

# the FLA FLASH

A quarterly publication of the Florida Lighthouse Association, Inc.  
www.floridalighthouses.org

## 2000 ANNUAL MEETING TO BE AT JUPITER INLET LIGHTHOUSE!

### PRESIDENT'S LETTER

The FLA is now just four years old, and I think we can be justly proud of our accomplishments to date. A lot of credit goes to a number of people who have volunteered many hours and a lot of effort in helping us save Florida's lighthouse heritage. The several severe crises of last year have been resolved to the point where they are no longer immediate crises, but work still remains to ensure the safety of these historic structures. The keeper's dwelling at Cape San Blas has been moved to safety, but it is quickly deteriorating due to the lack of weatherizing and proper care. We need to keep an eye open yet on that case. Although the drive to move the St. Johns River Lighthouse has been diminished, we must remain vigilant to ensure the historic integrity of that lighthouse. We also need to continue to work with the Coast Guard and the GSA to ensure that excessed lighthouses are given to worthy groups that will be able to properly take care of them. Our work has made a mark to date, but we will need to continue monitoring events for the benefit of future generations. Keep up the good work.

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### NOTICE!

The new membership renewal system begins October 1<sup>st</sup>. ALL memberships, except new members since April 1<sup>st</sup>, 2000, will become due on that date. New members since April 1<sup>st</sup> will renew October 1<sup>st</sup>, 2001. If anyone is seriously inconvenienced by this, please let us know. Renewal notices will be sent out in a separate mailing.

### THE OCTOBER 14TH MEETING

The Annual Meeting will take place at the Jupiter Inlet Lighthouse in celebration of this year's magnificent restoration of this beautiful tower.

Our venue for the meeting and luncheon will be The Crab House, located at 1065 North A-1-A in Jupiter, just across the Jupiter River from the lighthouse, ensuring us a magnificent view of the lighthouse while we take care of business and enjoy our lunch. There will be a selection of menus for the luncheon, and these are indicated on the enclosed Registration Form.

Registrations for the event will open at 9:30 A.M., and the Membership Meeting will begin at

10:30 A.M. Following the business meeting, Bob Boyd will provide a program about the restoration of the Jupiter Inlet Lighthouse, and Chief Warrant Officer Joe Cocking will present his findings on the history of the first-order lens of the Jupiter Inlet Lighthouse. This is a research project to which the FLA financially contributed through our grant program.

Lunch will be at about 12:30 P.M., after which, we will have the opportunity to visit and climb the Jupiter Inlet Lighthouse. This will be a great opportunity to visit this lighthouse shortly after its complete restoration this past spring. We all will benefit by learning more of the details of lighthouse restoration.

We are indebted to George Blanck, Executive Director of the Florida History Center, and to Carol Dickenson, administrator of the Jupiter Inlet Lighthouse for this wonderful opportunity.

The Registration Form enclosed with this newsletter must be returned with payment to Alice D'Amicol at the address indicated by Friday, October 6th.

The *FLA FLASH* is a quarterly publication of the FLORIDA LIGHTHOUSE ASSOCIATION, INC., and is a benefit of membership in the organization. The FLA is a non-profit Florida corporation which promotes the preservation of Florida's lighthouses and interprets the history and significance of those lighthouses and of Florida's unique maritime heritage. For information, contact:

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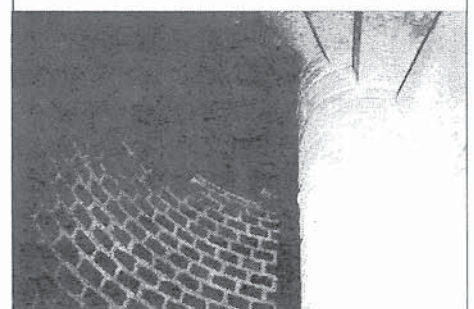
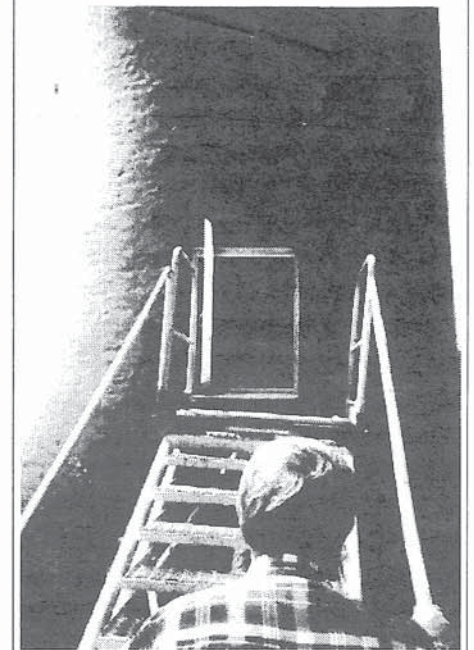
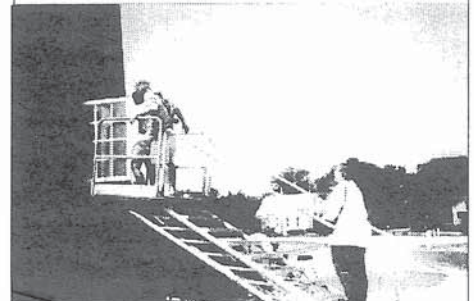
#### THE MAYPORT MEETING

Our July meeting at Mayport was another great success for the FLA, and the credit and kudos are due to Andy Liliskis and his assistants from the Mayport Lighthouse Association. Andy and the MLA pulled out all the stops to make our meeting and tours truly spectacular. He even arranged the perfect weather!

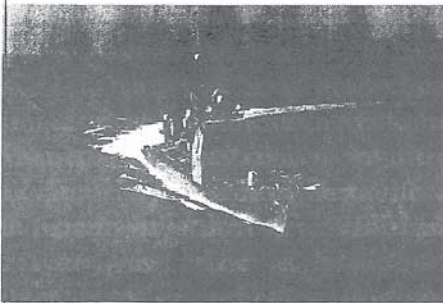
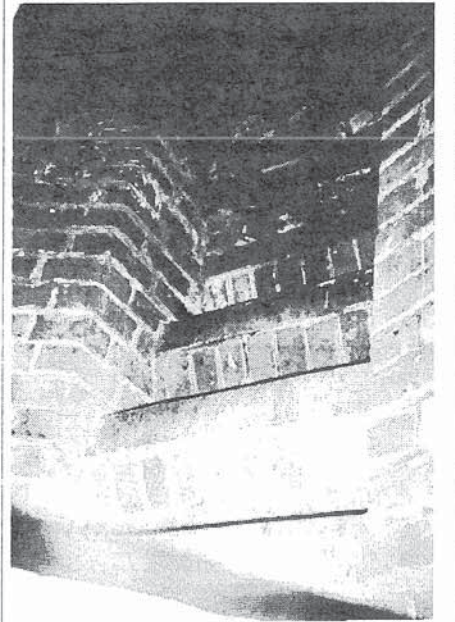
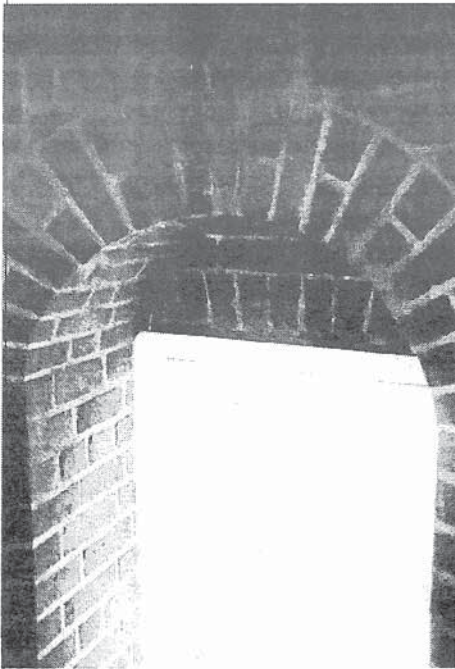
Due to the July heat, we reversed our normal procedure and did the lighthouse tours first. In this case, we had two lighthouses to visit, and, for good measure, Andy even threw in a visit to the Aegis Cruiser *U.S.S. Philippine Sea*, which served during the Gulf War. Everywhere, the Navy, Coast Guard, and crew of the *Philippine Sea* treated us with the utmost courtesy, and we are indebted to them for this wonderful experience.

Both the 1859 St. Johns River Lighthouse and the 1954 St. Johns Light Station are off-limits to the public, but our members

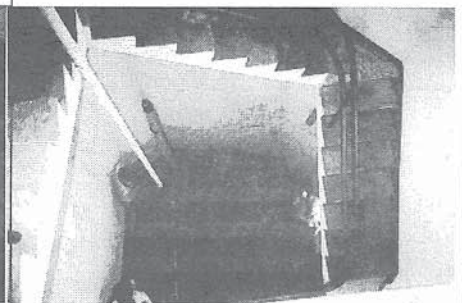
enjoyed their climb of each of these unique structures. The 20<sup>th</sup> century Art-Deco style of the new tower contrasts starkly with the traditional, brick 1854 tower. The 1854 tower was the 33<sup>rd</sup> light tower built in Florida; the 1954 tower was the 59<sup>th</sup> and last manned lighthouse built in Florida.



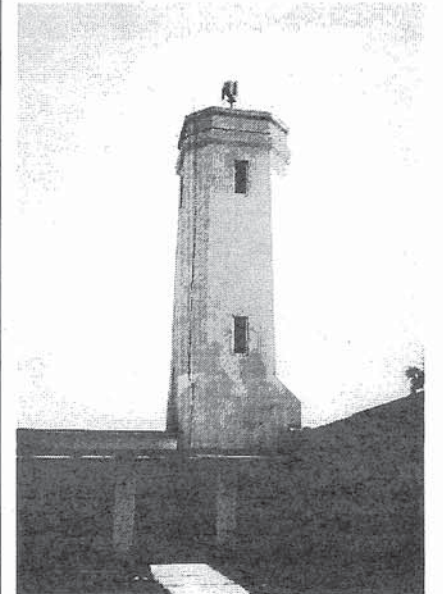
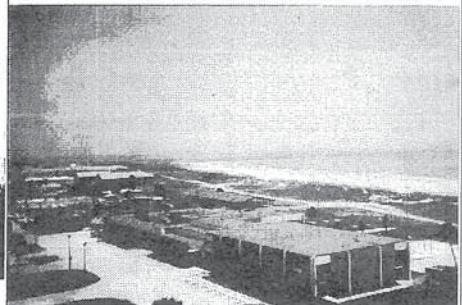
*Interior Brickwork of S.J.R Lighthouse*



*USS PHILIPPINE SEA (CG 58)*



*The St. Johns Light Station*



*John Hairr on top of the St. Johns Light Station tower.*

After the tours, we met at the Ocean Breeze Conference Center and were treated to a magnificent luncheon by the staff of the Conference Center under Manager Libby Swim.



The membership meeting was called to order by President Tom Taylor at 1:30 pm. The Invocation was given by Hib Casselberry. The minutes of the last meeting by Secretary Richard Johnson, were deferred. They will be posted on the website in the next month or so. Treasurer George Diller presented a very positive report on the financial condition of the Association. The St. Marks appeal has been a "roaring success". In the second quarter \$4,949.01 was collected, for a total to date of \$7, 6,869.01. This included a donation of \$1,000 from the SMOKY MOUNTAIN FLAME KEEPERS, a small group of lighthouse buffs from Powell, Tennessee. The membership applauded this high-powered group for their very generous donation. The sum collected this year by the Annual Appeal will go towards the restoration of the St. Marks Lighthouse. The Second quarter income for the Association was \$3,180, and expenses were \$2,671.03, giving a figure for

income over expenses for the second quarter of \$508.97. In addition, the special field trip to the Dry Tortugas had a total income over expenses of \$825.00. Total assets of the Association are presently \$27,998.55. Major expenditures so far this year have been as follows: \$1,900.00 for publishing the newsletter, the *FLA Flash*. \$873.00 for expenses associated with processing and renewing memberships. \$250.00 has been granted for research projects, and \$1500 was granted to the Mayport Lighthouse Association for their new museum exhibits. The Association is on target for recurrent items such as office expenses. In general, the Association is on track at this point with the budget for this year.

For his report, President Taylor reported on a number of items:

1) We need to support Senator Jack Latvala in his Florida Senate Bill 2582: to direct the Department of Community Affairs and the Bureau of Historic Preservation to study the lighthouses in the state and plan for funding responsibilities. We need to find several House members willing to sponsor a companion bill in the House. Mary Ann Ruzicki of Palm Coast and Kathy Fleming of the St. Augustine Lighthouse have encouraged Representative Doug Wiles to be a sponsor, and we would like to find a couple of other Representatives to go along with him on the bill. It will easily pass in the Senate, and if it can be sponsored in the House, passage is very likely,

much to the benefit of all of Florida's lighthouses. Taylor has copies of Latvala's bill available.

In April, Taylor was authorized by the Board to seek reciprocal memberships with other lighthouse associations. To date, we have exchanged reciprocal memberships with the Dutch Lighthouse Association, New Jersey Lighthouse Association, Alabama Lighthouse Association, and the National Lighthouse Center and Museum. Taylor will continue to contact and seek such reciprocal memberships with other organizations.

As to our grants this year, Chief Warrant Officer Joe Cocking will present a final report on his Research Grant at the Jupiter Inlet Meeting in October. He spent only \$150 so far of the \$200 budgeted but may need to use the rest to make photocopies of the documents Candice Clifford obtained and to make copies of his final report for our files and those at Jupiter. (\$300 is still in the budget for Research Grants for this year.)

Our Lighthouse Preservation Grant this year was \$1500 to the Mayport Lighthouse Association for the construction of their new interpretive exhibits. Taylor asked the members to start thinking about possible grants for next year. One possibility may be to help fund historical markers for the Crooked River and other lighthouses. The state has a grants program for historical markers, and we may apply for this in the coming year.

A traveling exhibit will be developed from the Arnold

Shore photographic collection which was donated to the FLA by his widow, Bernice Shore a couple of years ago, in memory of Arnold who was the first Secretary of the FLA. Requests for the exhibit have already been made by the Palm Beach Maritime Museum and the Museum of Florida History in Tallahassee. However, a better exhibit plan will be developed, and a possible grant sought from the state to make the exhibit truly first-class. It would be a great asset to advertise Florida's lighthouses and the FLA.

*The Florida Lighthouse Trail* manuscript has gone through its second editing and has been sent back to Pineapple Press for the beginning of lay-out. Paul Bradley has completed nearly 100 drawings and maps for the book. Publication date is still slated for October, but publication dates are usually delayed by various factors.

PS Printing of Daytona beach gave us a printing quote for the newsletter which is only a few dollars more than what we are currently spending. Having them do our newsletter will provide us with a much better product (laser-printed instead of photocopied) and will save our editor the work of printing, addressing, folding and mailing the newsletter. This newsletter should look better to you than the previous issues.

Executive Vice-President: Richard Schulze reported that nearly 10,000 signatures are in for the 15,000 that we need to bring the project before the state legislature. We have a new supply of the front license plates available for sale. They are only \$6 with tax.

Vice-President for Membership Hib Casselberry has chosen Linda Koestel to be his Vice-Chairman of the Membership Committee. Linda will be assuming the position of Vice-President for Membership following the elections in October, relieving Hib of a job that he has done so well for the past four years. Linda is already well versed in the computer program which Hib has used for our membership records, so the choice of Linda is a well-reasoned and practical one.

In the area of fund-raising, Peggy Glover, our Vice-President for Fund-Raising reported that the Annual Appeal Campaign has netted us to date \$7,554.01, which includes a \$1,000 donation from the Smoky Mt. Flame Keepers. This relatively small organization of lighthouse fans from Powell, Tennessee is to be congratulated and thanked for their splendid work in raising this money for us for the St. Marks project. President Taylor has sent them a Certificate of Appreciation.

The Fund-Raising Committee has been sponsoring a series of programs this summer to raise funds. A program at the Port Orange Library on June 24<sup>th</sup> by Rick Ingerson about "Diving on the *Atocha*," was attended by some 65 people and brought us donations of \$195. The second program in the series, "Lighthouses of Long Island" by Robert Muller on July 8, at the Ponce de Leon Inlet Lighthouse brought in donations of \$214. The third program, to celebrate

National Lighthouse Day, on August 5, featured Dr. Kevin McCarthy from the University of Florida. This program was very well attended and brought in donations of \$168. These programs have been sponsored by the Ponce de Leon Inlet Lighthouse as a benefit for the Florida Lighthouse Association.

Vice-President Glover also reported that the FLA t-shirts are available. Other sales items: hats, patches, pins will be coming soon. Funding for the other sales items will be included in 2001 budget

Vice-Presidents for Meetings and Special Events, Alice and David D'Amicol reported on the coming events:

OCTOBER 14, 2000: Annual Meeting: Jupiter Inlet Lighthouse (coordinated by Carol Dickenson);

OCTOBER 21-22, 2000: Cedar Key Open House (coordinated by the Cedar Keys National Wildlife Refuge);

JANUARY 20, 2001: Quarterly Meeting, Crooked River Lighthouse, (coordinated by Barbara Revell).

Plans are in the works for a Tour of the Upper Reef Lights in the latter part of April, 2001. We hope this two-day, one-night "mini-tour" will allow us to visit Cape Florida, Fowey Rocks, Boca Chita, and Carysfort Reef lights. The tour will be coordinated to coincide with the April quarterly meeting which we hope will take place at the Cheeca Lodge in Islamorada (where President Bush stays on his visits to the Keys!). During

this meeting we will visit Alligator Reef Light on Saturday; and on Sunday, the Sombrero Key Light and the Faro Blanco Resort in Marathon. We are working with Jerry Wilcox and Jim Clupper of Islamorada on the details. More information will be forthcoming in the next newsletter. The actual dates have not yet been established.

The July 21, 2001 Quarterly Meeting is being planned for the Hillsboro Inlet Lighthouse.

Next in the meeting came the lighthouse reports. An up-dated version of these reports will follow at the end of this newsletter.



To top off this successful meeting, Executive Vice-President Richard Schulze served as our excellent auctioneer to auction off a couple of items which had been donated to us. To open, Schulze auctioned off a lighthouse puzzle.

Next to auction was the magnificent print of the St. Marks Lighthouse by Roger Bansemer. Roger had donated this print to us as a contribution for the St. Marks Annual Appeal Campaign. It is a print which appears on pages 112-113 of his book. In the spirited bidding, Doris Underwood made the



winning bid and went home with this great prize. We again thank Roger Bansemer for his great donation to us.



Andy Liliskis also honored Joyce Stoudemire, granddaughter of Keeper Amos Buford, for all her contributions to the Mayport Lighthouse Association with the presentation of a print of Bill Trotter's painting of the St. Johns River Light Station.

The Florida Lighthouse Association was, on this occasion, also honored by our election to representation to the ceiling gallery of the Ocean Breeze Conference Center bar. Andy Liliskis had arranged for a ceiling tile, bearing our name and logo, to be inserted in the ceiling of the bar. We are the central tile in a grouping of five (including us) which also includes the Coast Guard Group Mayport, and the



US Navy. So we are in good company in this rare and prestigious location. It is like getting a "star" on the "Walk of Fame." We are indebted to Andy and Libby Swim, the director of the Ocean Breeze Conference Center for this great honor.

With the close of the auction and the special presentations, the quarterly meeting of the Florida Lighthouse Association was officially adjourned. Next, we were regaled by a wonderful and inspiring program by Cullen Chambers, director of the Tybee Island Lighthouse near Savannah, Georgia. During the past fifteen years, Cullen has become a nationally known lighthouse preservationist, having been in-



volved in the restorations of the Key West, St. Augustine, and Tybee Island Lighthouses. He has also done major lighthouse condition status reports on a number of other lighthouses which led directly to their restorations. With a style which is exciting and inspirational, Cullen's slides and talk did a lot to reinvigorate our spirit of saving Florida's lighthouses. We hope that if Cullen is looking for a new challenge, he will be able to return to Florida. He has been one of the FLA's best friends.

Following Cullen's talk, we were honored to have a talk by John Hairr. Mr. Hairr is the author of a new book in the Arcadia "Images of America" series called *Florida Lighthouses*. The book is full of many never-before-published early photographs of Florida lighthouses and will serve as a major interpretive resource for us for years to come. We were delighted to have Mr. Hairr with us for the program, and a number of our members went home with autographed books. It was most appropriate to have Mr. Hairr with us as his book features on the cover a beautiful photograph of the St. Johns River Lighthouse. Following his program, Mr. Hairr gra-

ciously signed many copies of his book for our members.



*John Hairr signing his book.*



Following the programs, we had a ceremonial hanging of the commemorative ceiling tile.

At 4:30 P.M., the Board of Commissioners met to decide some business matters for the Association. Of major import:

1) Barbara McClure was appointed Chairman of the Nominating Committee.

2) As part of our new program of a single renewal date of October 1<sup>st</sup> for all members, it was approved that new members joining the FLA before April 1<sup>st</sup>

each year will renew their membership October 1<sup>st</sup> of that year. Members who join after April 1<sup>st</sup> will renew October 1<sup>st</sup> of the following year.

3) The Board decided on guidelines for the development of the Arnold Shore lighthouse exhibit, and directed President Taylor to seek advise from other Museum directors and cost estimates for the development of the exhibit. Taylor reported that the Museum of Florida History in Tallahassee has offered to help us get a state grant for the development of just such a project.

4) It was proposed and passed that PS Printing of Daytona Beach be hired to print and mail the next issue of the *FLA Flash*.

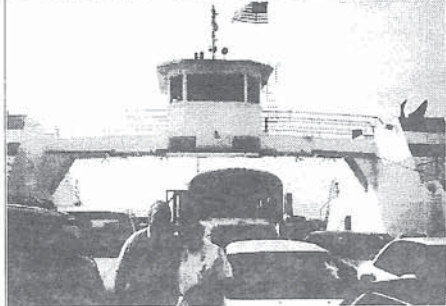
5) Harold Bennett of Bennett, Woodward, & Associates, P.A. was once again selected to serve as our accountant for the next fiscal year.

6) The By-Laws were changed to omit the term limitation for the position of Executive Vice President.

7) Association member David Hanco requested permission to be a vendor at meetings. Mr. Hanco is a professional photographer and would provide greeting cards and photographs. Secretary Johnson moved that Mr. Hanco be welcomed as a vendor at Association meetings. The meeting adjourned at 5:45 P.M.

On Sunday, Andy Liliksis led a bus-load of our members on a tour of the nearby Kingsley Plantation historic site. After crossing the St. Johns River on the ferry, we visited the Kingsley





Plantation, which is one of Florida's few ante-bellum plantations to survive in nearly intact condition. It was started in about 1814. A friendly Park Ranger gave us an introduction to the historic site.



The Kingsley Plantation, now administered by the National Park Service, symbolizes a time



and a place in history, and represents people, free and enslaved, ordinary and extraordinary, and their efforts to survive in a changing land. It was a wonderful tour!

Our Mayport Event was a great success, and we wish to thank those responsible for this wonderful experience. First, ANDY LILISKIS AND HIS CREW FROM THE MAYPORT LIGHTHOUSE ASSOCIATION who coordinated the entire program and spent many hours organizing and sweating the details. For the UNITED STATES NAVY, who hosted us on the Mayport Naval Station: Captain John

Furness, Commanding Officer, Mayport Naval Station; Captain Richard W. Hunt and the crew of the *USS Philippine Sea*; Commander Fred Berley, Executive Officer, Mayport Naval Station; Lt. Glen Hancock, Station Judge Advocate; Lt. Commander Peter Lynch, Commanding Officer Public Works; Bruce Grenier, Director, MWR; Tony Ross, Information Coordinator, MWR; John Bowen, Host Camper, MWR. For the OCEAN BREEZE CONFERENCE CENTER: Libby Swim, Director and her very capable staff; For the UNITED STATES COAST GUARD: Chief Warrant Officer Jeff Royer, Chief Petty Officer Mark Engle, and Petty Officer Darron Cotton; for the COMFORT INN -- MAYPORT: Sarah Tatee, Manager, and her wonderful staff, who provided so many of our members with the courtesy of their accommodations. Many thanks also to CULLEN CHAMBERS and JOHN HAIIR who provided us with their wonderful programs. It was indeed a great event!

David D'Amicol, Alan Headley, and Hib Casselberry provided the photos for this article.

THANK YOU ALL!!!!





## JUPITER INLET LIGHTHOUSE

by Charles Milhauser

The documented history of the Jupiter Inlet begins with the visit of Ponce de León in 1513, followed by Pedro Menéndez, who, after founding St. Augustine, stopped here in 1565 and left a small garrison. A shipwrecked Jonathan Dickinson and his party spent three days at the Inlet in 1696 as captives of the local Hobe Indians. The Jupiter Inlet Lighthouse and Oil House stand on land that was part of the Fort Jupiter Military Reservation, established by the army in 1838 during the Second Seminole War. In

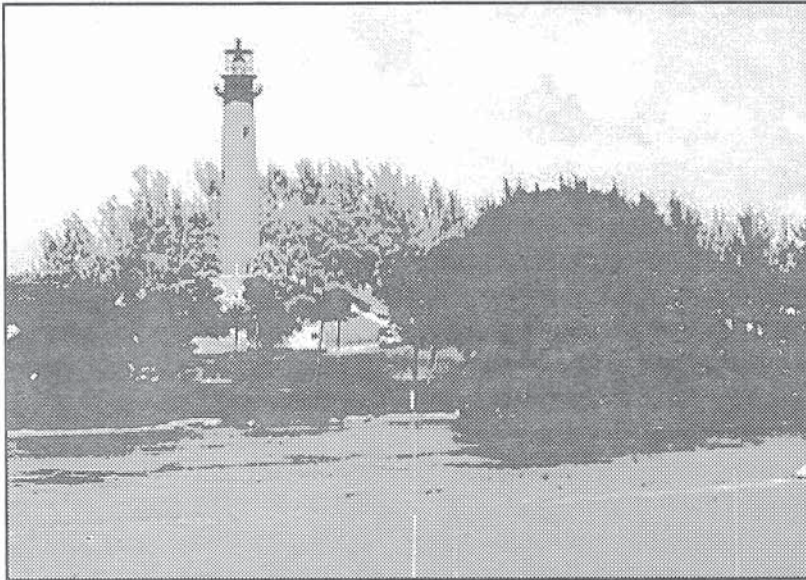
1849, an army survey commission, with Colonel Robert E. Lee as its secretary, came to Jupiter. Four years later, Congress appropriated \$35,000 "to build a landfall lighthouse of the first order to mark the reefs and shoals lying off Jupiter Inlet." in March, 1854, Lt. George Gordon Meade of the Corps of Topographical Engineers examined the site and in December submitted his designs for a brick lighthouse with a first-order Fresnel lens.

Construction began in the winter of 1855-56 under the worst possible conditions. The mouth of the inlet had silted closed (its natural tendency), and the 500

tons of material had to be off-loaded from ocean-going vessels at Fort Pierce, 35 miles north, and lightered down the Indian River (now the Intracoastal Waterway), the last ten miles of which were the Jupiter Narrows, in some places only 20 inches deep. Furthermore, with one outlet, the water in the inlet

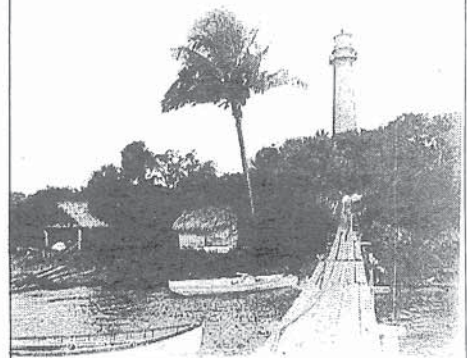
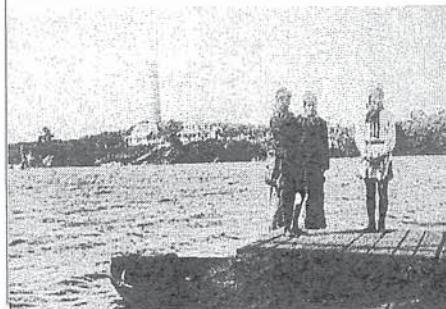
Point graduate, took charge. Congress appropriated an additional \$19,522.90, but construction had to be suspended for two years because of Seminole attacks. Work resumed after the war in 1859, but the workmen were plagued by mosquitoes, other stinging insects, extreme heat, and disease, which they called the "Jupiter Fever."

The lamp was lighted for the first time on July 10, 1860. The final cost was \$60,858.98. A year later, the Civil War extinguished the light, and the lighthouse remained dark until June 28, 1866. It continues to be an active aid to navigation.



became stagnant and gave rise to hordes of mosquitoes.

In December, 1855, the Third Seminole War began. Meade asked the army to supply his workers with arms and ammunition, but this was not done. In May, 1856, Meade was transferred to the Great Lakes, and Lt. William Reynolds, like Meade a West



In reaction to the Union's blockade of Southern ports, the Confederacy ordered all its lighthouses put out of commission to endanger Northern shipping and to enable blockade runners to elude Union gunboats. Principal Keeper Joseph Papy, although a

Southerner, refused, for he believed his duty was to those at sea. On August 15, 1861, his assistant keeper and two associates ousted Papy and then dismantled the mechanism, buried the lamps, and hid the clockwork. They spared the lens because they thought the Confederacy would want to occupy Jupiter and put the light back in service. (Several days later, this same band smashed the Cape Florida lens.) During the war, much contraband successfully passed through the inlet although Federal gunboats captured, damaged, or sank more than 30 Confederate and British vessels in the Jupiter area. The Lighthouse was also occasionally used as an observation and signal tower to thwart or aid Confederate smugglers, depending upon which side held the tower.

The Union detailed James Armour, serving as a volunteer pilot on various Federal gunboats, to recover the missing parts of the Jupiter light. He found them hidden in a palmetto hammock and carried them in a small boat to Key West. After the war, he was appointed keeper of the Jupiter Lighthouse and served there for 40 years.

The lighthouse is a double-walled brick tower, conical on the outside and cylindrical on the



inside, surmounted by an iron lantern. The 108-foot structure stands atop a 48-foot Native American shell mound and has a total height of 156 feet and a focal plane of 146 feet. There are 105 iron steps spiraling counterclockwise around a central iron column. For the first 50 years, the tower was left its natural brick color. An old photograph shows it so with alternative bands of varying heights of darker and lighter bricks, evidence of when the workmen stopped and resumed because of Seminole attacks, fevers, or delays. In 1910, the tower was painted red.

Still visible are the opening of the drop tube between the walls through which the original weight descended and a cutout in one of the steps through which, when the apparatus was changed in 1927, the new cable and weight passed. The original fuel was lard oil, which was replaced by kerosene in 1886, and by electricity in 1928. The apparatus was automated in June, 1987. The present first order Fresnel lens was manufactured by Henry-LePaute and now uses a 1000-watt bulb. Its flashing light can be seen 24 miles or more.

At the beginning of World War II, the lamp burned three 250-watt bulbs. The bright light silhouetted merchant ships passing by at night and made them easy targets for the U-Boats that lay in wait offshore. Very quickly, the three were replaced with one 60-watt bulb.

The 1869 keeper's dwelling was destroyed by fire in 1927, and in

1959, the 1886 house was demolished. Today, only the tower, Oil House, and a small cemetery remain.



In 1999-2000, the lighthouse underwent a seven-month restoration made possible by a grant of \$856,000 from the Florida Department of Transportation. The project was a harmonious joint collaboration among the Florida History Center & Museum, the Coast Guard, and the Town of Jupiter. The architect was Bert Bender of Key West. The restoration included sandblasting, cleaning, and painting all the iron work; cleaning, pointing, and painting the bricks; removing lead from the storm window glazings; installing new electrical and telephone wiring, inside lights, window panes, gallery door and railings, and front-door still. The window frames were retained and restored with pieces of wood salvaged from old barns. The triangular storm panes were replaced with high density glass. Five broken

iron stair treads were removed and replacements cast. The non-original copper covering over the iron roof was removed, and the roof was restored to pristine condition. The apex was crowned with a new cast iron cupola and lightning rod. A new wooden floor was laid in the watch room. By chance, the original iron leveling shim for the lens pedestal was found partially buried behind the tower. It has been installed under the pedestal. New lights at each landing have been recessed, and all electrical components hidden or placed inconspicuously. The lamp changer is new. The 1860's lens was disassembled, cleaned, repaired, and reinstalled by the Coast Guard, who also oversaw the installation of new electric motors, circuitry, switchboxes, and photoelectric cells.

The sandblasting uncovered the 10 granite brackets supporting the gallery. Because of corrosion and discoloration, they had been thought to be iron. The drilling of a hole into the base to admit the electrical cables revealed for the first time that the substructure was composed of coquina stone.

The Oil House, now a museum, was extensively reconstructed, receiving a new door, roof, and restored pediments. The interior was gutted and rebuilt with concealed air conditioning ducts, track lighting, and new display cases. The adjacent patio was covered in new brick.

The contractors, Dooley and Mack, brought the project in under budget, and the \$60,000 saved was used to purchase and

install the first-ever water fountain and to refit the wooden gazebo with a rest and waiting area for climbers, a 14-foot trellis, and a concrete floor. The path from the Visitors Center to the tower was realigned and macadamized.

During the restoration, a beacon mounted on the gallery kept the light in service. On April 28, 2000, at 7:38 P.M., as the last bursts of a spectacular display of fireworks died away and thousands of people watched on the grounds, from boats, rooftops, and bridges, and on television, the old Fresnel lens suddenly sent forth a brilliant glow and began to revolve. The crowds cheered, children exclaimed "wow" and "awesome," and some wept from emotion.

In 1973, the lighthouse was placed on the *National Register of Historic Places*. The Jupiter Inlet Lighthouse is the only one



in the world to have had stationed on its grounds all five of the U. S. military services: Army (1838-80), early 1950's), Navy (radio station, 1905-45), Marines (World War II), Coast Guard (1939 to date), and Air Force (early 1950's: they established here the first missile tracking station south of Cape Canaveral).

#### HARBOUR LIGHTS EVENT

On August 19, there was a special Harbour Lights event in Orlando during which Bill Younger signed Harbour Lights replicas of Florida lighthouses. Hib Casselberry, Judie Trotter, and David D'Amicol represented the Florida Lighthouse Association at this event and set up a special display, not only of our regular FLA exhibit, but also one showing the Florida lighthouses which have been replicated by Harbour Lights.

At the program, Vice-President Casselberry presented Bill Younger with the Association's Special Certificate of Appreciation for the generous donation made to our Annual Appeal Campaign for St. Marks.



## FLORIDA LIFESAVERS

By Jerry Biggs

FLA members visiting the Jupiter Inlet and Pensacola lighthouses may want to consider another aspect of Florida's maritime heritage. In the 1800's the U. S. Lighthouse Service shared humane services to mariners with the US Life-Saving Service and the Revenue Cutter Service. The latter two merged in 1915 to become the U. S. Coast Guard which later absorbed the U. S. Lighthouse Service in 1939.

The "USLSS" motto was: "You have to go out, but you don't have to come back." This was in reference to the USLSS Surfmen who rowed open boats through stormy seas to rescue shipwreck survivors. Such was the case at the Santa Rosa Island (Pensacola Beach) USLSS Station. The first station there was washed away in a hurricane. The present USLSS/USCG Station is now the NPS Ranger Contact Station at Fort Pickens, Gulf Island National Seashore. The Pensacola Lighthouse can be seen across the sound from the fort. The tower is within the Pensacola Naval Air Station, near the Naval Aviation Museum.

The USLSS facility near Jupiter Inlet is more obscure than the usual USLSS operation and it is unique to Florida. Several USLSS Houses of Refuge were scattered along Florida's central-south coast, mostly near prominent lighthouses. No life-saving boats were launched from these sites. The concept was that shipwreck survivors who were able to reach shore on their own could seek shelter in these Houses of Refuge.

The keepers would provide dormitory housing and food. The only surviving House of Refuge in the U. S. is Gilbert's Bar House of Refuge on Hutchinson Island, near Jensen Beach. Setting aside today's population density, Gilbert's Bar was in a very isolated area; the nearest civilization was at Fort Pierce or at the Jupiter Inlet Lighthouse. That is a long hike on a barren beach, without fresh water or food in a wilderness inhabited by black bears.

The Santa Rosa Station has been replaced by a combination Aids to Navigation-Search and Rescue operation at Station Pensacola, surrounded by the Naval Air Station. The U. S. Coast Guard maintains the Pensacola Lighthouse and assists in public tours of the tower through the Coast Guard Auxiliary and other volunteers. As one modern Surfman (USCG-SAR) pointed out: "Most of our old rescue activities are still in sight of the old Santa Rosa Island Station."

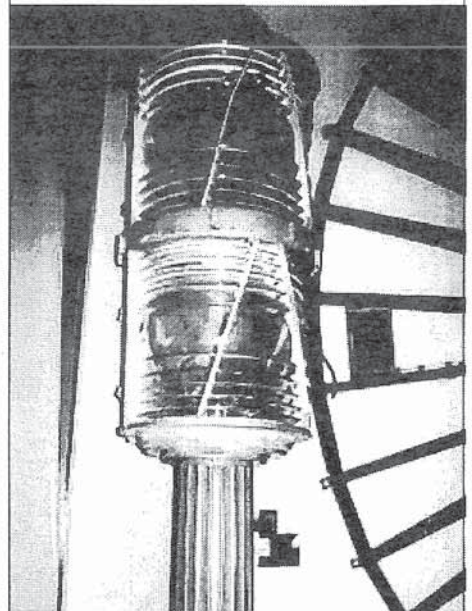
## AIDS TO NAVIGATION DOCKING BEACON

By Jerry Biggs

Aids to Navigation (ATN) were not limited to just boats. Another type of "boat," a flying boat also homed in on lighted beacons. Flying boats were just that; the aircraft's fuselage was shaped like a ship's hull, for takeoff and landing. Other water borne aircraft, seaplanes, were conventional aircraft fitted with pontoons. The "docking beacon" shown below was erected at the old Pensacola Naval Air Station

seaplane hanger ramp and guided flying boats and seaplanes to shore at night. The prisms are similar to a sixth-order lens or they could be a ship's running lights. The docking light is on display at the Naval Aviation Museum in Pensacola. The modern aerobeacon is mounted on the water tower at the NAS airfield and it swept the night sky in concert with the Pensacola prism.

[Editor's Note: Jerry and Pat Biggs of Michigan are active lighthouse members of the Florida Lighthouse Association and the Great Lakes Lighthouse Keepers Association. They winter near Pensacola. The Editor thanks Jerry for a series of articles which he has offered for use in our *FLA FLASH*.]



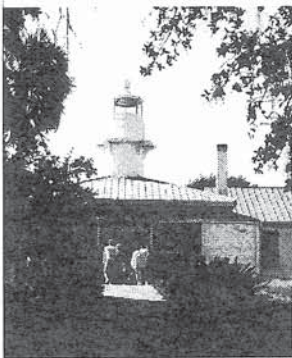
## NEW LIGHTHOUSE LICENSE PLATES

Two more states have joined the ranks of those with lighthouse license plates. The

new Maryland lighthouse plate is out and is seen below:



Thanks to Secretary of State Candice S. Miller, Michigan has now adopted a specialty auto license plate for the preservation of lighthouses. The proposed design for the new plate is seen below, and it should be available in March, 2001.



**CEDAR KEY OPEN-HOUSE**  
As an unofficial Fall Tour, we are encouraging all our members

to take advantage of the Seahorse Key Open-House which is being sponsored by the Cedar Key National Wildlife Refuge in celebration of National Wildlife Refuge Week. The Island and the Lighthouse will be open to the public on Saturday and Sunday, October 21-22 from 9 A.M. TO 4 P.M. Tom Taylor, Hib Casselberry, and other FLA volunteers will be

there to provide interpretive information on the lighthouse, and we need about 6 volunteers each day to help us man the information/exhibit station, to give tours of the lighthouse, and to serve as greeters and general information people. Tom and Hib will be putting together a small exhibit with early photographs and the history of the lighthouse, and Tom will prepare a small pamphlet on the history to pass out to the public. If you can help us, please let Tom know ASAP at (904) 761-1821. This event coincides with the Seafood Festival in Cedar Key. If you are planning to spend a night, reservations in Cedar Key are filled, but openings are available in Chiefland. Make your reservations NOW!

The Island Hopper Boats say that reservations are not needed this year as they will have plenty of boats to ferry people to the Island. For more information, call them at (352) 543-5904 or contact them at: <http://cedarkeyislandhopper.com>. Prices are \$12.00 for adults and \$6.00 for children under 12; under 2, free. The tours will leave from City Marina hourly from 8:30 A.M. through 2:30 P.M. The Cedar Key Chamber of Commerce can provide you with information on the museums, lodging, historical events, local artisans, and other boat rental and tour information. Call them at (352) 543-5600.

#### SPECIAL THANKS!

A special thank you goes to Ray and Anne Stewart who do-

nated four wonderful books to the Florida Lighthouse Association. Although we have access to the wonderful library at the Ponce de Leon Inlet Lighthouse, it would not be bad for us to begin our own library. Thank you Ray and Anne for your wonderful gift!

#### LIGHTHOUSE REPORTS

**ST. JOHNS:** As we saw during the July event, the Mayport Lighthouse Association is continuing the development of their new museum.

**ST. AUGUSTINE:** Karen Morris reports that on August 24th, Beverly Hirsch, hurricane expert and author of "Annie's Storm" spoke on how to best prepare for a hurricane and signed copies of her book. The new Visitors' Center will be opening on October 1<sup>st</sup> with a Grand Celebration sometime in November. The new Center will feature a display funded in part by a grant of \$15,700 from Publix Supermarkets. Also an exhibit of Roger Bansermer's paintings from his book will be featured. A new exhibit on the Coast Guard presence at the Light Station during WWII will be installed in the Keeper's Dwelling. October's events will focus on a month-long exhibit "A Victorian Hallow'een," which will feature invitations, costumes and other Halloween memorabilia from the late 1800's and the early 1900's. This will be set up in the second floor of the keepers' dwelling. The annual "Trick or Treat at the Lighthouse" event on October 27th and 28<sup>th</sup>, has proven to be a won-

derful event enjoyed by both visitors and staff. Children knock on different doors of the keepers' house and are rewarded with treats provided by costumed staff members. The tower becomes a "scary tower" with black light and howling ghosts - enter only if you dare! There is a face painting station for kids, a pumpkin carving contest and everyone can enjoy cookies and cider while they listen to staff tell scary stories. This event runs from 6:30 to 8:30 both evenings and is free and open to the public.

**PONCE INLET:** The new Maintenance Facility Building is progressing well and should be finished in October, just about the time the tower restoration is to begin. A pre-bid conference was held with several major lighthouse contractors on August 16, and the bids will be presented on September 7<sup>th</sup>. The contractor has not been chosen as we go to press. The summer programs to benefit the FLA went very well, and a new exhibit, "Ten Shipwrecks" has opened. Another exhibit about the construction and restoration of the tower is being designed and should be in place in a couple of months. A plan is being developed to work with Dr. John Broadwater and graduate students of East Carolina University as well as with the Cambrian Foundation of Orlando to begin the survey, mapping, and archeological study of the *Commodore* shipwreck, possibly as early as March.

**CAPE CANAVERAL:** George Diller reports that after discussions involving the Coast Guard,

the U.S. Air Force and NASA, the Air Force has tentatively agreed to take custody of the Cape Canaveral Lighthouse. The Air Force is considered to be the most appropriate custodian since the lighthouse is located on Cape Canaveral Air Force Station property, not on NASA Kennedy Space Center property. However, if an agreement between the Air Force and the Coast Guard is not reached for some reason, then NASA has agreed to be the lighthouse safety net. Once the Air Force becomes responsible for the Cape Canaveral Lighthouse, it has not been decided where the external interface would be. It may reside with the Air Force Space Museum; however, it may also be a liaison within the base commander's office. There is no estimate at this time as to when the agreement may be signed between the Coast Guard and the Air Force.

**JUPITER INLET:** The lighthouse looks great after its restoration, and we will see it in person in October!

**HILLSBORO INLET:** Harry Cushing reports that after the installation and thorough testing of the new rotational bearing, the Hillsboro Inlet second-order bivalve lens was officially relighted on August 18<sup>th</sup>. The ceremony started at 7:30 P. M. and was followed by the relighting at 7:45 P. M. In attendance were the local mayors and some Coast Guard folks besides many members of the Hillsboro Lighthouse Preservation Society and the FLA. The event was

open to the public and held at the city park on the South side of the A1A bridge over the Hillsboro Inlet. According to the auxiliary volunteers, the reassembly was quite a backbreaking job. After reassembly but before the oil lubricant was added to submerge the new bearing, the torque required to turn the lens assembly was only 4 in/lbs more than the mercury. However, when the recommended lubricant was added the torque went way up to about 1000 in/lbs. The lubricant that Torrington recommended was too thick. Art Makenian, the official keeper (US Coast Guard Auxiliary) called an oil specialist in Atlanta and figured out that the viscosity was way overkill for the load. (The bearing can handle 30,000 lb. versus actual load of 4000 lb. estimated) The oil was cut with 10W motor oil and the problem was solved. Dave Butler says it can be turned with one hand now.

**REEF LIGHTS:** We hope to visit the northern and central Reef Lights (Fowey Rocks through Sombrero Key) during our Spring Tour and Quarterly Meeting next April.

**SANIBEL ISLAND:** Charles LeBuff reports that negotiations continue by the City of Sanibel for the transfer of this lighthouse from the Coast Guard to the City.

**BOCA GRANDE:** This lighthouse has recently been honored by a replica created by the Harbor Lights people. It is a great addition to their other replicas of Florida lighthouses.



**BOCA GRANDE ENTRANCE REAR RANGE:** No late news on the disposition of this lighthouse which the Coast Guard has turned over to GSA for disposal.

**EGMONT KEY:** Richard Johnson reports that Perry Smith is the new park manager at Egmont Key, assuming those duties in addition to his duties as manager also of the Honeymoon Island, Caladesi Island, and Anclote Keys state parks. Now he will have two lighthouses under his charge: Egmont Key and Anclote Keys. Sand replenishment on Egmont Key should be in progress on the west side of the Island as we go to press. While the lighthouse is not in danger, this sand replenishment project should protect all of the island's resources, particularly the gun batteries which have been threatened with undermining. Timing for the transfer of the lighthouse property from the Coast Guard to the US Fish and Wildlife Service is still not clear.

**ANCLOTE KEYS:** Lary McSparren reports that the new dock has been completed on the Island and that a full-time ranger has been hired. Thanks to the urging of the members of the Gulf Islands Alliance, the state

changed its mind about installing a double-wide mobile home on the island for the ranger, and has instead decided to build a reconstruction of one of the original keeper's dwellings as a home for the ranger. The plans are nearly complete for this great project, and the house should be under construction by the end of the year. In the next few years, a new "Relight the Light Committee" of the Gulf Islands Alliance will raise funds to rebuild the second keeper's dwelling for use as a museum and visitor contact station. About 100 acres of land on the north end of Anclote Key has also been acquired by the state park, so this will also help protect the lighthouse site. The Tampa area Harbor Lights Collectors Club has adopted the Anclote Keys Lighthouse as a project, so along with the state funding, restoration of the tower should begin in the not to distant future. Harbor Lights is also being urged to create a replica of the Anclote Keys Lighthouse.

**CEDAR KEYS:** Please note the article on the Open-House at the Cedar Keys Lighthouse on October 21-22.

**ST. MARKS:** Our Annual Appeal Campaign has raised about \$7500 so far for the St. Marks restoration. We would like to have about \$10,000 by year's end. So if you haven't made your contribution or know of someone who might like to contribute, please let us know! Also, we need more addresses of people and businesses who might contribute to this cause.

**CROOKED RIVER:** Barbara

Revell reports: "The transfer of Crooked River is 'caught up' somewhere in the bureaucracy; however, we have been assured it will be transferred . . . it just takes time!" On August 19<sup>th</sup>, the Carrabelle Lighthouse Association celebrated their first anniversary with a party in downtown Carrabelle. They have erected new signs for the lighthouse along Highway 98, and the grounds around the lighthouse have been improved through help from Franklin County and volunteers. John Canetta, their historian continues his historical research and made a number of oral history recordings during the August 19<sup>th</sup> event to which many of the "old-timers" were invited. The FLA will be celebrating its January Quarterly Meeting in Carrabelle!

**CAPE ST. GEORGE:** Probably the greatest news we can give at this time is that the Cape St. George Project is continuing, and a new foundation has been completed around the now fully up-right tower. In our last newsletter, we feared that the project had failed, but the contractor merely had to take some time off to complete another job. We hope to have a major article in the next newsletter concerning this project along with some very exciting photos. The salvation of the Cape St. George Lighthouse is unprecedented in the history of lighthouse restoration, and we and future generations will thank John Lee and his contractor for their doggedness in doing everything possible to save this

very important historic structure.

PENSACOLA: Dianne Levi reports that the lighthouse will be open Sundays, 12 to 4 p.m. only to the end of September. There will be a special Halloween Open House at the lighthouse October 29th noon to 4 p.m. Arrangements are being made to try to have the lighthouse open for pre-arranged tours on Tuesdays 10 a.m. to 2 p.m. October through April. It would be best for people to contact Coast Guard ANT Office for latest update times. Telephone (850) 455-2354. Thanks to Captain Clark, Coast Guard Liaison to Flight Training, the exterior of the Keepers' Quarters and porch has been scraped and painted. Capt. Clark released personnel in Holding Company to do this project. The rebuilding of

the brick walk and retaining wall in front of the Keepers' Quarters is completed. Also a brick walk from the lighthouse gate to parking area was built. Many of the concrete walks around the lighthouse and keepers' quarters complex were in poor shape and those have all now been repaired, thanks to Dan Bowen, Cultural Resource Manager for the Facilities Management Dept., NAS Pensacola.

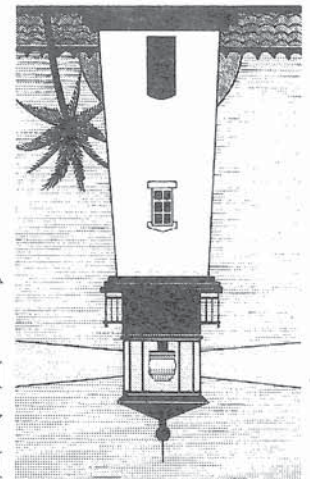
#### NEW MEMBERS

WE WELCOME OUR NEW MEMBERS for the Third Quarter of 2000: Pauline (Sandy) Bon-tempo, Wilburn and Emma Borders, Bill Burns, Ruth Cadow, Dr. Ronald W. Case, Melicent J. Collison, Russel and Marilyn Crouse, Dawn M.

Darby, Mr. and Mrs. Blas Falcon, Suzanne E. Haisceh, Danny and Sharon Hammond, David T. Harvey, Jr., Laurie Henriquez, Harriet Herrin, Susan and Kirby Jones, Marian Judka, Daniel and Diane Kirsch, Eric Larson, Eugene and Shirley Maclaughlin, Shirley and Gerald Madonia, Pamela Martin, George L. McCullar, Virginia and R. Wayne Montgomery, H. Franklin Percival, Robert and Beverly Richey, Mr. and Mrs. Charles Robinson, Jr., Ken and Linda Seabol, David and Sharon Sejda, Kimberly Shepard, Nina L. Steg, Todd Simpson, Bill and Sharon Stauffer, Dixie and Bob Thompson, Vicki Veasey, John and Elizabeth Wilson, Melissa K. Wirth, Steven A. Zizza.

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fla@ponceinlet.org







# Florida Lighthouse Association, Inc.

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Website: <http://www.floralighthouses.org> E-mail: [fla@ponceinlet.org](mailto:fla@ponceinlet.org)

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PRESERVATION ALERT!  
SEPTEMBER, 2000  
IMMEDIATE ACTION NEEDED!

The National Maritime Alliance has asked for our help!

The National Maritime Heritage Act which was passed in 1994 sought to fund maritime heritage preservation projects through the scrapping of unnecessary ships in the US National Defense Reserve Fleet. In 1998, this source provided only \$652,000, which went to fund 39 projects. In that year, there were 342 applicants requesting more than \$10 million! To make matters worse, the Environmental Protection Agency has passed restrictions which have shut down all overseas scrapping of US ships, and there are few or no bidders for the ships here in the US. Thus, there now is NO MONEY to distribute in the National Maritime Heritage Grants program.

An alternative source of funding is needed, and the National Maritime Alliance has found a solution. Funding could be possible through the Conservation and Reinvestment Act (CARA). CARA draws its funding from offshore oil and gas leases. There is a Historic Preservation section to CARA, and if funding for the National Maritime Heritage Act can be included in this through an amendment, funding would once again be available for maritime heritage grants. The National Maritime Alliance has met with various Senators and Representatives, and there is support for an amendment to provide funding for the National Maritime Heritage Act in CARA.

HOWEVER, the National Maritime Alliance needs our help. They need all of us to write our Senators and Representatives to urge them to support an amendment to CARA to fund the National Maritime Heritage Act.

On the back of this page is a sample letter which you may wish to copy or adapt to your own wishes, BUT PLEASE WRITE THE LETTERS. THEY WILL COUNT!! The National Maritime Alliance represents our maritime community which includes lighthouses as well as historic naval and other vessels, maritime museums, underwater archeological sites, life saving stations, historic waterfronts, and other maritime interests and organizations. It is much to OUR benefit to support them in this endeavor.

The amendment to the CARA bill will be discussed in the Senate in THIS MONTH and then be reconciled with the House, so we need your letters ASAP. Please write your Senators and Representatives to support an amendment to CARA to fund the National Maritime Heritage Act.

Thank you for your help. The FLA has made a huge mark with regard to Florida's lighthouses. This is a chance for us to have a big impact nationwide. Lighthouses from all over the US will thank us for our work on this!

SAMPLE LETTER:

September, 2000

Senator Bob Graham  
P. O. Box 3050  
Tallahassee, FL 32303

Dear Senator Graham:

I write to ask your help to secure funding for the National Maritime Heritage Act, an Act which can help to preserve our nation's historic lighthouses. The Act was established in 1994 (PL-103-451) to provide federal support to preserve America's maritime heritage. Funding for the Act was designated by Congress to come from the profits of the scrapping of ships in the U.S. National Defense Reserve Fleet. But this source has dried up. The Environmental Protection Agency placed restrictions on the export of U.S. vessels to be scrapped abroad eliminating this practice. Domestic scrapping is unprofitable and there are few bidders. The Reserve Fleet has grown and recent scrapplings have produced no profit. The Maritime Administration, which is charged with scrapping responsibility, has no funds generated from ship scrapping.

An alternative source of funding is needed in order to implement the National Maritime Act. The Historic Preservation section within the Conservation and Reinvestment Act (CARA) would be an appropriate source, but maritime heritage was not included in this historic preservation section.

The House Committee on Resources, the Senate Committee on Energy and Natural Resources, and some other members of the House and Senate are aware of our interest through contacts from the National Maritime Alliance. The Alliance is a non-profit organization representing the maritime community which includes historic naval and other vessels, lighthouses, maritime museums, underwater archeological sites, life saving stations, historic waterfronts, and other maritime organizations on America's inland waters and oceans.

You should know that the distribution of funds from ship scrapplings made in 1998 funded only 39 of the 342 proposals submitted. These proposals requested funding of more than \$10 million. All maritime organizations can benefit from funds from CARA, distributed through the National Maritime Heritage Act.

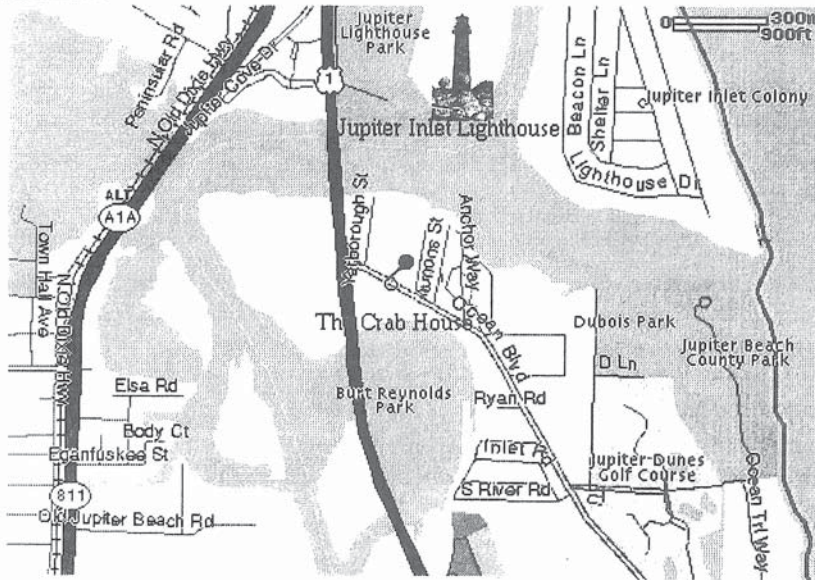
Your sponsorship and support of this initiative would be extremely helpful. The American maritime community supports this effort as it did the passage of the National Maritime Heritage Act in 1994. We need your help to restore funding for preservation and education concerning America's great maritime heritage. Please support an appropriation for the National Maritime Heritage Act in the CARA bill.

Sincerely,



**FLORIDA LIGHTHOUSE ASSOCIATION ANNUAL MEETING  
JUPITER INLET LIGHTHOUSE, JUPITER, FLORIDA  
SATURDAY, OCTOBER 14, 2000**

Your host for the 2000 FLA Annual Meeting is the **FLORIDA HISTORY CENTER & MUSEUM (FHC&M)**



**LUNCHEON:** The FLA must receive your reservations before **FRIDAY, OCTOBER 6<sup>th</sup>**, to ensure places for you and your guests. Reservations must be pre-paid by check or money order (no credit cards). The full amount will be refunded if your cancellation is received by October 6<sup>th</sup>. Refunds after this date will be made upon request provided the FLA is able to resell your tickets.

**ARRIVAL:** The registration, business meeting, and luncheon will be at the **CRAB HOUSE RESTAURANT**, 1065 North A1A, Jupiter, Florida, (561) 744-1300. This is on the south side of the Inlet and across from the lighthouse. Registration opens at 9:30 A.M. for you to pick up your luncheon tickets and admission passes to the lighthouse.

**DIRECTIONS:** The **CRAB HOUSE** is on North A1A, just east of its junction with U.S. Highway 1 (Federal Highway). To reach Jupiter via I-95, exit 59A; via Florida's Turnpike, exit 116. Go **EAST** on Indiantown Road, crossing U.S. Highway 1, to A1A, turn **LEFT**. The restaurant is 3/4 of a mile on the right. [Caution: A1A is NOT the same as ALT A1A, State Road 811, which intersects Indiantown first.

Should you turn left here, you will go directly to Lighthouse Park and have to turn south (right) on U.S. 1, cross the bridge to the first stoplight, and turn left to reach the **CRAB HOUSE**.

**LIGHTHOUSE TOUR:** The tower and Oil House are inside a gated Coast Guard Reservation. Admission is permitted only with a guide and in groups of not exceeding 15. You will need a pass to enter. Those attending the luncheon will receive a pass with their reservation. All others will pay \$5. Tours begin at the Visitors Center in Lighthouse Park and run from 1:30 to 4:30 P.M.

**INFORMATION:** Telephone Carol Dickenson, Lighthouse Director, at (561) 747-8380 (Sunday-Wednesday, 10-4) or FHC&M at (561) 747-6639.

**SCHEDULE, SATURDAY, OCTOBER 14, 2000**

- |                     |   |
|---------------------|---|
| 8:00 a.m.           | Board Meeting   |
| 9:30 a.m.           | Registration Opens at the Crab House  |
| 10:00 a.m.          | Annual Meeting of the Florida Lighthouse Association  |
| 11:30 a.m.          | Talk on "Restoration of the Jupiter Inlet Lighthouse," by Bob Boyd<br>"Historical research into the Jupiter First-Order Lens," by CWO Joe Cocking, USCG |
| 12:30 p.m.          | Lunch at the Crab House   |
| 1:30 p.m.-4:00 p.m. | Tours of the Jupiter Inlet Lighthouse   |
| cut here            | cut here  |