

the FLA FLASH

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

QUARTERLY MEETING TO BE AT CAPE FLORIDA LIGHTHOUSE!

THE PRESIDENT'S LETTER
I send the best of Holiday Greetings to all our members. In light of the September 11th tragedy, yet we have a lot to be grateful for in this great country, and the Florida Lighthouse Association will strive to continue our programs and meetings in the furtherance of our association's objectives.

The most recent great coup for the Florida Lighthouse Association was the magnificent tour of the lighthouses of Alabama, Mississippi, and Lake Pontchartrain which was very professionally and masterly coordinated by Dianne Levi, assisted by her husband Gordon, and Alice and David D'Amicol. Those of us who went on the tour

came away with a much greater appreciation for the relatively better state of our own lighthouses than those which we saw on the tour. However, our tour and presence with lighthouse lovers in the other states has helped to infuse new spirit in the other lighthouse associations. Our tour may also have helped found the idea of a Lake Pontchartrain Lighthouse Association. Dianne and Gordon deserve our thanks for a spectacular experience. The influence of this tour will endure in the states that we visited for some time to come. It will be interesting to run this tour again in five years to see what changes have been made in the lighthouses we saw. Thank you again, Dianne and Gordon, for a wonderful experience!!

the address label on this newsletter for your expiration date.

APRIL, 2002 MEETING/TOUR TO BE AT ANCLOTE KEY LIGHTHOUSE

The April, 2002 Quarterly meeting is scheduled to be held at the Anclote Key Lighthouse in Tarpon Springs. More information to follow. July, 2002 meeting to be at St. Augustine. October, 2002 meeting is tentative for St. Mark's Lighthouse.

FLA FRIENDS!

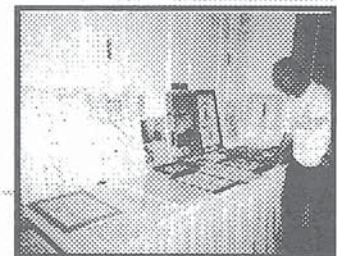


PHOTO CONTEST NEWS
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MEMBERSHIP RENEWAL TIME!!

By Linda Koestel

THIS IS YOUR LAST NEWSLETTER unless you have renewed your membership. If your membership expires on 09/30/01, send a check or money order to Membership VP, Linda Koestel, 1072 Grizzly Ct., Apopka, FL 32712-3059. You can check your membership card or

KEN SMITH, A1A, has won the Florida Lighthouse Study Grant. More information in the next newsletter. CONGRATS, KEN!

THE PENSACOLA LIGHTHOUSE TOUR

By Diane Levi

Following the Florida Lighthouse Association meeting, the 1859 Pensacola Lighthouse located on the Naval Air Station, was open for tours. The U.S. Coast Guard Auxiliary Flotilla 1-7 conducted the tours up the tower. Unfortunately because of high winds Mother Nature cancelled the opportunity to enjoy the view from the catwalk after climbing the 177 steps. However, the original first order Fresnel lens could be seen and the group could tour the original keeper's room part way up the tower. The Command Display Center in the 1869 keepers' quarters has displays in the four rooms downstairs and two of the four rooms upstairs were also open to FLA members as well as one of the cellars. On display are artifacts from the 1698 Spanish Fort San Carlos de Austria and from the Civil War. There are also exhibits about the foundry at the Naval Yard and other historical events at the Naval Air Station, which is the oldest continuous military installation in the United States. Another room contains displays and artifacts about the villages of Woolsey and Warrington, which were built on Navy property for the workers at the Naval Yard. As the base expanded, these villages were torn down. Another room is dedicated to the original 1824 Pensacola lighthouse and families

who have lived at the present lighthouse. Vance Buras, who lived in the quarters from 1938-1942, reminisced with us about different things that he remembered while living there. I want to thank also besides the C.G. Auxiliary group, Dick Callaway, Jennifer Henson and my husband, Gordon Levi for the tours of the Keepers' Quarters.

MORE FRIENDS!



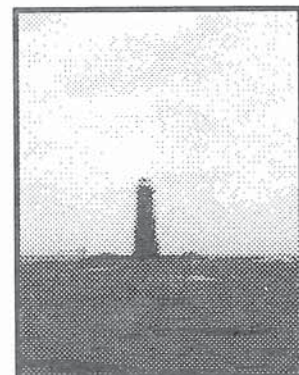
FLA Gulf Coast Tour by Diane Levi

Before sunrise the morning of October 10th, 40 hearty souls prepared to leave on a three-day

trip along the Gulf Coast west of Pensacola. An antiquated bus that leaked when it rained became our basic means of transportation for the trip because the new bus we were to have developed transmission problems. However, our driver Victor Dukes managed to maneuver us through the next three days and we educated him on lighthouses.

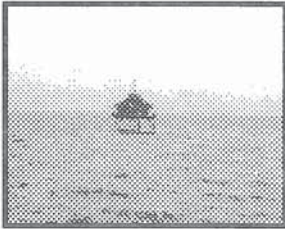


Our first adventure was a four-hour trip down Mobile Bay on the Coast Guard Patrol Boat, Cobia, with a crew of 10 and woman captain, Ltjg Kimberly Guedry. Although our trip was rough and wet, the sights of the Sand Island lighthouse and Mobile Middle Bay light rewarded us.



Our guides were Warren Lee of the Sand Island Lighthouse Preservation Group and Capt. Hal Pierce, USN, Ret. with the Middle Bay Lighthouse Centennial Committee.

Sand Island light, at the entrance to Mobile Bay, was completed in 1873. It is the last great masonry lighthouse to be built by Winslow Lewis on the Gulf Coast and is a 131-foot brownstone unpainted gothic tower with a black lantern. It has survived many hurricanes, but the island itself has disappeared and Sand Island is now manmade with thousands of tons of stone. The second order Fresnel lens has been on display at the Fort Morgan Museum since 1973.



Middle Bay lighthouse consists of a hexagon-shaped white cottage with a lantern perched atop its roof. This particular type is called a screw pile lighthouse in that the pylons were screwed into the bay floor like one in the Chesapeake Bay. The station was prefabricated in the North and shipped to Mobile Point in 1885. Its lens is also on display at the Fort Morgan Museum. Early in World War I when the keeper's wife was unable to nurse her new baby, a dairy cow was hoisted onto the lighthouse catwalk and plodded for exercise, protesting loudly, around the wooden gallery.

After lunch at the Anchor &

Shield Club on the Coast Guard Station, we headed to Pascagoula, Mississippi for a great presentation and video about the Round Island Lighthouse by Bernie Hautman. Hurricane Georges toppled the Round Island light in 1998. The Round Island Preservation Group is salvaging the brick from the lighthouse and plans to rebuild it. It was erected in 1859, 50 feet tall with a fourth-order Fresnel lens. The Coast Guard automated the light in 1944 and then discontinued it two years later.

After checking in for two nights at the Gulfport Comfort Inn, some opted for Applebee's and later the casinos, while others of us experienced a delicious dinner and fun time at Chappy's in Long Beach, MS.



Thursday was a long day of lighthouses in Louisiana. First stop was the Port Pontchartrain Light, with a historical overview by Alexandra (Alex) Wesley-Smith of the University of New Orleans, current owner of the light. The tower, once located far from dry land, is now located inland behind

a levee protecting it from Lake Pontchartrain. It was built in 1855 and in 1857 received a fifth order Fresnel lens. The Port Pontchartrain Lighthouse was the only brick tower ever built on a submarine foundation in the Gulf region. Masons flared out the top of the brick tower, raising it seven feet, to install a new lantern in 1880. For the last 48 years of this tower's service, the keepers were women. The university has plans to restore the light and grounds around it.



Further west along the lakeshore is located the New Canal Lighthouse, which is an active light and houses Coast Guard personnel. The lighthouse, built in 1901, is a cottage-style keeper's dwelling consisting of a lantern on the roof. The tower height is 32 feet, giving the focal plane a height of 52 feet above sea level. It is currently equipped with a 190 MM optic. The U. S. Coast Guard rescue station answers more than 500 search-and-rescue calls per year, making it one of the busiest Coast Guard Stations in the world. The Coast Guard is soon moving to new facilities, which we saw on the way to the Lake Pontchartrain Causeway. Warrant Officer Frank Kratochvil, Commanding Officer of the station, assured us that the Coast Guard would not abandon New Canal lighthouse, but would

continue to maintain its upkeep. After crossing the 26 mile Lake Pontchartrain Causeway, we arrived in the little Louisiana town of Madisonville on the north side of the lake. There we boarded the beautiful 71 year old wooden yacht, named "Le Bon Temps Roule" (Let the Good Times Roll) and owned by Cathy and Rusty Burns. Our goal was to see the Tchefuncte River and Pass Manchac lighthouses. However, due to strong winds, which raise havoc with the shallow Lake Pontchartrain and make it treacherous for boats, we were only able to see the Tchefuncte River light. Even at that, the 86-foot yacht rocked and rolled, sending dishes, pictures, etc. flying. The Tchefuncte River lighthouse is owned by the Lake Pontchartrain Lake Basin Foundation, which also operates a Maritime Museum in Madisonville. The original lighthouse was constructed in 1838. It was so badly damaged in the Civil War that the lighthouse engineer tore it down and rebuilt the tower on its old foundation. Its lantern was transferred from the destroyed Cat Island station. Construction is of brick on a stone foundation. Its tower height of 30 feet gives the focal plane a height of 100 feet above sea level. The tower is painted white with a black stripe down the side facing Lake Pontchartrain. Ben Taylor from the Pass Manchac Lighthouse Preservation group did a presentation and had a display on board about the lighthouse. Since we could not visit the Pass Manchac light, Rusty took us up the Tchefuncte River for a lazy afternoon cruise until the rains came. We then

boarded our bus in hopes of visiting the Maritime Museum, but the staff had left early. However, Tom got some ideas for a reef light museum in Marathon and we saw the restored



Tchefuncte River Keeper's Quarters which is now a private residence. After dinner at a small restaurant, Trapani's Eatery, in the sleepy fishing village of Bay St. Louis, Mississippi, we headed back to the motel, which most of the group had discovered was next door to Krispy Kreme Donuts. I don't know who had room for donuts after the delicious warm Crunchy Apple Cake and ice cream at Trapani's. Friday morning we were scheduled to take a boat from Gulfport to Ship Island, twelve miles out in the Gulf of Mexico. However, due to storms in the Gulf, the trip was cancelled much to the disappointment of everyone, especially since the weather on land turned into a beautiful day. We then opted for alternative activities. We visited the Maritime and Seafood Industry Museum in Biloxi. The 4th order Fresnel lens from Ship

Island is on display at the museum, as well as an exhibit of photos about the devastating 1969 Hurricane Camille.



A special treat was one that only our bus driver Victor, knew about. Under the bridge by the museum is a mural painting of Biloxi before Hurricane Camille destroyed so much of the area.



We were then able to visit the Biloxi Lighthouse, look up the stairwell, but not climb. Biloxi's 45-foot cast iron tower (brick lined) is the second-oldest cast iron lighthouse in the nation. It stands in the median of busy US Highway 90, making it the only lighthouse in the South located on a major highway. It has a fifth

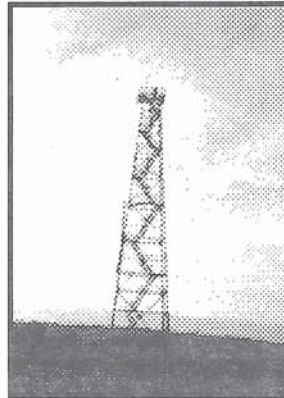
order lens installed in 1926. The keeper's house was destroyed in Hurricane Camille. After lunch at Martha's Tearoom in Ocean Springs, MS we met Park Ranger Mike Hobbs at the Ocean Springs Gulf Islands National Seashore. He gave us an informative presentation about the Ship Island Lighthouse and showed a video about the history of the lighthouse.

Trying to fit another lighthouse into the agenda, we headed to Fort Morgan near Gulf Shores, Alabama. Although the Fort Morgan Museum, which houses several Fresnel lens, was closed by the time we arrived, the tour group could view the 35 foot 1873 iron skeleton tower, which originally was built on the broken walls of Fort Morgan. It had been fitted with a fourth-order Fresnel lens.



In 1966 a 125-foot, antenna-like tower built by the walls of the fort, replaced this Mobile Point Light. Despite the untraditional, or ugly as some might say, looks of the present tower, its flashing white light efficiently guides ships in and out of Mobile Bay. From the

top of the Fort Morgan walls, the group could look out into the bay and see Sand Island light, which we had visited at the beginning of the trip.



After dinner at Gulf Shores State Park, we headed back to Pensacola – tired, but appreciative of all the hard work that the Florida Lighthouse Association has done to save Florida's lighthouses.

LOST & FOUND

FOUND at the Pensacola Lighthouse after the tour:
2 Umbrellas (one black & white with a natural wood handle and the other was very large blue & white with "Wilson" on white section. Handle has "Wilson" on it, too.) CONTACT Diane Levi at dlg@gulfsurf.infi.net.

VERY SPECIAL THANK YOU!!

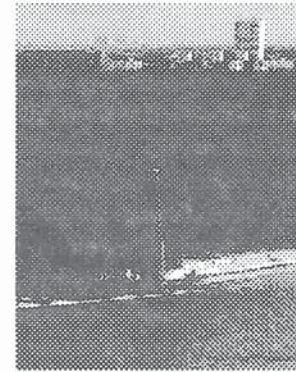
by

Diane Levi

I wish to thank the FLA Board and members for the Harbor Lights Cape St. George lighthouse. What a wonderful surprise! It has a very special meaning to my husband, Gordan, and me.

JANUARY 19, 2001 QUARTERLY MEETING AT CAPE FLORIDA

By Tom Taylor



The first Quarterly Meeting of the Florida Lighthouse Association for 2002 will occur on January 19th and will take place near the Cape Florida Lighthouse, on sunny Key Biscayne, Florida. The program venue will be the Lighthouse Café in the Bill Baggs Cape Florida State Park, within sight of the Cape Florida Lighthouse, where we have successfully held the meeting before. You will be responsible for arranging your own lodging. We recommend the Hampton Inn of Coconut Grove where we stayed last April. Dr. Lee Niblock, one of our founding members, and park manager of the Bill Baggs Cape Florida State Park, will waive entry fees to the park for members of the FLA for this event.

The Board Meeting will take place at 8:30 am, while registration for the regular membership meeting will begin at 9:30 am. The membership meeting will start at 10:00 am., and the special talk will start at 11:30. Lunch will start at noon with those holding the red boat tickets having first priority, as these people will need to be at No Name Harbor at 1:00 to catch the

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FLA FLASH

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first boat for Fowey Rocks. The second boat will leave at 3:30 pm, and return by 5:30. Our charter boat, the Divers' Paradise, under Captain Omar Cartaya, can carry 25 passengers on each trip, so seating is limited to only fifty people for the tours to Fowey Rocks Lighthouse. These seats will be assigned first come, first served, with the first 25 reservations getting red tickets for the first boat; blue tickets will be awarded for the second trip to the next 25 registrations. If you must go on one boat or the other, get your reservations in QUICK. In case of bad weather and a cancellation of the boat trips, your money will be refunded. Cancellations for full refund will be needed by January 11th, and after that, refunds will be made only if your place can be filled from any waiting list. This will be our first visit back to our "founding" lighthouse since January 1999, so let's all look forward to a great time!

THE CAPE FLORIDA AND FOWEY ROCKS LIGHTHOUSES

by Tom Taylor

The Cape Florida Lighthouse



When the United States took over Florida in 1821, it was recognized that the Florida Reefs constituted one of the most dangerous navigational hazards for any ships sailing from New York to New Orleans and back. Something had to be done to protect shipping in this area, and as early as May 7, 1822, Congress authorized that lighthouses be built at both ends

of the Florida Reef, at Cape Florida and in the Dry Tortugas. Unfortunately, the act was never realized as the sum appropriated was too small to build the two lighthouses, and it took another act in May, 1824, before serious thought could be given to building the two lighthouses and also a third on one of the Sambo Keys near Key West. On July 31, 1824, Samuel B. Lincoln of Hingham, Massachusetts, got the contract to build all three lighthouses. For each of these oceanic lighthouses, the contract called for "a tower sixty-five feet high with solid walls of brick, five feet thick at the base, graduated to two feet at the top." Lincoln would also build a brick dwelling

for the keeper. In August, 1824, Lincoln sailed to Florida to determine the exact locations for the lighthouses, but he was lost at sea in a hurricane and never arrived. The loss of Lincoln delayed the construction of the lighthouses, but finally, in November, Noah Humphries was chosen to begin the project.

Captain John Walton selected the site for the Cape Florida Lighthouse construction. It consisted of three acres which were donated to the government by the property owner. Work began in January, 1825, and it was hoped the new lighthouse would be completed by the end of May. However, construction delays, and then the summer recess due to the heat and mosquitoes, delayed the completion until December 17th. The lighthouse was first lighted by Keeper John DuBose the same evening. Unfortunately, Du Bose had not gotten permission from his superiors to light the lamps that night, and on January 17th, he

got the word to put the lamps out until the official lighting on March 10th, 1826.

Life at Cape Florida was no picnic in 1826. Keeper Du Bose wrote to his superior: "I have here a family of 7 Children, and from dreadful experience, I am able to Say that it is impossible that any family can Stay here from 1 May to 1 October — On this Coast, Musquetoos are very thick & troublesome every where, but you can neither Eat, drink, or Sleep in peace . . . during those Months, the few inhabitants on the part of the Coast, are very careful in Shunning it." But mosquitos soon became the least of Keeper Du Bose's problems, for he also had to endure hurricanes and then the wrath of the Seminole Indians.

In 1835, the Indians, disgruntled at being forced to leave their lands in Florida, began hostilities. On December 26th, they attacked News Smyrna and vandalized the lighthouse at Mosquito Inlet. In January, 1836, they killed the family of William Cooley on the New River, not far from Cape Florida, and sixty area residents came to the lighthouse for refuge. Fearing that the Indians would soon strike, Keeper Du Bose and his family left with the refugees for Key West, leaving assistant keeper John Thompson and his black servant Aaron Carter to tend the light.

At about 4:00 PM on July 23, 1836, the Indians struck. Thomson and Carter fled to the safety of the tower and climbed to the windows to shoot back at the Indians. Shots from the Indians penetrated the wooden door and also the tins of whale-oil stored in the bottom of the tower. When the Indians set fire to the door, sparks

coming inside also ignited the oil. Instantly, the inside of the tower was a raging pillar of fire which climbed and consumed the wooden spiral staircase. The two keepers climbed out onto the narrow lantern gallery and continued to fire at the Indians until the heat of the growing fire nearly cooked them alive. Finally, to end the men's agony, Thompson decided to throw the keg of gunpowder he had brought up into the raging inferno so the tower, and the men, would be blown into oblivion. However, the tower, and the men, survived the desperate blast, and the weakened staircase crumbled into the base of the tower, and most of the fire with it.

Darkness had fallen, Carter had died of his wounds, and Thompson lay on that two-foot wide, scalding iron gallery through the hot summer night.

At sea, the men on the naval schooner *Motto* heard a tremendous blast, and the captain ordered the vessel taken close to shore to investigate. When the men from the schooner landed late the next afternoon, they discovered the ruined lighthouse and a nearly dead keeper on the gallery with no stairway by which to bring him down. A line had to be passed up to him. A kite was tried unsuccessfully, and then finally, a small line was shot on the end of a ramrod to entangle in the gallery railing. With the last of his failing strength, Thompson was able to haul up a larger rope, and then the sailors climbed up and lowered Thompson to the ground. The fried keeper was taken to Key West and later to Charleston where he eventually recovered. During the rest of the war, naval

and military camps surrounded the ruined lighthouse. The tower was too important to abandon completely, and finally, after several attempts, in 1846, a new tower was built from the bricks of the old one and lighted on October 24, 1846. However, the new tower fell in disfavor with ship's captains who complained that it was not tall enough and its seventeen 21-inch reflector lamps were not bright enough for ships to see the lighthouse before running onto the reef that the lighthouse was supposed to warn mariners off.

Thus, in 1854, Congress appropriated \$15,000 to extend the tower to 95 feet and install a second-order Fresnel lens in a new, larger lantern. The man who got the job of making the new additions was Lt. George Gordon Meade of the Army Corps of Engineers. During the 1850's, Meade would work on seven lighthouses in Florida and later command the Union forces at the Battle of Gettysburg. By 1856, the Cape Florida Lighthouse was back in service.

Only a few years later, however, the Civil War darkened the tower once again. Following orders from the Confederate Secretary of the Navy, Stephen Mallory, several men captured the lighthouse keepers, stole the lamps and burners of the light and smashed the center prisms of the Fresnel lens.

After the war, the lighthouse was repaired and a new Fresnel lens was relighted on April 15th, 1866. The lighthouse remained active until the new Fowey Rocks Lighthouse went into service on June 15th, 1878. The old second-order Fresnel lens and lighting

lamps were sent to the Lighthouse Depot on Staten Island, New York. Although deactivated, the old lighthouse remained an important day beacon for ships sailing along the Florida coast.

Finally, the land was sold and went through a number of owners, including James Deering, the tractor magnate who built the fabulous Vizcaya Estate across Biscayne Bay.

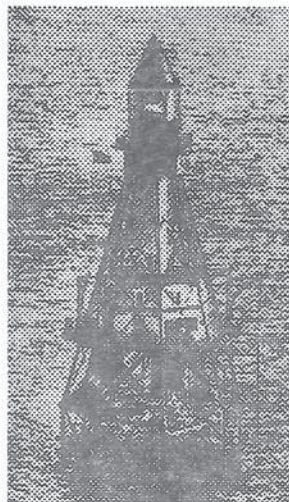
In the 1920's the keeper's dwelling washed away, and the tower, also, probably would have suffered the same fate. However, the weight of the tower and the construction of new rock jetties and a concrete pad saved the tower from destruction. In 1966, the Bill Baggs Cape Florida State Recreation Area was created, and the State of Florida became custodian for the lighthouse. In 1969, a replica of the keeper's dwelling was constructed for a museum. In 1978, the Coast Guard reactivated the Cape Florida Lighthouse with a 500 mm drum lens, but by 1991, the deteriorating iron stairway made maintenance of the light too dangerous, and the light was discontinued once again.

In August, 1992, Hurricane Andrew flattened nearly all of the large casuarina pines which had surrounded the lighthouse, but although panes of glass were blown out of the lantern and the black paint had been "sand-blasted" from the lantern, the tower survived relatively unscathed. In 1994, the Dade Heritage Trust, in cooperation with the State Park, began a massive restoration of the lighthouse, and finally, on July 27th, 1996, the lighthouse, now looking just the way it must

have after George Gordon Meade's renovations in 1855, was re-lighted in a tremendous ceremony which was a highlight of the Centennial of the City of Miami. On the same day, the Florida Lighthouse Association was created at a meeting in the nearby Key Biscayne Community Church.

Listed on the National Register of Historic Places, and acclaimed as the oldest structure in South Florida, the Cape Florida Lighthouse shines on today, providing a tangible and beautifully restored and interpreted touchstone of the maritime heritage of the State of Florida.

The Fowey Rocks Lighthouse



The Florida Reefs were known from the early days of exploration as the "graveyard of ships." Among the most treacherous areas was a rocky coral area just southeast of Cape Florida, off the southern end of Key Biscayne. In 1746, this reef claimed a major victim, the 20-gun sloop of war, the H.M.S. Fowey. After that time, this reef would forever be known

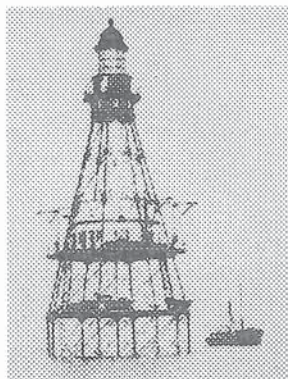
as Fowey Rocks.

The Cape Florida Lighthouse, completed in 1825, was the first oceanic navigation lighthouse built in Florida and was intended to mark the northern end of the treacherous Florida Reef. However, having been built on Cape Florida at the southern end of Key Biscayne, it was both too far from Fowey Rocks and the reefs and too feeble a light (despite the installation of a second-order Fresnel lens) to keep ships off the reef.

In 1875, the Lighthouse Board decided to build a lighthouse right on Fowey Rocks. It would be an iron screw-pile lighthouse like four others which had already been built on the Florida reefs. The design included a sweeping, bell dome over the lantern, and a two-story dwelling with a near-Mansard-style roof. In 1876, the dome and the magnificent, fixed-light, Henry-Lepaute, first-order lens for the Fowey Rocks Lighthouse were placed on display at the Centennial Exposition in Philadelphia. Work on the new 125-foot lighthouse began in 1877. The Paulding and Kemble company of Cold Spring, New York, provided the iron foundation; and Pusey, Jones & Company, Wilmington, Delaware constructed the iron tower. Soldier Key, four miles away to the southwest, was used as the depot for supplies and the staging. The workmen lived in tents on an 80-foot square platform which was built on an area of the reef at the construction site. During the construction, the men were endangered several times by ships which wrecked on the reef nearby. The Fowey Rocks Lighthouse was completed and lighted on June 15,

1878. It's daymark was a "brown octagonal, pyramidal skeleton tower enclosing white stair cylinder; octagonal dwelling with green trim and shutters." John W. Frow, the keeper of the discontinued Cape Florida Lighthouse, moved over to Fowey Rocks as keeper. There are many great stories about the lives of the keepers at Fowey Rocks. One of the Assistant Keepers, Jefferson B. Browne, later became a judge of the Florida Supreme Court. There were many wrecks in the area, but the lighthouse gained the nickname of the "Eye of Miami," guiding ships safely into that important port. The Lighthouse Establishment was so proud of the Fowey Rocks Lighthouse that both a painting and a model of it were exhibited at the World Columbian Exposition in Chicago in 1893. The Fowey Rocks Lighthouse was automated in 1974, and a radio beacon tower which had been mounted on the dome in the 1950's was removed. As one of the most important visual aids to navigation, Fowey Rocks Lighthouse has often been the location for trials of new lighthouse optics. In 1983, the magnificent first-order lens was removed and replaced with a flash-tube array. This did not work out as well as hoped, and the following year, the flash-tube array was replaced with a 300 mm optic. In 1985, a 190 mm optic was used, and in 1997, a Vega VRB-25 rotating beacon, the standard now preferred by the Coast Guard was installed. With a focal plane of 110 feet above mean sea level, it's characteristic is "flashing white every ten seconds with two red sectors." The Fowey Rocks

Lighthouse also hosts a RACON, a word derived from "RADAR-beacon." The RACON, when triggered by the pulses from a vessel's radar, transmits a coded reply to the vessel's radar to identify the RACON station. This is true state-of-the-art electronic navigation. The original first-order Henry-Lepaute lens was sent to the Coast Guard's Aids to Navigation School in Yorktown, Virginia, where it remains on display today. Inexplicably, this very important lighthouse is NOT listed on the National Register of Historic Places, an oversight which the Florida Keys Reef Lights Foundation hopes to correct. For more information on the Cape Florida Lighthouse, see Love Dean's Lighthouses of the Florida Keys, Neil Hurley's An Illustrated History of Cape Florida Lighthouse, and Tom Taylor's Florida's Territorial Lighthouses, 1821-1846. For more information on the Fowey Rocks Lighthouse, see Love Dean's Lighthouses of the Florida Keys.



LIGHTHOUSE REPORTS

Amelia Island: The City of Fernandina Beach's special category State grant application for \$350,000. Came before the Historic Preservation Advisory Council at Tallahassee on October

9th. The application was ranked 4th of 94 from throughout the State. Both the House and Senate recently approved the Secretary of States \$14 million 2002 budget. The Governor's budget approval is the next hurdle. The Amelia Light, built in 1839, is the oldest still functioning lighthouse in the State. A recent picture of the pristine 3rd order Fresnel lens is below courtesy of Hal Belcher.



St. Johns: Andy Liliskis needs to step away from work with the Mayport Lighthouse Association. He needs volunteers to fill in the gap and continue work on the museum and lighthouse arrangements. If you live in the Jacksonville area and can help, please contact Andy Liliskis at Mayport Lighthouse Association, Inc., P. O. Box 35, Mayport, FL 32267-0035, (904) 251-2488; FAX (904) 251-3378; e-mail: beaks@leading.net

St. Augustine: St. Augustine Lighthouse and Museum and the Lighthouse Archaeological Maritime Program are currently performing ground truthing and initial archaeological excavations on the Site of Florida's first lighthouse which was lit April 5, 1824 where the old Spanish

Watchtower site was. Archaeologists are surveying the outer parameters of the structure which has been inundated by the sea. Three test trenches dug today promise to yield more information. Please call 829-0745 for more information about the lighthouse.

Director, Kathy Fleming, is looking for speakers regarding Fresnel Lenses for the upcoming July festivities. Contact her at fristlighthouse@hotmail.com if you are interested.

Cape Canaveral: No Report.

Jupiter Inlet: No Report.

Hillsborough Inlet: No Report.

Cape Florida: January 19th the 1st Quarterly Meeting for 2002 will be held here. Please come and join the fun!

Reef Lights: No Report.

Dry Tortugas: No Report.

Sanibel Island: No Report.

Gasparilla Island and Boca Grande Entrance Rear Range: No report

Egmont Key: No Report.

Anclote Keys: No Report.

Cedar Keys: No Report.

St. Marks: No Report.

Crooked River: The City of Carrabelle finally received the deed to the lighthouse in August, 2001. Carrabelle Lighthouse Association is currently negotiating an agreement between the City and CLA. It has taken longer than expected. Our historian, John Canetta, has been quite busy and is doing an outstanding job! He was persistent with the Coast Guard and talked them into donating two replacement buoys. One day we discovered them at the lighthouse! We do not think that the existing road is on lighthouse property so we will wait until we

know for sure before placing the "new" ones along the road. One of the local garden clubs, Sea Oats Garden Club, has applied for a grant for funds to do landscaping at the lighthouse. Also, they have commissioned Tommy Blevins to build a 6' replica at the lighthouse which will be placed along Hwy 98 East of town. One of the most exciting events is that a new library will open in Carrabelle and there is a lighthouse tower on the SE corner of the building! It is a nice room on the interior and hopefully we will be able to display artifacts and a history of the lighthouse there. Carrabelle Lighthouse Association now has t-shirts, Bill Trotter prints of the lighthouse and note cards for sale. If anyone is interested please e-mail crkdrvrlh@aol.com or write to P.O. Box 373, Carrabelle, FL 32322.

Cape St. George: No Report.

Cape San Blas: No Report.

St. Joseph Point: No Report.

Pensacola: Good News from Pensacola Light! The latest word from our Civil Engineering Unit in Miami is that Pensacola light WILL undergo a facelift over the winter. The timeline for contractors to begin the extensive work list is in late winter/early spring. Highlights for the exterior work items include a new roof coating for the light tower, repairs to metal work on the exterior walkways and handrails, surface preparation of the lantern room exterior, and a fresh coat of paint. Contractors will ensure all windows and shutters are restored to working order so they can be opened for tours, and most importantly a complete two tone paint job will be done on the light tower! Interior work lists include

completely repainting the interior lantern room overhead, walls, and black out panels, and repairing the damaged stair treads in the spiral staircase. The second floor storage room will see the bathroom walls torn down returning it to an open floor plan. Additional second floor work items would include the floor and ceiling tiles being removed as well as the old paneling from the walls. To top it all off the deteriorating sections of the wood fence surrounding the lighthouse will be replaced and painted. With any degree of luck all work will be finished in time for the summer tour season to begin.

ESSAY CONTEST UP-DATE

The 2001 FHF Lighthouse Essay Contest had 25 counties participating. There are a total of 27 counties now participating in the 2002 History Fair. The History Fair Packet, which includes the Florida Lighthouse Essay Award and suggested topics was distributed to nearly 400 teachers, county coordinators, FHF Institute and workshop attendees at Florida Council of the Social Studies, home school educators, and education administrators. The lighthouse award is also discussed and distributed at in-service teacher workshops.

FIRST ANNUAL FLA PHOTO CONTEST

David Hanko is the Chairman of the First Annual FLA Photo Contest and he is absolutely EXCITED about it. David reports the rules as follows:

1. The Contest is only open to FLA members in good standing.
2. Photos submitted must only be

of Florida lighthouses.

3. Submitted photos must be 8X10 unmatted and unframed.

4. Photos may be in either color or Black & White.

5. Each photo entered must have the entrant's name, address, telephone number and name of the lighthouse.

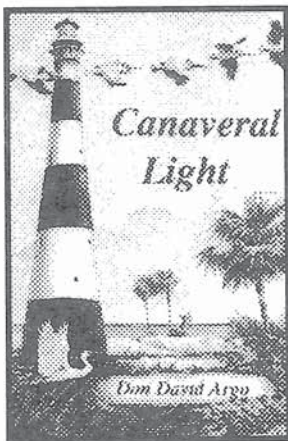
6. All photos submitted become the property of the FLA.

7. Submission deadline is SEPTEMBER 1, 2002.

All submissions must include a \$5.00 entry fee per photo payable by either check or money order. Please make your form of payment payable to "Florida Lighthouse Association" and forward it, along with your photo, to:

FLA PHOTO CONTEST
C/O DAVID HANKO
PHOTOGRAPHY
5150 4th Street No.
St. Petersburg, FL 33703

BOOK REVIEW
Canaveral Light
by
Barbara McClure



First time author, Don Argo, has captured the heart and soul of Florida's wilderness life in the

1800's. His fictional novel parallels the lives of two friends, Mills Burnham and Douglas Dummett. Both men are well known in the area of Brevard County. Mills Burnham was the lighthouse keeper for Cape Canaveral Lighthouse and Douglas Dummett was a developer. It is difficult to believe that this is a work of fiction and that the author has never met these two gentlemen. His research into the area he has selected as his setting, as well as the development of his characters, is impeccable. This book is highly entertaining, incorporating the Seminole Indians, slavery and societal pressures of an era long past as well as providing a unique perspective of the life of one of the most fascinating lighthouse keepers along the Southern Coast. It is a hardback novel with a suggested retail price of \$23.95. Anyone interested in obtaining a copy of *Canaveral Light* can contact the Tebeau-Field Library of Florida History, 435 Brevard Avenue, Cocoa, Florida 32922. Tel. # (321) 690-0099 or e-mail : Tebeaulib@aol.com. For other Florida historical books, The Tebeau-Field Library has a website at: www.florida-historical-soc.org.

(Please forward your book reviews to FLAFlashNews@aol.com)

ALCCELECTS NEW OFFICERS

The ALCC (American Lighthouse Coordinating Committee) conducted a business meeting at the recent Maritime Heritage Conference in Wilmington, N.C. They elected a new board of officers consisting of: President, Mike Vogel, Buffalo Lighthouse Association; 1st Vice President,

Anne Webster Wallace; 2nd Vice Present, Candace Clifford; Secretary, Henry Gonzalez, Chesapeake Chapter, U.S. Lighthouse Society; Treasurer, Charlotte Johnson, Rose Island Lighthouse Foundation; Capt. Dan May, USCG Group Commander, Boston; Jim Woodward, Lampist with USCG Cleveland; and Joe Jakubik of International Chimney Corp., Buffalo, agreed to serve as advisors. The ALCC is a consortium of organizations and individuals dedicated to lighthouse preservation, restoration and rehabilitation. It seeks to develop consensus positions on issues of broad and far-reaching significance to the lighthouse community, share knowledge and expertise on lighthouse preservation issues with the Coast Guard and other government and lighthouse organizations, and serve as a central communication and coordination point to keep the lighthouse community informed about critical issues. The ALCC serves as a voice for the community.

Please send items of interest to the lighthouse preservation community to Candace Clifford at [<alcc@sitestar.net>](mailto:alcc@sitestar.net). Items marketing lighthouse promotional items will not be accepted. Anyone wishing to subscribe to the ALCC newsletter send a message stating "Subscribe" to [<alcc@sitestar.net>](mailto:alcc@sitestar.net)

NEW MEMBERS

We wish to welcome the new members who have joined us in the past quarter: Lynda Adams, James & Vivian Bolick, Edward & Anna Bonifay, Louise E. Brown, Mary Bruns, Peggy & Bob Burgess, Joyce & Ron Burk, Diane

Carroll, Donald E. Fiery, Jim Fink, Bruce K. Gibson, Mary C. Godwin, Hugh Gotfried, John A. Hand, Roger & Lucille Jeffery, Gail Jumper, Michael Dean Koontz, Renee & Joseph Lohman, Joy M. McCartney, Sandra, Joe & Joey Molodowitz, Donald & Joyce Murphey, Bill & Judy Newblom, Alex Paulsen, Bernard Pinsky, Allan Pither, John Roberts, Bill & Paula Showen, Virginia Stone, Scotty Tagatz, Kelly Townsend, Pat Varner, Sally Watson.

2001 ANNUAL APPEAL DONORS

(As of November 30, 2001)

Mr. and Mrs. Cliff Abrams,
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Sharp, Smoky Mountain Flame Keepers, St. Joseph Historical Society, Carol J. and Emory A. Stephan, Philip B. Tanev, Mr. and Mrs. John C. Wilson, John and Elizabeth Wilson.

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Phone:(813) 968-5640 Option 3; Fax:(813) 960-2065

Website: <http://www.floridalighthouses.org> E-mail:info@floridalighthouses.org

2001 ANNUAL APPEAL FOR THE CROOKED RIVER LIGHTHOUSE, CARRABELLE, FLORIDA

Dear Friend of Florida's Lighthouses:

For the second year, the Florida Lighthouse Association is making an Annual Appeal for one of Florida's endangered lighthouses. Our organization, now just five years old, has made an astonishing record in the preservation of our state's maritime sentinels. We organized a campaign to save the keeper's dwelling at the Cape San Blas Lighthouse when it was in danger of being washed away by the sea. The United States Air Force finally came to the rescue. We forestalled a drive by commercial interests to convince the U. S. Navy to permit an unnecessary move of the historic, 1859 St. Johns River Lighthouse, the last original vestige of the old town of Mayport. The Navy turned them down. We have helped form local non-profit organizations which can, under a new federal law which we supported, now obtain abandoned lighthouses from the federal General Service Administration for restoration, and we are raising funds for the restoration of several lighthouses. In 1998, we contributed to the salvation of the leaning and greatly endangered Cape St. George Lighthouse. Last year, we raised \$10,000 toward the restoration of the 1842 St. Marks Lighthouse, the second oldest in the state.

This year, the Florida Lighthouse Association is seeking to raise funds for the Crooked River Lighthouse, located in a section of the state which can greatly benefit from the tourism that this lighthouse will generate. This lighthouse has just been turned over to the City of Carrabelle and will be managed and restored by the new, non-profit Carrabelle Lighthouse Association. We are hoping to raise state-wide a minimum of \$15,000 to help get this new lighthouse restoration project underway, and we need YOUR help.

The Crooked River Lighthouse was built in 1895 as a steel, skeletal tower, to replace the long-vanished Dog Island Lighthouse which guided ships into St. George Sound and to the port of Apalachicola. When the Crooked River Lighthouse was built, the new port of Carrabelle was busy with shipping timber from its lumbering industry. The original lens for this lighthouse, which still exists today, is believed to be the first bivalve style lens ever installed in a lighthouse in the United States, an important historical feature of this lighthouse which is on the National Register of Historic Places. During World War II, the lighthouse guided in oil tankers who filled a pipeline carrying petroleum to Jacksonville. In recent years, the lighthouse marked the eastern end of the western section of Florida's Intracoastal Waterway. It should be restored to continue service as an important navigational aid for fishermen and small boat sailors. When the lighthouse is restored, we hope it will be re-activated as a "privately maintained" aid to navigation.

Our Annual Appeal this year will feature levels of support by which you can qualify for special gifts. As an individual, you will receive the satisfaction of knowing that you are contributing to a project that will last. Most of our lighthouses have been around for more than a hundred years, and with our help, they will last another century as monuments to that maritime heritage which has made this state so great. Florida's lighthouses have saved thousands and thousands of lives. Now that they are endangered by neglect and age, it is time that we offer back a little bit of support to help bring these sentinels of safety and maritime heritage back from the abyss of deterioration.

As a business, you can receive state-wide recognition for your generosity. Mention of your business will go into our quarterly journal the *FLA FLASH*, and we will encourage our members to patronize your business whenever possible. Donations above \$100 also bring a certificate or plaque which can be displayed in your office or showroom as physical proof that you have done your part in the preservation of Florida's valuable maritime heritage. Lighthouses have a lot of public appeal right now, and contributions to lighthouse restoration is not only politically correct but also something which the general population applauds. Donations to the Florida Lighthouse Association are also tax deductible.

Please contribute to our Annual Appeal for the Crooked River Lighthouse. Your donation, no matter how small is very much appreciated. The donation levels and gifts are:

\$1000 and above: FIRST-ORDER FRESNEL LENS LEVEL --

**President's Club Wall Plaque,
recognition in the *FLA FLASH*,
Harbour Lights Calendar (while supply lasts),
Florida Lighthouse Trail book,
and Florida Lighthouse Screen Saver**

\$500: LANTERN ROOM LEVEL --

**President's Club Wall Plaque,
recognition in the *FLA FLASH*,
Harbour Lights Calendar (while supply lasts),
and *Florida Lighthouse Trail* book**

\$250: WATCH ROOM LEVEL --

**President's Club Certificate,
recognition in the *FLA FLASH*,
Harbour Lights Calendar (while supply lasts)
and our *Florida Lighthouse Trail* book**

\$100: TOWER LEVEL --

**President's Club Certificate,
recognition in the *FLA FLASH*,
and Harbour Lights Calendar
(while supply lasts)**

\$50: WEIGHT WELL LEVEL --

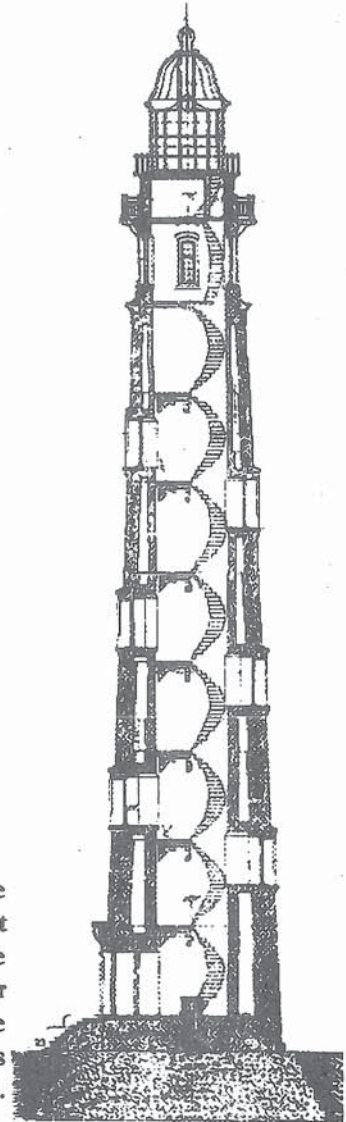
**Thank you letter
and recognition in the *FLA FLASH***

\$25: FOUNDATION LEVEL --

**Thank you letter
and recognition in the *FLA FLASH***

The Internal Revenue Service has approved the Florida Lighthouse Association for 501 (c) 3 tax-exempt status. Donors may now deduct contributions to us as provided in section 170 of the Internal Revenue Code. Bequests, legacies, devises, transfers, or gifts to the FLA or for our use are deductible for federal estate and gift tax purposes if they meet the applicable provisions of sections 2055,2106, and 2522 of the Code. Copies of the I.R.S. letter are available by request from the Association office. PLEASE CONTRIBUTE WHAT YOU CAN TO THIS CAUSE.

THANK YOU!



Sincerely,

Thomas W. Taylor
President

PETITION FOR A FLORIDA LIGHTHOUSE SPECIALTY LICENSE PLATE

I/We, the undersigned, hereby state my intent to purchase a Florida LIGHTHOUSE specialized license plate, if approved by the legislature and offered by the Department of Highway Safety and Motor Vehicles.

By signing this petition, I/we understand that the plate would carry an additional cost of \$15 annual use fee, plus a \$2 processing fee per year per vehicle. I/we certify that I am/we are the legal owner/lessee of a motor vehicle registered in the State of Florida, and said vehicle is eligible for a specialty license plate.

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