which was heated on the wood or coal stove.

Original styles of sad irons had metal handles that also got hot, so the handle had to be wrapped with a rag to prevent burning a person's hand. A later innovation was created by Mary Florence Potts who was a young wife, mother, and inventive businesswoman. Her iron's sole plate was detachable from a wooden handle. Several extra sole plates could be heating on the stove while ironing was in progress, saving both time and women's hands. Mrs. Potts' Cold Handle Iron remained on the market until 1951!



These clothespins, a reminder of laundry days gone by, were found under the first assistant keeper's dwelling; collection of the Ponce de Leon Inlet Lighthouse Preservation Association



A SAD iron with a detachable wooden handle (left) and An eight-pound SAD iron with a metal handle (right); collection of the Ponce de Leon Inlet Lighthouse Preservation Association

It's no wonder that Monday was the typical laundry day. The largest meal of the week was usually served on Sunday afternoon and the left-overs were served on Monday, leaving the women more time to devote to the laundry. It's very likely that women who were working as official keepers had to do all these tasks as well as those related to tending the light and maintaining the station. Although the Mosquito (Ponce) Inlet Lighthouse never had an official woman keeper, there were plenty of hard-working women here who would have been able to handle that job.

The first principal keeper was William Rowliniski, a Russian immigrant who came to the United States when he was 17 and settled in Charleston, South Carolina. Seven years later, Rowliniski married Mary Jane Rebecca Hilton. In 1860, the couple welcomed a son, and they would eventually have six children. When the Civil War began, Rowliniski joined the Confederates and Mary Jane worked as a school teacher. In 1883, William Rowliniski joined the Light-House Establishment as a second assistant keeper at the St. Augustine Lighthouse. By 1884, he had transferred to the Cape Romain Light Station, and in 1887 he was appointed to the Mosquito (Ponce) Inlet Lighthouse first as acting keeper and then as principal keeper.



*Principal Keeper William Rowliniski and his wife
Mary Jane Rebecca Hilton Rowliniski;*

collection of the Ponce de Leon Inlet Lighthouse Preservation Association

Things went well for the women of the family at Mosquito Inlet. Just four months after their arrival, daughter Bertha married Bartola J. (Bert) Pacetti, son of local landowner and proprietor of the Pacetti Hotel, Bartola C. Pacetti. Another daughter, Gertrude, would also marry a local fellow, and she would serve for many years as the postmistress for

Ponce Inlet. In later years, Gertrude Rowliniski Ryan, a busy working woman, would hire Gladys, the daughter of lighthouse keeper Edward L. Meyer, to help clean her house. Gladys recalled being paid a dime for her work which she would promptly spend on a Coke at the Ryan's riverfront store.



Bertha Rowliniski Pacetti;

collection of the Ponce de Leon Inlet Lighthouse Preservation Association

When William Rowliniski eventually retired, he and his wife moved to a two-story house in Ponce Park that had previously belonged to Captain John Gardner. Gardner was the husband of Seraphine Pacetti, a daughter of patriarch Bartola C. Pacetti. Bertha Rowliniski Pacetti was Seraphine Pacetti Gardner's sister-in-law. There were close ties between the Pacetti family and the lighthouse that would continue to flourish for years.

Thomas Patrick O'Hagan followed Rowliniski as principal keeper, arriving at Mosquito Inlet on December 1, 1893. O'Hagan was born New York and grew up in Brooklyn. By the age of 17, he was living in Charleston, South Carolina, where he joined the Light-House Establishment. In 1886, he married Julia Catherine Schuppe. He and Julia had four



Principal Keeper

Thomas Patrick O'Hagan;
collection of the Ponce De Leon Inlet
Lighthouse Preservation Association

children when they arrived at Mosquito Inlet, 11 when they departed in 1905, and child number 12 was born at their next station. Three of their children would go on to careers in the Lighthouse Service. The hard-working Julia O'Hagan definitely made an impact on life at the Mosquito Inlet Lighthouse. Julia had just the right temperament and sense of humor to handle the life of a keeper's wife, and a story reported by one of her grandchildren perfectly illustrates this.

O'Hagan decided to show those men exactly what kept her busy during the day. She filled the delivery bucket with dirty diapers.



The O'Hagan Children (left to right by row),
Bottom Row - **Thomas, Joseph, Agnes, & Julia;**
Top Row - **Jane, Edith, Billy, Charlotte holding baby James, & Irene;**
collection of the Ponce De Leon Inlet Lighthouse Preservation Association

The keepers' wives often provided a snack or a meal for the men working in the tower. A typical cleanup and preparation for the evening lighting of the beacon usually kept at least two men occupied until late in the morning. Since those men had been on duty during the night, by morning they were hungry and they looked forward to hoisting up a bucket filled with treats! One morning, Julia

Another impact on lighthouse history made by Julia was more serious. Because her penmanship was so good, Thomas O'Hagan had her fill out the keeper's log entry each day, and they are some of the most legible pages in this museum's archives.



Julia Catherine Schuppe O'Hagan holding baby Joseph;
collection of the Ponce De Leon Inlet Lighthouse Preservation Association

Thomas O'Hagan's successor as principal keeper was John Lindquist, one of the most popular and well-regarded keepers in the district. Lindquist, a native of Sweden, went to sea at the age of 15 and after sailing around the world several times, he jumped ship and began his lighthouse career as a sailor on the lighthouse tender *Wistaria*. He was eventually transferred to the Cockspur Lighthouse on the Savannah River, and in 1893 he was promoted to first assistant keeper at St. Augustine. It was there that he met and married Ella Pomar, the daughter of a well-known local family. They had only one child, William T. Lindquist, born on December 22, 1897, and named for John Lindquist's brother. Lindquist was transferred to the Mosquito Inlet Lighthouse in 1905 where he remained until 1924.

The Daytona Daily News of August 21, 1921, reported that John and Ella Lindquist had spent three weeks in the North Carolina mountains with their son for his health. William, who briefly served as his father's second assistant keeper in 1918, had worked in an office of the Florida East Coast Railway.

He was tragically kicked in the head by a horse, a blow that eventually led to his death on January 2, 1922. The stoic Lindquists travelled to St. Augustine for the funeral and returned the very next day so that John could resume his duties at the Mosquito Inlet Lighthouse. William's obituary mentions that he was a graduate of St. Augustine High School, suggesting that he may have lived with relatives on weekdays during the school year or perhaps that his parents still maintained a residence in the St. Augustine area as well as having their home at the Mosquito Inlet Lighthouse. It must have been lonely for Ella having such a busy husband, an absent son, and even more lonely after the loss of that son. Other keepers and their families have mentioned having close relationships with the Lindquists who were regarded as grandparents by their children, suggesting that the outgoing Lindquists never withdrew into their sorrow.



John Lindquist and Ella Pomar Lindquist at the Mosquito Inlet Light Station c. 1905;

collection of the Ponce De Leon Inlet Lighthouse Preservation Association

John Lindquist served as the principal keeper at Mosquito Inlet until June of 1924 when he was transferred back to the St. Augustine Lighthouse as principal keeper. He was replaced at Mosquito Inlet by Charles Leslie Sisson.

Charles L. Sisson, the son of a lighthouse keeper, entered the Light-House Establishment himself in 1892. Early in his career, he was involved in an incident involving alcohol consumption by his assistant keeper. Sisson reported the man who vigorously disputed the charges. An investigation was conducted by the Light-House Establishment, an institution serious about its lack of tolerance for drinking. The assistant was removed and a replacement was sent but Sisson himself was also

punished for his "neglect or failure...to enforce the regulations of the Light-House Establishment." His punishment was his transfer to another light station where he would have to provide his own quarters. Being a single man with no wife and children to consider, he resigned from the service. The district inspector, aware of Sisson's skills, asked him to reconsider; Sisson was reinstated and quickly redeemed himself, again being considered an efficient keeper.



The Sisson Family (left to right), Ruth Elizabeth, wife Ruth Ellen Sharpe Sisson holding Marion Louise, Martha Helen, Charles (center), Frederick & Charlotte; collection of the Ponce De Leon Inlet Lighthouse Preservation Association

In January 1911, Sisson was appointed keeper of the Fort Clinch Range Lights near Georgia's border with Florida, and it was during his tenure at these lights that Charles met Ruth Ellen Sharpe. Ruth's father was a former whaler working as a coastal captain at Fernandina, Florida. To him, a lighthouse keeper made an acceptable son-in-law. Charles and Ruth Ellen were married, and in 1912 their first child, Frederick, was born. The couple would have two more children, Ruth Elizabeth (Betty) and Martha Helen, before moving to Mosquito Inlet. Not long after their arrival, Ruth Ellen went into labor and delivered a daughter, Charlotte Elizabeth. During the process, daughter Betty heard her mother screaming and asked what was making all the noise. Her father reportedly told her that some cats were fighting out behind the house.

Not much more information is left to us concerning Ruth Ellen and her life at this lighthouse. However, a glimpse into life here was provided by a story told by son Frederick. A certain lack of entertainment possibilities was always an issue for lighthouse keeper children, and Fred and his sister Betty had a unique way of passing the

time. They would climb the tower "about a hundred times a day" carrying the family chickens. The chickens would then be thrown from the tower's main balcony to see which one was the most accomplished flier. It's likely that Ruth Ellen had her hands full keeping up with both the children and the family chickens. And she did benefit from one upgrade to the station completed in 1925 – the keeper dwellings were wired for electric lights which were powered by a generator.

That same year, Charles Sisson was once again embroiled in a conflict involving alcohol. The lighthouse tender *Water Lily* was at the station while her crew was helping the lighthouse keepers with some repair work. A tender crewman allegedly had a stash of the forbidden alcohol and freely shared it with the lighthouse keepers. Sisson found one of his assistants drunk, disorderly, and "threatening to blow the keeper's brains out." In a repeat of his earlier history, Sisson reported the man, and again there was an investigation during which Sisson admitted to having taken a few drinks himself. He also admitted to allowing visitors into the tower without supervision. Both Sisson and his assistant were punished, this time with the loss of annual leave for a year and a pay cut. The assistant resigned, but Sisson remained at his post and soon redeemed himself, again proving that he was ultimately an efficient and skillful keeper, as well as an honest man.

Charles Sisson remained at Mosquito Inlet until 1926, when he was transferred to the St. Johns River Light Station where his fifth child, Marion Louise, was born. When this station was discontinued, he became the keeper of the Lower Flats Range Lights in the Savannah River. The family's home was in Savannah, and it was there that a terrible tragedy occurred in March of 1932. While Ruth Ellen was tending the fireplace, her clothing caught fire, and she burned to death before help could be summoned. She was only 40 years old. Charles Sisson was devastated by the death of the woman he had depended on, and he retired from the Lighthouse Service in order to spend more time raising his younger children.

At Mosquito Inlet, Charles Sisson was replaced by John Belton Butler who arrived from the Cape Canaveral Light Station on August 20, 1926. Butler was born in Charleston, South Carolina, in 1871. He joined the Light-House Establishment in 1898, serving as a seaman on the lighthouse tender *Snowdrop*. In 1902, Butler married Mamie Wilhelmina Witzel. In 1909, Butler was appointed second assistant keeper at the Cape Canaveral Lighthouse

but shortly after that he was transferred to the Charleston Light at the same rank. During this period, the Light-House Establishment became officially known as the United States Lighthouse Service. Two years later Butler was back at Cape Canaveral again, this time with a promotion to first assistant keeper. He served there for 12 years.



Principal Keeper John B. Butler & wife Mamie Wilhelmina Witzel Butler;
collection of the Ponce de Leon Inlet Lighthouse Preservation Association

During that time, he and Mamie had four sons and two daughters, and educating these children was a priority for them. To this end, the Butlers hired teachers to stay at the light station and provide schooling for the children. Finding suitable teachers and arranging for them to be housed and fed led to a controversy between the Butlers and the Lighthouse Service. Clinton Honeywell, the principal keeper at Canaveral, believed that the Butlers were charging the teacher rent for her room and board which were actually subsidized by the Lighthouse Service. In reality, the teacher had requested better meals and had agreed to pay Mamie Butler \$10 a month for this extra food. The district inspector investigated and requested that Butler be reprimanded and transferred to Jupiter Inlet Light Station where the school facilities were, in his opinion, the best in the district. Butler must have performed well at Jupiter because he was promoted to principal keeper at the Mosquito Inlet Light Station in August of 1926. Not long after his arrival the name of the inlet (and of the light station itself) was changed to Ponce de Leon.

Shortly after the Butlers arrived at Ponce Inlet, two of their older children left home. John Jr. married a young woman from Oak Hill and moved there, and Charles joined the

Merchant Marine. The four remaining children - Grace, Myrtle, William, and James - were lively and fun. James entertained lighthouse visitors by diving for coins off the lighthouse dock, and animal-loving Willie kept a collection of pet cats. Not surprisingly, Keeper John Butler was a bit of a daredevil himself, always ready to go to the rescue of mariners in trouble off the coast or in the dangerous inlet. Mamie must have held her breath from time to time as James made his dives or her husband took his motor boat out to save someone.



The Butler Children (left to right by row),
Back Row - *John Jr., Charles, Grace, & Myrtle;*
Front Row - *William & James;*

collection of the Ponce De Leon Inlet Lighthouse Preservation Association

In the 1930s, the Butler's granddaughter, Patricia Davies (Coburn), came to live at the light station. She was the daughter of Myrtle Butler Davies and was, in her own words, her grandfather's shadow. "On weekends it was visitors' time. He would put on his dress uniform and hat, and we'd go up and down with them." Of her grandmother Mamie, Patricia said,



Butler grandchild Patricia Davies Coburn with family pet Felix;

collection of the Ponce De Leon Inlet Lighthouse Preservation Association

"Grandmother and I fished in the river on many afternoons, also off the dock... (we caught) ...plenty of sheepshead. I had a pet blue jay who would sit on my head and a pet pelican named Pete. We would catch crabs from the shore with a string and a chicken neck, sieve coquina clams and make the most delicate clam broth

and have picnics on the river side and bonfires on the ocean side." She also recalled grandmother Mamie's delicious mulberry jam, made with berries from trees planted behind the keeper's dwelling.

In 1933, the original first order lens in the lighthouse tower was removed and replaced by a rotating third order lens. The new lens was powered by electricity and was easier to maintain than the original. Up to that time, three keepers had been required to keep the light but now the Lighthouse Service reduced the number to two. Instead of having first and second assistant keepers to help him, John Butler now had a single relief keeper. He was certainly busier than before, and wife Mamie may have found herself busier as well, since their relief keeper was often called away to help at other light stations in the district. Butler kept on with his increased duties until July of 1937, when he purchased a 200-acre farm near the town of Hawthorne, Florida, and retired from the Lighthouse Service. Butler died in 1948 and Mamie in 1964. Both were buried in Melrose, Florida.

When John Butler retired from the Lighthouse Service, he was succeeded by Edward Lockwood Meyer. Meyer came to this lighthouse as a first assistant to Charles Sisson in 1926 and also served as first assistant to John Butler. At that time, Edward Meyer's family consisted of wife Ellen Mary, sons Edward and Jack, and daughter Betty. On July 4, 1928, another daughter, Gladys Meyer (Davis), was born in the first assistant keeper dwelling, reportedly being delivered, amusingly, by Dr. Payne and his nurse, Miss Agone. Daughter Mary would arrive in 1932. In 1930, the Meyer family was transferred away from Ponce Inlet, but in 1937, Edward Meyer returned as the principal keeper when Butler retired. Not long after, the Lighthouse Service was absorbed into the Coast Guard, and Meyer became the last civilian keeper and the first Coast Guard Officer-in-Charge (OIC) for the Ponce Inlet Lighthouse.



Edward L Meyer, the last civilian principal keeper & first Coast Guard OIC at the Ponce Inlet Lighthouse;

collection of the Ponce de Leon Inlet Lighthouse Preservation Association.

Ellen Mary Sheehan was a well-educated and talented young woman who hailed from New York

City. She met Edward Meyer on a date arranged by Meyer's brother William who was living in New York, and the romance was born. Meyer was not in the Lighthouse Service at the time, and it may have been quite a surprise to the artistic and musical Ellen Mary to find herself living at remote lighthouses and keeping chickens, cows, and gardens. And cooking on a kerosene-fueled stove! One can easily imagine that giving birth to children far from the nearest hospital may also have been daunting. She was a city girl who did not know how to swim, and daughter Gladys reported that her mother would accompany the children to the river shore to keep a watchful eye their activities while she sat in the shade and worked on her sewing.



Ellen Mary Sheehan Meyer with children Edward, Gladys, Betty and Jack;
collection of the Ponce de Leon Inlet Lighthouse Preservation Association

Gladys recalled that her father's job partly depended on the orderliness of the light station. Ellen Mary and her daughters had to make certain that everything was scrubbed, dusted, and in good shape for regular inspection by the lighthouse district superintendent. The girls also helped with laundry and other household chores. The boys made sure the grounds were raked and tidy, and they climbed the tower each evening to take down the lantern room curtains that were hung every morning to protect the Fresnel lens. And everyone fished, including Ellen Mary.

During World War II, the Coast Guard closed the light station to the public and removed the keepers' families. Edward Meyer purchased a home a few blocks away. In 1943, Meyer was transferred first to the Sombrero Key Light and then to the lighthouse at Dry Tortugas. His family was not allowed to accompany him and so remained at their Ponce Inlet house.

When he retired in 1945, Meyer returned to Ponce Inlet and established a fish camp, boat rental, and restaurant on the river shore. His daughters waited on the customers and helped their father catching shrimp in the river with cast nets. Ellen Mary served as the restaurant's cook, and one of her recipes was provided by daughter Gladys and recorded in the book *Lighthouse Families* by Cheryl Shelton-Roberts and Bruce Roberts, 2006, Crane Hill Publishers. Not surprisingly, the recipe involves fish, something that was basic to most lighthouse families' diets and was, of course, prominent on the restaurant's menu. According to Gladys, her mother fried these in a black cast-iron pan:

Mama's Fish Cakes

- 4 medium white potatoes, peeled
- About 1 pound of whiting, bass, or sheepshead
- 1 medium onion, finely diced
- 1 large egg
- Salt and pepper to taste
- ½ cup shortening

Boil potatoes and mash. Cook fish in enough water to cover until done; then cool enough to handle, remove bones, and separate into flakes. Combine flaked fish and mashed potatoes. Add onion, egg, salt, and pepper. Shape fish mixture into cakes and fry in hot shortening (or perhaps a healthy oil) until brown and crisp.

Lighthouse life was not all drudgery for the keepers' wives and children. The families spent pleasant evening hours sitting on the porches or the tower steps and socializing with each other and with visitors. There were clambakes, pot luck dinners, and card games. Children of keepers fondly recall playing baseball, roller skating around the tower, swimming and fishing, putting on plays, and enjoying games like jacks. All that came to an end when the families had to move away. The principal keeper dwelling became a barracks, and men from the Coast Guard station across the inlet were sent to the light station for training and to maintain the light.

After Edward Meyer was transferred and his family moved from the station, the lighthouse was managed by CBM Leonard L. Galloway. His duties kept him away so often that another man, William Welch Brown, Sr., was assigned to help him. Brown was allowed to bring his family with him and they lived at the station in the first assistant keeper's dwelling for part of 1944 and part of 1945. The family consisted of Brown's wife, Maude Elva Fenton Brown, and two children: Pamela, age six, and William Welch Brown Jr., known as Billy, age 10. Another son, James



William Welch Brown Sr., and son Billy, wife Maude Elva Fenton Brown, and daughter Pam;

collection of the Ponce De Leon Inlet Lighthouse Preservation Association

Alec, called Buzzy, had died shortly before the move. Maude Brown was remembered as an unhappy and sometimes even negative person, possibly her reaction to the death of her second son Buzzy and perhaps due to her husband's absence much of the time during his Coast Guard career. Daughter Pamela recalled her parents giving her plenty of freedom to roam the light station and to play inside the tower. Pamela liked to fish, and when she brought home her catch, Maude would fry it up for breakfast or lunch; however, her mother did not encourage Pam to enter the family's kitchen while she was cooking. After 6 months at the light station, the Browns moved to a house in nearby Wilbur while William Sr. continued his work at the lighthouse. Son Billy also continued his own "job" at the lighthouse which consisted of climbing the tower to put up and take down the curtains that protected the prisms of the Fresnel lens from the Florida sun. The Coast Guard crew stationed at the lighthouse disliked the task and hired Billy for 25 cents a climb. Sometimes Billy subcontracted the job to Pam, paying her only 10 cents. But after the move to Wilbur, Billy reportedly walked down to the lighthouse every day in order to continue his work. Meanwhile, Maude was active in Pamela's school life. A newspaper clipping records that Pamela's eighth birthday party was given by Maude at Pamela's classroom in Coronado (now New Smyrna Beach.)

The brief tenure of William Welch Brown as *de facto* officer-in-charge was followed by a series of Coast Guardsmen and their families. CBM Charner Smith and his family stayed the longest, from June of 1945 until February of 1949. He and wife Ruby Barron Smith had a son, Robert, when they moved in, and not long after that their daughter Suzanne was born. Ruby struck up a friendship with Ellen Mary Meyer and seemed to be well-adapted to the rigors of life

at Florida lighthouses. The area around the lighthouse was still somewhat remote, and when they first arrived, the family would travel from the Coast Guard Station across the inlet by boat instead of making the drive from New Smyrna to the lighthouse via a dirt road. But for a special treat, the family did have the option to drive to Daytona to see a movie or visit the library. Young Robert enjoyed reading and reported that he would check out as many books as possible on these visits.

Charner Smith had entered the Lighthouse Service in 1937 and served on the lighthouse tender *Althea*. In 1944, he was assigned to the off-shore Fowey Rocks Light Station, with a schedule that again separated him from his family more than he and they would have liked, but Smith was willing to serve the war effort in any way he could. When he was transferred to the Ponce Inlet Lighthouse, it must have been a relief to have his family with him once again. He had a changing roster of assistants to help him, some of whom were accompanied by their wives and children, so there were sometimes new companions for his own family. Son Robert recalled that his parents also enjoyed having visitors from their previous duty station at Fort Pierce.



Charner Smith with wife Ruby Barron Smith, infant daughter Suzanne, and son Robert;

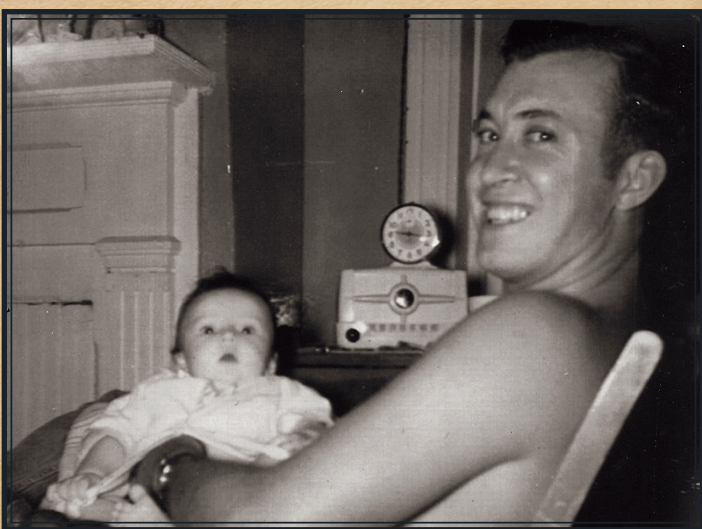
collection of the Ponce de Leon Inlet Lighthouse Preservation Association.

In early 1949, Charner Smith was replaced by Jesse Frank Howard. Howard was at the lighthouse only 2 months. The last Coast Guard keeper and family to live at the light station were Harry Jones, his wife Pauline, and their infant daughter. Already living at the lighthouse was Herbert Smith who would serve as Jones' relief keeper and would eventually marry one of Pauline Jones' sisters. Pauline was very close to her family in Wabasso, Florida, and when she came to the somewhat desolate Ponce Inlet with her first baby, she found herself traveling back home on the Greyhound bus nearly every weekend. Pauline reported,

however, that she loved it here and was sad to leave. Her days were spent taking care of the baby, cooking, doing household chores. She could drive to Daytona for food and did not keep a garden or go fishing. She and the family would return to Wabasso for all the holidays and she did not recall decorating her house at the station for Christmas or other holidays. The Jones family provided the museum with, as of this date, the only vintage interior photos of a keeper dwelling (the first assistant keeper dwelling) in the museum's collection. These few images also tell the continuing story of the lives of keepers' wives: the ongoing routine of childcare, cooking, cleaning, laundry, and supporting their keeper husbands.



Pauline Jones, wife of Coast Guardsmen Harry Jones, holds the couple's first child;
collection of the Ponce de Leon Inlet Lighthouse Preservation Association



Coast Guardsman Harry Jones with first child inside the second assistant keepers dwelling at Ponce Inlet;
collection of the Ponce de Leon Inlet Lighthouse Preservation Association

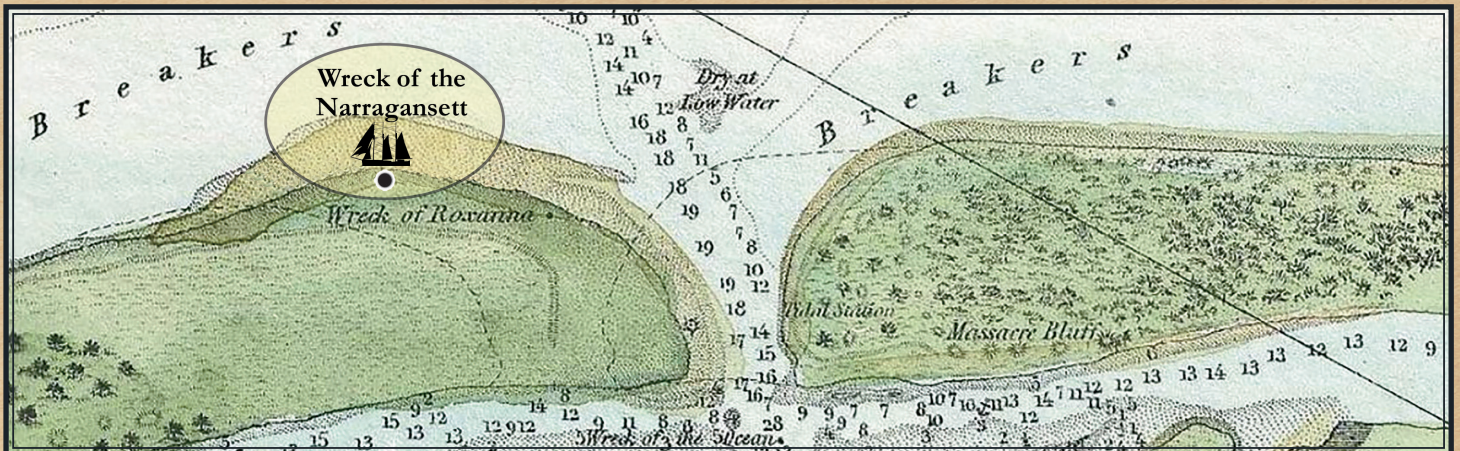
After 1952, the beacon in the Ponce Inlet Lighthouse was fully automated and the need for resident keepers came to an end. Men from the Coast Guard station across the inlet would come to the lighthouse by boat, and over time their visits became less and less frequent. Eventually, the Coast Guard would decide to decommission the lighthouse, and in 1972 the Town of Ponce Inlet acquired the property. The Ponce de Leon Lighthouse Preservation Association took over the management of the site, fittingly led by a woman – Ann Caneer. After 15 years of volunteer service, Ann became the first paid director of the museum she had helped to create, following in the footsteps of the keepers and keepers' wives who came before her. She retired in 2008 with a long list of accomplishments, including securing National Historic Landmark status for the Ponce de Leon Inlet Light Station and a complete restoration of the lighthouse tower.



The late Ann Caneer, First Executive Director of the Ponce de Leon Inlet Lighthouse Preservation Association;
collection of the Ponce de Leon Inlet Lighthouse Preservation Association



THE UNFORTUNATE NARRAGANSETT



Closeup of an 1851 map showing the wreck of the Narragansett on the north (left) side of Mosquito Inlet

collection of the Ponce De Leon Inlet Lighthouse Preservation Association

An 1851 map of Mosquito Inlet revealed just how treacherous the Ponce De Leon Inlet used to be. Large powerful breakers were labeled near the mouth of the inlet. Various grey splotches in the Halifax River denoted sandbars that were dry during low tide. Three wrecks could be seen: those of the *Narragansett*, the *Roxanna*, and the *Ocean*. All three of these vessels met their untimely ends on the precarious waters of Mosquito Inlet, but the *Narragansett's* wreck was but the final unfortunate event in a series of mishaps and troubles.

REGULAR MAIL LINE FOR BOSTON.
 Daily, (except Sunday) at 5 P. M., from
 Battery Place, Pier No. 1, North River,
 via Stonington, Newport, and Providence. Steamers Massa-
 chusetts, Capt. Comstock; Providence, Capt. Woolsey; Nar-
 ragansett, Capt. Child.

The PROVIDENCE, Capt. Woolsey, will leave this after-
 noon, Wednesday, June 12,—and the NARRAGANSETT,
 Capt. Child, tomorrow.

Passengers, on the arrival of the steamers at Stonington, may
 take the Railroad cars and proceed with the mails immediately
 to Boston, or may continue in the steamers, via Newport, and
 take the cars at Providence for Boston. my22-6m

1839 ad for the Narragansett

The *Narragansett* was built in New York in 1836. It ferried passengers throughout the northeastern United States. Port cities that featured regularly in its itinerary included New York City, Boston, Providence, and Stonington. An 1836 ad for the *Narragansett* advertises a direct trip from New York City to Providence for the low price of three dollars.

Almost as soon as the *Narragansett* began its life, it was

straddled with problems. In 1836, a fire had broken out on the *Narragansett* after the ship's condenser overheated. The more-than-two-hundred passengers aboard were taken ashore while the fire was snuffed out. During the winter of 1840, the *Narragansett* set off on an unsuccessful attempt to force its way out of the icy New York waters. After getting a few miles offshore, the vessel could not break through the impenetrable ice and was forced to head back to shore. In 1842, the ship was once again damaged by New York weather, this time having been caught in a storm just offshore. More significant damage occurred a few years later when one of the ship's large flues, or chimneys, exploded in 1845, sending boiling water in all directions. Passengers managed to avoid injury, but the captain of the *Narragansett* was reported to have been scalded in the face during the incident.

Physical accidents were not the only issues the *Narragansett* faced during its brief life as a passenger vessel. At some point early in its life, the *Narragansett* began carrying mail to and from its various ports of call. On February 17th of 1845, the ship had just left New York City when its captain, Charles Woolsey at the time, discovered that a passenger aboard still had some letters with him in his pocket. Knowing that transporting mail without the express permission of the American Post Office carried a heavy fine, the captain stopped the ship and asked the passenger to board a smaller boat where they could row him to shore. Upon refusal, the captain placed the passenger on the boat by force. Understandably upset at being rowed back ashore against his will, the passenger refused to pay the six-dollar fare and went on to sue Captain Woolsey and the *Narragansett*. The

Chief Justice of the resulting case lambasted the owners of the *Narragansett* for putting their own personal gains at the expense of their passengers and found that the captain had no right to force the passenger onto the smaller boat.

Having faced a mountain of obstacles in its first decade of service, arrangements were made for the *Narragansett* to take on a new life, this time ferrying passengers between New Orleans to Galveston. The ship's new captain, Captain H. Wilson, was entrusted to take the ship from its home in New York City to its new home in New Orleans. He was instructed to avoid taking risks, seeing as the owners had recently lost a couple of vessels and the *Narragansett* was not in the best shape to be traversing the eastern coastline of the United States.

In October of 1847, as the *Narragansett* headed for New Orleans, it came across a storm just off the coast of Mosquito Inlet. The *California*, a nearby ship on a similar route down the east coast of Florida, decided to turn back and wait out the storm in St. Augustine. The *Narragansett*, however, did not have that luxury. The large wheels that propelled the ship had taken damage from the long voyage and needed repairs. Captain Wilson consulted with his engineer and determined that the best course of action would be to put in at Mosquito Inlet to wait out the storm and repair the wheels.



The California, the steamship that the Narragansett encountered on its fateful voyage

Things did not go according to plan. As they neared the inlet, the large breakers slammed the ship's hull, driving it forward into the sand. As the ship struck a sandbar on the north side of the inlet, the captain knew he had to do something. If they remained atop the sandbar, the incessant battering of the breakers would surely wreak havoc on the ship's hull. He chose instead to drive the ship further into land, hoping that beaching it would save the *Narragansett* from the battering waves and that

high tide would soon come to bail them out.

The captain's gamble allowed passengers and cargo to safely unload onto the shore. But ultimately, when the captain and his crew returned to the ship that evening, they found that the damage was too extensive to repair. The *Narragansett's* longest and most challenging voyage had come to an abrupt end.

But for Captain Wilson, the journey was not over. While most papers of the time reported the wreck of the *Narragansett* in a manner-of-fact way, some articles in various Savannah newspapers blamed the captain for the wreck. One paper wrote that the "criminally incompetent conduct of the Captain" was the cause for the wreck. Others stated that passengers were disgruntled with the captain's handling of the recovery efforts, scolding him for being one of the first to leave the ship.

Captain Wilson repudiated these seditious rumors. He wrote back at these newspapers, explaining in detail the events of that day and the reasons behind his actions. He attempted to enter Mosquito Inlet because his ship could not survive the trip up to St. Augustine. He was one of the first ones off the ship because a passenger requested his help in unloading the other passengers. He made a most determined effort to salvage everything possible from the ship, resulting in only the loss of the ship, and not anyone or anything aboard. His crew sided with him, and signed a statement absolving the captain of blame.

The *Narragansett* now lay in its final resting place – the north side of Mosquito Inlet. Its mangled hull served as a point of reference for passing vessels until a few years later when part of it broke off and drifted into the inlet itself. Over thirty years later, dynamite was used to clear what was left of the wreck, and the *Narragansett's* unfortunate story came to an end.

Stories like those of the *Narragansett* paint a picture of the realities of Mosquito Inlet: harsh breakers, endless sandbars, and storms off the coast. It was no wonder that residents in the area repeatedly petitioned for something to be done. A lighthouse was needed in order to warn ships of the hazards nearby. And in 1887, the Mosquito Inlet Lighthouse, now the Ponce Inlet Lighthouse, finished construction. Located less than half-a-mile from the site where the *Narragansett* had wrecked, the Ponce Inlet Lighthouse continues to guide mariners today.

PRESERVATION ASSOCIATION WELCOMES ZACH HOPPLE TO MANAGEMENT TEAM



Zachary Hopple with his wife Sarah and 5-year-old son Colton

The Association is pleased to announce the recent hiring of Zachary Hopple as the museum's new programs manager.

Mr. Hopple was born in Fort Myers, Florida to a family infatuated with history. When reflecting on his passion for history, Zach responded, "I gained an appreciation and love for history from an early age." His family took annual trips across America, planning their trips on the important pieces of Americana in each venue that they would travel.

Zach received a Bachelor's of History from Florida Gulf Coast University in 2011 and has taught high school social studies in the School District of Lee County for the past ten years. When asked about his love of teaching, he states, "I have always loved sharing my passion for history with children and seeing them light up when they truly get it." He believes in a hands-on approach to learning.

Zach met his wife, Sarah, while playing softball. They married in December of 2014, and their son, Colton, was born in September of 2016. Zach has a family-oriented personality. "Nothing brings me joy more than going on adventures with my wife and son." They have continued the tradition of visiting various historic locations across America, including one of their favorite destinations, the Great Smoky Mountains. Sarah is also a professional educator with seven years of elementary teaching experience.

On top of classroom instruction, Zach spent considerable time developing curriculum at the high school and district levels. He served as the high school's social studies department head and held numerous district leadership positions during his tenure with Lee County. Zach also served as a district-level trainer for various programs including bringing inquiry into the classroom and Google Suite. Mr. Hopple also served as the high school's head baseball coach for 10 years.

Community involvement has been a large portion of Zach's life. Church groups, youth baseball, and other forms of community outreach are aspects that he hopes to continue once transitioning to the area. "Being ingrained in your community is the best way get to know the people around you. We all have wonderful pieces to share with each other." Zach is very excited for the new position at Ponce Inlet Lighthouse. When asked why he chose to leave the classroom, Zach explained, "My passion for teaching has not diminished in the least. Now I get to work in the best classroom in the world, and reach more children than I ever could before. I hope I can really make a difference for the museum, as well as for the students of Volusia County."

Zach's plans for the department include expanding the museum's portfolio of educational offerings,



Zach Hopple with son Colton

increasing the volunteer base, and bringing new ideas and approaches to learning at the lighthouse. Zach hopes to inject the department with a renewed sense of vitality after its 18-month COVID hiatus. Zach emphasized "I have been accepted so warmly by the staff and the volunteers at the lighthouse. After seeing the dedication of the people around me, I feel honored to be here. I know that this is truly a special place and look forward to the years ahead."

PACETTI HOTEL UPDATE

Part of the process of developing a museum is the acquisition of historic artifacts. While the Association continues to work with historic architect Burt Bender to develop the Pacetti Hotel's final site plan, the curatorial department is hard at work acquiring artifacts, furniture, photographs, and documents to put on display once the building opens as a public museum. One such artifact that the museum recently obtained is a Broadwood and Sons upright piano from circa 1905. Donated by local musician Phil Robinson, this piano is similar to the original piano that lived in the Pacetti Hotel dining room for over a century.

Martha Pacetti, the owner and operator of the Pacetti Hotel, purchased a piano for the family in 1904, especially for her granddaughter Nettie. New upright pianos at the time were selling for around \$100. Pianos, organs, and other instruments provided turn-of-the-century families with a much-needed source of entertainment while living in remote areas like Ponce Park. Families would gather around the piano during the evenings and sing songs together to the delight of almost everyone.

William Aiken Walker, frequent visitor of the Pacetti Hotel, was not a fan of this piano. He wrote a letter to a friend stating "Here is news for you. Mrs. Pacetti informed me just before leaving that she had purchased a piano which was to arrive next day! Think of it! Know you what that means?"

Much noise in future, for I can fancy the sort of music that Nettie will extract all the time out of that instrument of torture! But deafness is sometimes a blessing my friend, and I will escape much of it in my far off den... I am afraid that piano will be a great nuisance next season to one of my musical cultivation."

Unfortunately, that original piano has gone away. What is left are some old photographs that show what it looked like and where it was located inside of the Pacetti Hotel. The Ponce Inlet Lighthouse Preservation Association staff determined that a similar piano should be acquired for display if one became available. Late last year, this c1905 Broadwood and Sons piano was located.

When the Preservation Association reached out to Phil Robinson, who had received the piano as a gift, he graciously agreed to donate it to the museum's collection.

This donated instrument is considered an upright piano, meaning that the strings for each note run vertically as opposed to horizontally like in grand pianos. This design allows it to take up less space in a room and also makes it slightly lighter than its horizontal counterpart. Anyone who has ever moved a piano knows how significant those few extra pounds can be. The body is made of solid hardwood protected by a varnish finish while the keys are made from ivory, which was common in pianos and organs that were made before the advancement of plastic technology.

This piano, along with many other interesting artifacts, will be viewable to the public when the Historic Pacetti Hotel opens its doors in a couple years. Be sure to visit us when that time comes. In the meantime, we have countless other historic artifacts, including another upright piano, here on display at the Ponce Inlet Light Station.

Individuals interested in donating artifacts appropriate to the museum's collection are encouraged to contact the Association's registrar/assistant curator Felipe De Paula by email at fdepaula@ponceinlet.org, or by phone at 386-761-1821 ext. 23. Thank you for your support.



SUPPORT HISTORIC PRESERVATION

Did you know that the Ponce De Leon Inlet Lighthouse Preservation Association is a 501(c)(3) non-profit that typically receives zero tax-funded support at the local, state, or federal level? It's true! Nearly 100% of the Association's annual funding is derived exclusively through private donations, admission and merchandise sales, and annual membership dues. As such, the Association relies heavily on the generosity of donors like you to continue its mission and preserve this important National Historic Landmark for this and future generations to enjoy.

SEVEN WAYS TO GIVE

1. **DONATE TO THE LIGHTHOUSE FUND:** Help fund the Association's current preservation and educational efforts by donating to the Lighthouse General Fund.
2. **GIVE TO THE LIGHTHOUSE ENDOWMENT FUND:** Help ensure the long-term financial stability of the Preservation Association by contributing to the Lighthouse Endowment Fund.
3. **MEMORIAL BRICK PROGRAM:** Help fund the historic lighthouse with the purchase of a memorial brick.
4. **BECOME AN ANNUAL MEMBER:** Join the lighthouse team by becoming a member or renewing your current membership at the same or higher level.
5. **BECOME A VOLUNTEER:** Volunteers are one of the Preservation Association's most valuable assets. Help us continue our important work as a volunteer.
6. **DONATE AN ARTIFACT:** The museum is always looking for relevant objects, documents, and images to add to its collection. Offers to donate historic items are always welcome.
7. **Help Fund the Pacetti Hotel Project:** Join the Preservation Association in its efforts to restore, rehabilitate, and develop the Pacetti Hotel into a public space, history museum, and event venue.

DOUBLE YOUR DONATION DOLLARS!

In addition to an already generous grant, the Paul B. Hunter and Constance D. Hunter Charitable Foundation has pledged to match all third-party donations in support of the Pacetti Hotel up to a combined value of \$250,000. This offer is a wonderful opportunity for anyone looking to maximize the funding potential of their charitable

contribution. Any donations made to the Preservation Association for the purpose of restoring the Pacetti Hotel will be matched one-hundred percent by the Foundation, effectively doubling the efficacy of your gift.

Your Pacetti Hotel donation will help fund the preservation, restoration, rehabilitation, and development of the historic Pacetti Hotel. The goal of the Ponce De Leon Inlet Lighthouse Preservation Association is to preserve the property's historic structures indefinitely. Your financial support will help us in these endeavors. In addition to simply restoring the historic site and preserving it as a monument to Ponce Inlet history, rehabilitation work will also be completed to convert the building for use as a public history museum. One can only imagine the sense of pride the Pacetti family would have felt knowing their humble fishing resort would one day house exhibits and artifacts telling the story of the community that they helped construct.

HOW TO DONATE

Donations can be made through various ways. You can call us at (386) 761-1821 to make a donation over the phone. Checks for the restoration of the Pacetti Hotel can be mailed to 4931 S. Peninsula Drive, Ponce Inlet, FL, 32127. Please make all checks payable to the Ponce Inlet Lighthouse. Online donations can be made at www.lighthouselocker.org/lighthouse-donations. Donations can also be made in person at our gift shop located right here on our grounds.



WE WANT YOU!

-TO JOIN THE LIGHTHOUSE TEAM!

BECOME A VOLUNTEER!



Do you have a have a passion for history that you would like to share with young and old alike? Are you looking for an opportunity to socialize with others and contribute to a worthy cause? Does the opportunity to learn new things and instill a love of history and culture in others excite you? If you answered yes to any of these questions then the Ponce Inlet Lighthouse and Museum is the place for you!

Established in 1972, the Ponce De Leon Inlet Lighthouse Preservation Association relies heavily on the generosity, commitment, and enthusiasm of its volunteer corps to achieve its ongoing mission to preserve and disseminate the maritime and social history of the Ponce De Leon Inlet Light Station. Month after month and year after year, this dedicated group of selfless men and women can be found giving guided tours of the lighthouse and museum, leading on-site programs, assisting staff with administrative tasks, or facilitating educational workshops in classrooms and public venues throughout the local community.



Volunteering at the Ponce Inlet Lighthouse is not all work and no play. Docents are also provided ample opportunity to socialize with each other throughout the year during monthly training sessions, scheduled luncheons, off-site field trips, and the Association's annual volunteer award dinner. As an added bonus, all volunteers are provided a free annual membership in appreciation of their valuable contribution to the museum.

The Ponce Inlet Lighthouse and Museum anticipates resurgence in public demand for its award-winning educational programs as the 2021-2022 school year continues. As such, the Association has begun the systematic reinstatement of many of the educational offerings which were temporarily suspended in 2020 and early 2021 due to safety concerns. It is the museum's hope that the coming months will witness a steady increase in the number of visiting school groups, on-site events, and scheduled educational outreach workshops.

The Ponce De Leon Inlet Lighthouse Preservation Association is always looking for talented individuals to join its dedicated corps of volunteer docents and help the museum meet its growing educational programming needs. Previous docent or teaching experience is not required and complete training is provided to all volunteers.

Those wishing to learn more about current volunteer opportunities at the Ponce De Leon Inlet Lighthouse and Museum and scheduled volunteer training sessions are encouraged to contact programs manager Zach Hopple by email at zhopple@ponceinlet.org or by phone at (386) 761-1821 ext. 18.

Join the team and help preserve the maritime history of the Ponce Inlet Lighthouse. Thank you for your consideration!

BECOME A MEMBER OF THE PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION

GENERAL MEMBERSHIP BENEFITS INCLUDE:

- ‡ Free Admission to the museum and lighthouse during normal hours of operation
- ‡ 10% discount on all regular-priced merchandise in the museum gift shop and online
- ‡ One annual subscription to the Association's quarterly journal *Illuminations*
- ‡ Invitations to special museum events
- ‡ Volunteer Opportunities

MEMBERSHIP CATEGORIES:

- General Member..... \$20**
‡ Includes all benefits listed above for one person
- Senior Member..... \$10**
‡ Includes all benefits listed above for one person age 65 years and up
- Student Member..... \$10**
‡ Includes all benefits listed above for one student age 12 years and up with valid student ID
- Family Member..... \$40**
‡ Includes benefits listed above for all members of the immediate family including up to two adults and all children age 18 years and under
‡ Grandchildren are not eligible for inclusion
‡ One membership card issued per family
‡ Children under 12 must be accompanied by an adult

2nd Assistant Keeper Member..... \$100

- ‡ Includes family level member benefits for everyone listed under 2nd Assistant Keeper membership
- ‡ Recognition in the quarterly journal *Illuminations*

1st Assistant Keeper Member..... \$200

- ‡ Includes all benefits of 2nd Assistant membership
- ‡ Two gift general memberships for family & friends
- ‡ Recognition in the quarterly journal *Illuminations*

Principal Keeper Member..... \$500

- ‡ Includes all benefits of 1st Assistant membership
- ‡ A personal guided tour of the lighthouse & museum
- ‡ Recognition in the quarterly journal *Illuminations*

Corporate Member..... \$500

- ‡ Includes all the annual benefits of General or Family level membership for up to 5 company principals
- ‡ A personal guided tour of the lighthouse & museum
- ‡ Use of the museum conference room for one meeting
- ‡ Recognition of the company's support in the quarterly journal *Illuminations* including its corporate logo

FLORIDA DEPT. OF AGRICULTURE AND CONSUMER SERVICES
CHARITABLE ORGANIZATION NUMBER AND DISCLAIMER:
REGISTRATION #: CH137

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



SELECT MEMBERSHIP TYPE:

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

MEMBER INFORMATION:

Your Name: _____

Additional Names: _____

Company Name (if Corporate): _____

Email: _____ Phone: (____) _____-_____

MAILING ADDRESS:

Street: _____ Unit: _____

City: _____ State: _____ Zip: _____

Payment Information:

(Please make checks payable to the "Ponce Inlet Lighthouse")

Membership Cost: _____ Donation Amount: _____

Total Amount Due: _____

MAIL COMPLETED FORM WITH ENCLOSED CHECK TO:

PONCE INLET LIGHTHOUSE
4931 SOUTH PENINSULA DRIVE
PONCE INLET, FL 32127

Note: Memberships may also be purchased online with a debit/credit card at www.lighthouselocker.org.

UNIQUE PONCE INLET LIGHTHOUSE GIFT IDEAS!

Now is the perfect time to get an early start on all of your holiday shopping needs. Avoid the hustle and bustle of malls this fall season by purchasing many of your gifts from the Ponce Inlet Lighthouse. The museum gift shop specializes in unique lighthouse and nautical themed gifts for people of all ages. Our wide selection includes clothing, housewares, toys, games, jewelry, artwork, books, custom lighthouse collectibles and more. Be sure to view our online selection at www.lighthouselocker.org or visit the gift shop in person seven days a week from 10:00 AM to 6:00 PM. Happy Holidays from the Ponce Inlet Lighthouse family to yours.

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Ponce Inlet Lighthouse Memorial Brick Program

Ponce Inlet Lighthouse Memorial Bricks are a unique and thoughtful way to honor the lives of friends and loved ones or celebrate special events like weddings, birthdays, and annual family

vacations. Each laser-engraved brick features the Ponce De Leon Inlet Lighthouse logo and up to three lines of text. Each personalized brick will be installed in the light station's Memorial Walkway leading out onto the historic grounds where it will remain in perpetuity. As an added bonus, a portion of your brick purchase may be tax-deductible. Full-size and miniature duplicates are also available!

Lighthouse Memorial Brick:

Item #: 0289 ; **Price:** \$100

Full-Size Duplicate Memorial Brick:

Item #: 0290 ; **Price:** \$85 (+S&H)

Miniature 1"x3" Duplicate Brick:

Item #: 0291 ; **Price:** \$40 (+S&H)

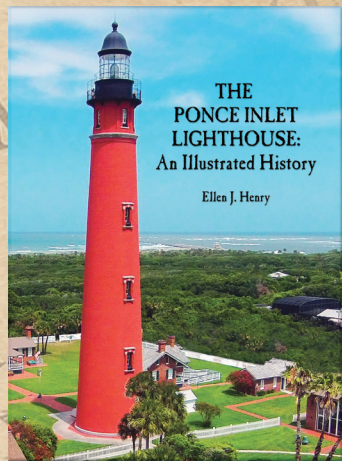
PONCE DE LEON INLET LIGHTHOUSE
PRESERVATION ASSOCIATION, INC.

4931 South Peninsula Drive

Ponce Inlet, FL 32127

(386) 761-1821

www.ponceinlet.org



The Ponce Inlet Lighthouse: An Illustrated History

The Ponce Inlet Lighthouse: An Illustrated History is the culmination of more than 40 years of research by the Ponce De Leon Inlet Lighthouse Preservation Association. Written by museum curator Ellen Henry, this fully illustrated hardback volume is the definitive history of the historic Ponce De Leon Inlet Light Station.

Price: \$49.95 (+S&H)

Ponce Inlet Lighthouse Nantucket Sweater



Proclaim your love for the Ponce De Leon Inlet Light Station with this poly/cotton crew-neck Nantucket Sweater featuring an embroidered image of the Ponce De Leon Inlet Lighthouse with its name. Add \$1.00 to price for size XXL.

Item #: 3842

Price: \$34.99 (+S&H)



Custom Ponce Inlet Lighthouse Christmas 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 painted decoupage image of the Ponce Inlet Light Station framed with pink poinsettias.

Item #: 4039 ; **Price:** \$9.99 (+S&H)

MEMBER COUPON
20% Off Any Single Item
Limit one coupon per member per quarter. Cannot be used with any other discounts or memorial brick purchases
Expires 12/31/2021