
*Hillsboro Inlet Light Station now a National Monument*

By Kim Zeman, co-Chairman of Historic Preservation for Daughters of the American Revolution

On Saturday, August 9, 2014, the Lighthouse Point Chapter, Daughters of the American Revolution (DAR) dedicated a historic marker honoring the Hillsboro Inlet Light Station.

The marker was placed in the Hillsboro Inlet Park at 2700 N. Ocean Boulevard (A1A) in Pompano Beach. The dedication ceremony was attended by 150-plus people.

The colors were presented by the Naval Sea Cadets Team Spruance, led by Lt. Cmdr. Allen Starr, Pam Smith-Gondek, State Chairman Flag of the United States of America, led the pledge of allegiance and Mary Allen, mezzo soprano, State Chairman Women’s Issues, sang the National Anthem.

Speakers included Lighthouse Point DAR Chapter Regent Kristin Barclay, Florida State Society Regent Cynthia Symanek, Pompano Beach Vice-Mayor George Brummer and U.S. Coast Guard 7th District Chief of Staff Captain Melissa Bert, who informed us that many lighthouse keepers had been women. The 7th District has jurisdiction over the Lighthouse and its grounds.

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**U N T O L D  S T O R Y  O F  T H E  H I L L S B O R O  L I G H T H O U S E  –  P A R T  3**

On May 29, 1992 the giant Fresnel lens came to a loud and violent stop at the Hillsboro Inlet Lighthouse.

The 1996 Parsons engineering report of Fairfax, Virginia to the Coast Guard 7th District recommended removing the classic lens from the Hillsboro Lighthouse and placing it in a museum in Fort Lauderdale. That plan never materialized. On February 28, 1999 a newly installed bearing failure demoralized not only the Auxiliary Volunteers, but also the Coast Guard personnel in charge of the lighthouse’s 1998 rehabilitation project, and also the newly formed Preservation Society founders Harry Cushing and David Butler.

**What really happened?**

By Art Makenian, HLPS President

We all knew the lack of integrity of the failed bearing - we were also aware of the design flaws and construction deficiencies - but to fail so soon surprised us all. Emotions were set aside in so far as there was a lot of money and labor spent by the Coast Guard to make this failed classic Fresnel lens operational. Based on experience and technical knowledge of both David Butler and myself, I knew that the Fresnel lens could be operating again with relatively very little funds. We both agreed to come up with a plan to present to the Commanding Officer of the Coast Guard Civil Engineering Unit (CEU Miami), CDR Dale Walker, and LT Scott Wagner, the Coast Guard engineer in charge of the lighthouse renovation

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Since last April, we have faced many challenges including meetings and negotiations in signing contracts, agreements and licenses. I am pleased to say that everything agreed upon and signed was in favor of lighthouse improvement, our members and the general public's interest. Our new Coast Guard license is now extended through 2019, which includes 12 public tours a year, unlimited private tours and special events.

On the financial side, four of the municipalities surrounding the Hillsboro Inlet have agreed to share our yearly reoccurring expenses to allow us to spend more on lighthouse renovation and preservation. This came at a very appropriate time when the State of Florida Bureau of Historic Preservation announced that our request for a grant for $50,000 was approved as a matching grant for the 2015 fiscal year. The grant is specifically earmarked to replace the damaged glazing in the lantern room. Although our portion of the matching grant could be in volunteer labor form, still at least 12% of the total amount must be in liquid assets or cash. The cities of Pompano Beach and Lighthouse Point, and the towns of Lauderdale by the Sea and Hillsboro Beach equally approved $4,200 from their 2015 fiscal year budget.

As a first for the Hillsboro Lighthouse, we are undertaking a huge task by replacing all the damaged and non-authentic and temporarily installed diamond-shaped glass panes in the lantern room, which will be retrofitted without interrupting the daily lighthouse operation. All the suppliers for this huge renovation will be from local merchants.

Your Preservation Society is fully committed to restore this light and keep it operational for at least another one hundred years.

Anyone who would like to volunteer to be part of this historic team and enjoy a sense of civic accomplishment, please email us at info@hillsborolighthouse.org. Have a happy holiday season and hope to see each of you on one of our tour dates next year.

Art Makenian
Hillsboro Lighthouse Preservation Society

December 2014

**HLPS ANNOUNCES 2015 HILLSBORO LIGHT STATION TOUR SCHEDULE**

**Sunday Tour Dates added as part of expanded 2015 Schedule**

An expanded schedule of Hillsboro Lighthouse Tours is on tap for 2015, including three first-ever Sunday tour dates.

Hillsboro Lighthouse Preservation Society, now in charge of maintenance of the 107-year-old light, has signed an agreement with the U.S. Coast Guard to offer lighthouse lovers of all ages access to the Hillsboro Lighthouse beginning with the first tour on Sunday, January 11, 2015.

Future dates are scheduled for the light station in support of Florida Lighthouse Day (April), National Safe Boating Week (May) and Barefoot Mailman Remembrance Day (October).

Issuing a statement to confirm the dates, HLPS President Art Makenian said, "We’re very proud to expand our tour schedule to showcase the Hillsboro Lighthouse twelve times in 2015, and are excited to offer Sunday tours for the first time in HLPS’ 17-year history. Since the USCG ceded maintenance to us, our member-volunteers have worked tirelessly to improve the condition of the lighthouse that we all love.”

The lighthouse is only accessible by tour boat, and tour boats will be leaving from two locations depending on the specific tour date – Sands Harbor Resort and Marina, located at 125 N. Riverside Drive in Pompano Beach or the William J. Alsdorf Boat Launching Park, located at 2974 NE 14th Street, also in Pompano Beach.

All dates and times, and the tour boat location are subject to change, including cancellation due to inclement weather. Updates to the schedule can be found at HLPS web site at www.hillsborolighthouse.org/tours.

<table>
<thead>
<tr>
<th>Date **</th>
<th>Tour Boat Dock</th>
<th>Sailing Times</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday January 11</td>
<td>Alsdorf Park</td>
<td>8:30am 9:30am 10:30am 11:30am</td>
</tr>
<tr>
<td>Saturday February 7</td>
<td>Sands Harbor Resort</td>
<td>8:30am 9:30am 10:30am 11:30am 12:30pm 1:30pm 2:30pm 3:30pm</td>
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<tr>
<td>Saturday March 7</td>
<td>Sands Harbor Resort</td>
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</tr>
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<td>Saturday April 18</td>
<td>Sands Harbor Resort</td>
<td>8:30am 9:30am 10:30am 11:30am 12:30pm 1:30pm 2:30pm 3:30pm</td>
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<tr>
<td>Saturday May 9</td>
<td>Sands Harbor Resort</td>
<td>8:30am 9:30am 10:30am 11:30am 12:30pm 1:30pm 2:30pm 3:30pm</td>
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<tr>
<td>Sunday June 7</td>
<td>Alsdorf Park</td>
<td>8:30am 9:30am 10:30am 11:30am</td>
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<tr>
<td>Saturday July 11</td>
<td>Sands Harbor Resort</td>
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<tr>
<td>Saturday August 8</td>
<td>Sands Harbor Resort</td>
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<td>Saturday September 12</td>
<td>Sands Harbor Resort</td>
<td>8:30am 9:30am 10:30am 11:30am</td>
</tr>
<tr>
<td>Saturday October 10</td>
<td>Sands Harbor Resort</td>
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<td>Sunday November 8</td>
<td>Alsdorf Park</td>
<td>8:30am 9:30am 10:30am 11:30am</td>
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<tr>
<td>Saturday December 5</td>
<td>Sands Harbor Resort</td>
<td>8:30am 9:30am 10:30am 11:30am</td>
</tr>
</tbody>
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** March 7 is the 108th Anniversary of Hillsboro Lighthouse, April 18 is Florida Lighthouse Day, May 9 is in recognition of National Safe Boating Week, August 8 is National Lighthouse Preservation Day and October 10 is Barefoot Mailman Remembrance Day.

Visit us on Facebook

www.facebook.com/hillsborolighthouse
In addition to a brief history of the Lighthouse given by DAR Florida State Society Historian Carol Sullo, letters and proclamations from the office of the President General, National Society, DAR, Florida Governor Rick Scott, Florida Senators Bill Nelson and Marco Rubio and Pompano Beach Mayor Lamar Fisher were read by Chapter Historian Megann Brauer and State 2nd Vice Regent Dawn Lemongello.

A check for $500 was presented to the Hillsboro Lighthouse Preservation Society (HLPS) President Arthur Makenian on behalf of the Lighthouse Point Chapter by DAR Treasurer Eileen Brauer.

“I’d like to thank the City of Pompano Beach for being such a staunch supporter of our endeavors,” said Makenian, an engineer, and president of the Hillsboro Lighthouse Preservation Society. The past commander of Coast Guard Flotilla 36 in Boca Raton, Makenian recruited a group of retired engineers and one retired physician to dismantle and renovate the massive lens long before the Daughters of the American Revolution decided to put it on a national map. “I want to assure you,” he added, “the light still comes on every night.”

Kim Zeman, Chapter Registrar and co-Chairman of Historic Preservation, served as Mistress of Ceremonies and thanked all of those who contributed to making this marker a reality. Kathleen Dempsey, Curator and co-Chairman of Historic Preservation also presided over the ceremony, along with Chapter Chaplain Joel Hursting. The marker was blessed by Fr. Bernard Pecaro, Rector St. Martin Episcopal Church and member of U.S. Navy Chaplain Corps Reserve.

Following the ceremony, cookies and punch were served at the HLPS Lighthouse Museum located in the park, and guests were shuttled to the lighthouse grounds by boat and treated to a very nice luncheon at a historic keeper’s cottage. Lunch consisted of tea sandwiches, sausage and cheese, crudité and other fare along with mini cupcakes for dessert and beverages. Sarah O’Connor served as the hostess committee chairman. Guests were also able to tour the grounds, climb the stairs to the top of the lighthouse for the stunning view, visit the Barefoot Mailman statue and...
hear about the mail’s historic journey through this area and see the commemorative brick patio. All who attended were most impressed with the events of the day.

Members of the Lighthouse Point Chapter of the DAR spearheaded the year-long project for approval of the marker which was sanctioned by the National Society of the DAR. This national historic recognition was accomplished with the cooperation of Pompano Beach city officials, local historians, the U.S. Coast Guard, and the Hillsboro Lighthouse Preservation Society.

The DAR is a national non-sectarian, non-political, non-profit service organization based on an ancestor’s patriotic service in the American Revolution. Members foster education, patriotism, service to veterans and support of active duty troops, and historic preservation. The chapter name and its symbol are derived from the historic Hillsboro Lighthouse, also known as "The Big Diamond." DAR membership information is available by emailing Kim Zeman at KimZDAR@yahoo.com or by calling (954) 614-1715.
UNTOLD STORY OF THE HILLSBORO LIGHTHOUSE – PART 3

(Continued from page 1)

on May 14, 1999 when David Butler received a letter from a field District Sales Engineer Edgar San Jose that Torrington Bearing Company had a 60-inch thrust ball bearing on their production line used for the giant General Electric windmill generators.

This prompted David to ask Edgar for a faxed drawing of that subject bearing. I still remember David’s call the next morning. He rushed to the lighthouse to show me the fax and the specifications of the bearing. The

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Before and after pictures of air vents
Source: HLPS
size of the Torrington bearing was an axial load ball bearing, but it fit just perfectly into the center of our mercury trough, with the 3.5 inch height to be dealt with at a later date. This new offer from Torrington prompted us to call and request a meeting with CDR Walker and LT Wagner at CEU Miami. That meeting took place on May 17, 1999, at 10:00 AM. Present at that meeting were five of us, including Chief Dever.

We all agreed during that meeting that I would start further disassembling and dropping the heavy trough and the vertical drive shaft, while David would build a Plywood Styrofoam model of the bearing in his garage. If David’s model fit between the frame posts, then the Coast Guard would place a purchase order to Torrington.

Planning to take apart rusted steel and cast iron heavy pieces put together in 1906 (96 years previous at that time), and weighing anywhere from 200 to 1,000 pounds was a difficult task. To make it even more difficult, it was located 125 feet above ground level at the top of 175 steps, so only small primitive hand tools could be carried up.

It was June 1, and the south Florida summer heat was affecting the productivity of our six retired Coast Guard Auxiliary volunteers as the temperature at mid-day in the lantern room was reaching above 115 degrees, but our volunteer team was determined to have the light fixed - this time permanently. By cutting work days to four hours, it made the work environment more tolerable, and yet somehow, despite the heat, all of us kept looking forward to the next day to get together and go back to work. Before the month of June was over, David’s Plywood/Styrofoam model fit in the trough as planned with only one inch of space to spare between the frame posts of the superstructure.

Now that all of our self requirements were met, on August 9, 1999, David and I officially requested from the Coast Guard to purchase the Torrington bearing. It took the Coast Guard two weeks to have the approvals, and on August 20, 1999, an order was placed with Torrington Company, for a P/N U4339-A bearing, at a price of $19,538.00, to be delivered in 12 to 14 weeks.

While waiting for the bearing to be delivered, the Auxiliary team undertook the task of stripping the original paint down to the bare metal of the French-built turning mechanism. After applying a lead-free base primer, several coats of high quality industrial enamel paint were applied that matched the original factory green colors of 1906.

The new bearing arrived in Miami Beach from Charlotte, North Carolina.
on November 15, 1999. ANT Miami Chief Dennis Dever wasted no time in loading the crate in the back of his truck the next day, bringing it over to the lighthouse. Here we were - six senior citizens watching Chief Santa unloading the big toy from his truck - it was like a Christmas morning with a brand new toy.

Immediately, the bearing was unpacked and inspected for shipping damages. At a glance, anyone could tell that this was a quality-built product. The Torrington bearing consisted of an upper race with a highly polished spherical groove, a solid bronze center caging with ball retaining holes, and a lower race with a highly polished spherical groove. Thirty chromium bright balls, two inches in diameter, were packed in a separate box and completed the assembly. The bearing would be submerged in a special synthetic high viscosity oil lubricant.

1999 was coming to an end - we were now in mid-November - and our optimistic team was entertaining the idea to have the light operating by Christmas or the New Year. But, that was only a wishful thinking.

Each 60-inch diameter bearing race weighed over 200 pounds, much wider than the spiral stairway center opening to the top of the lighthouse, and hoisting it up from the inside of the lighthouse was out of question due to the weight. The only other choice left to us was to hoist all three rings externally as we had done before - and we knew what it took to do it. Making things easier was the fact that the necessary blocks, pulleys and ropes were still present from the first failed bearing installation! However, since this task required more physically fit labor, I requested from the Chief to have his assistance during the hoisting and the installation phase. Chief Dever brought five members of his ANT team to supplement our six volunteers, and together we hoisted both heavy bearing races successfully to the top gallery.

The Chief of Staff of USCG District Seven, Captain Larry Yarbrough and his family were staying in the #2 Lighthouse Keeper’s Cottage that week, while all this mid-morning hoisting was taking place, and we were pleased to have a captive audience on the scene. Being short of manpower, I asked this kind man (not knowing who he was), if he could assist us in the bearing hoisting process by handling a tether line from the ground. He not only accepted to help, but he offered his son-in-law to handle the opposite side tether line.

When the third and final bronze caging ring was going through the hoisting process, the rope attached to the hoisting truck hitch came loose about mid-elevation, and the caging fell down to the ground. The bronze caging was twisted and buckled beyond repair.

There were at least sixteen people present when that ring hit the ground. In spite of being in a state of shock, I still managed to look at all the faces there surrounding me - they all looked back at me but nobody knew what to say. Since this was a serious incident, and I was in charge of the operation, I felt obliged to continue the administrative process of writing an incident report.

Not to forget, the Chief of Staff of District Seven of US Coast Guard witnessed everything from a front row seat. Later that day, Captain and Mrs. Annette Yarbrough came over and told me not to worry, and that he would make sure that another bronze caging would be ordered immediately. That kind and considerate offer helped soften my troubled mind.

Comparing the shock of the first bearing failure, this was even worse, since a new bronze caging could take several months to be remanufactured and delivered. Torrington promptly came up with an offer for a new bronze caging for $8,500 to be delivered in 10 weeks.

The new bronze caging arrived sometime in March, but by now BMCS Dennis Dever, our dear friend and mentor, had gone to his new assignment in Cape May, New Jersey. Our volunteer team knew that without Chief Dever’s vision, none of us would be here working to save the Hillsboro Inlet Lighthouse from darkness. The new officer in charge of ANT Miami now was BMC Hilary “Eddy” Lawrence, who supported our team’s
UNTOLD STORY OF THE HILLSBORO LIGHTHOUSE – PART 3

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endeavors for many years to come.

The installation of the new Torrington bearing continued through mid May. Since this was a new experience to all of us, including the Coast Guard and the suppliers, several pre-planned specifications had to be rewritten or modified to accommodate the new prevailing conditions. For example, the specified lubricating oil viscosity was so dense that the drive motor could not keep up with the additional torque required to rotate the lens. It took us an additional three weeks to drain 50% of the synthetic oil and dilute it down with compatible, but thinner viscosity oil, accomplished only by coordinating with Mobil Oil engineers, Torrington and CG-CEU. The compatible synthetic thinner viscosity diluting oil had to be special ordered all the way from Alabama.

In mid-June we were ready to give a full load test to the new bearing at least for two weeks. And the lens was continually rotated without the light coming on. Having done that, once again we dropped the mercury trough to physically check the condition of the new bearing. Since the bearing was drowned in oil, our visual check was limited, so we took a small amount of oil sample and send it to Mobil Oil Co. lab for metal content analysis. One week later, I received the results of the test confirming to no metal (PPM) particles content.

The 4th of July was only a week away, and we all had agreed to bring the Hillsboro Inlet lighthouse back online with a big fanfare, but there was not enough time for a press release and proper set up for the reception ceremonies. The next appropriate day was National Lighthouse Day in mid-August. So collectively we chose Friday, August 18 for the big relighting celebration.

Again, the City of Pompano Beach Parks and Recreation Department set up a stage and a podium for us at the yardarm empty lot across the Inlet. The Master of Ceremonies was HLPS President Harry Cushing, with the main speakers Bill Griffin, the Mayor of the City of Pompano Beach, Captain Larry Yarbrough, USCG Chief of Staff District 7, David Butler and myself.

Once again the countdown started from ten to one at exactly at 8:00 pm the new light came on and started turning to produce the 20-second signal, and once again the Hillsboro Inlet Lighthouse became the most powerful lighthouse in the United States. It’s been 14 years and 4 months now, and the new light comes on every night to send its signal far out at sea to every helmsman and mariner.

The relighting team (see picture on Page 2) acknowledgement plaque, the Light Keepers’ monument and the Relighting Team Bell monument that was erected and dedicated Hillsboro Lighthouse Centennial ceremonies on March 7, 2007 is located at Pompano Beach Hillsboro Inlet Park, 2700 N. Ocean Boulevard in Pompano Beach.

This 3-part history is dedicated to my great friend David Butler who passed away prematurely on September 9, 2003. David, in his retirement years, served as a Commissioner and technical advisor to the Hillsboro Inlet District, President of Pompano Beach Historical Society and also briefly as the President of Hillsboro Lighthouse Preservation Society. His book “Hillsboro Lighthouse” is sold in the HLPS Museum and on our website www.hillsborolighthouse.org or via giftshop@hillsborolighthouse.org.

David F. Butler will be a permanent part of Hillsboro Inlet History.
NEW MEMBERS & RENEWALS

Abramson, Andrew
Aebersold, Robert
Aldrich, Joe & Gloria
Allendorph, Mark & Judy
Alley, Steve
Almeida, Mr. & Mrs. Daniel
Alpert, Richard
Anderson, Janet
Arndt, Jeff
Armel, Elyse
Armstrong, Tarin
Astrolio, Joy
Audeit, Karen
Augustynie, Robert
Aycock, James & Tobi
Backer, Keith
Baier, Nicole
Barrix, Scott C.
Bass, Michael
Basso, Louis & Annmarie
Benn, Patricia
Bennett, Ashley
Blanco, Fernando
Bock, Rebecca
Bonavito, Annette
Bookbinder, Fortuna
Boo, Shannon
Boyce, Charles & Illyana
Boyden, Lorelei
Boyle, Timothy
Brown, Ray & Ratana
Brown, Susan Anberilla
Budnik, Edmund
Burke, Kathleen
Burley, Lance & Guylaine
Burns, Glen
Bywalec, James
Calhoun, Michael
Carpenter, Garrett
Carroll, Donna
Carroll, Tara
Caskey, Norma
Castro, Sophia
Cavruatz, Steve
Chamberlain, Thad R.
Childers, Lisa
Chuck, Karl
Collins, Fred
Conforte, Julian & Denise
Connell, Kipper
Connelly, Marie
Coons, Daryl
Cragg, James & Carol
Crockett, Regina
Crowell, Charles & Marg
Crawford, Sandra
Croston, Jobe & Barbara
Cusick, Antoinette
Czocher, Jim & Joyce
Davidson, Will & Jane
Dawson, Doug & Sue
Day, Cindy
Defauwz, Mark
Defronzo, Donna
DeMars, Mark
Desjean, Robert & Cathie
Deveroavx, M.
Dipierro, Michael
Dobbs, Tim & Tricia
Doran, Lisa
Duvall, Michael
Dyckman, Denise
Duryea, Jamie
Eades, Donna
Eaton, Rhonda
Ebrahim, Frederico
Elder, Joan
Enderby, Ralph
Ernsberger, Marina*Eschbach, Mike
Ferguson, Claudia
Ferguson, Sam
Flores, lanca
Fogg, Michael
Garicia, Diane
Garto, Barbara
George, Shayen
Gero, Terry
Gies, David
Gifford, Nancy
Giles, Linda*
Golty, Tim
Gomez, Yolanda
Gordon, Brenda
Graham, Linda
Gripp, David
Grizzaffi, Carlo & Paula
Gruneisen, Donald& Lois
Groban, Blanche
Gross, Allen
Haggerty, Nina
Halaby, Ingrid
Haliburton, Bill
Hamilton, Lesley
Hartlieb III, Kurt & Katie
Hatton, Tricia
Haugen, Lisa
Hayes, Cynthia
Hecht, Michelle
Heffler, Hal & Anne
Hernandez, Pamela
Hignite, Chuck
Hill, Tony
Helvie, Arlene
Hertzler, Anne & Hal
Hoddenbach, Yvonne
Hodes, Lindsay
Hoffman, David R.
Hoffman, Heather
Holloway, Billie
Hubbard, Ken & Jennifer
Hughes, William K.
Hunter, Murray
Inouye, K. Denis
Iossi, Rick
Jackson, Misty
Jacob, Robert
Jennings, Gayle
Jones, Mel
Jones, Mike & Pat
Jones, Rita
Joseph, Yves G.
Juris, Diana
Kalpakjian, Lisa
Kane, Janice
Kean, Joanne
Keating, John
Keller, Therese
Kempisty, Karen
Kephart, Doreen
Kibler, Rich & Susan
Kierman, Rose
King, Crystal
Kingsley, Alan
Kinsman, Bill
Kirchoff, AJ
Kjos, Dimitri
Koren, Karen
Kovalick, Linda
Kubin, Pat
Lake, Lynn
Lancione, Cindy
Lavigne, Robert & Susan
Ledo, Kenneth
Lee, Christine C.
Lemak, Cindy
Lesnett, Michael*
Leslieu, Anne
Leymann, Linda
Liberator, Robert
Litchfield, Diane
Longstreth, Richard
Lopez, Mario & Olga
Lopez, Richard
Lowrance, Richard & Lisa
Lyons-Evans, Ryan
Mack, John
MacIntyre, Jennifer
MacRae, Mark
Makielisky, Joel
Marchilow, Capt. Lee
Marcus, Dan & Anita
Mathieson, Alex
May, Jacqui
McClung, Jon & Tami
Mcderrment, Frank & Monica
McGinn, Kay
Mclnnes, Jennifer
McLane, John M.
McMahon, Kim
McPhail, Erin
Menkes, Howard
Meyer, George & Marilyn
Miller, Marci
Moavero, Leila
Moltor, Lynn
Monteson, Patricia
Moore, Debra
Moraes, Majorie
Morgan, Maria
Morris, Robert P. Jr.& Denise K.
Moyer, Bob
Muller, Anita
Muller, Brittany
Murphy, Robert
Murphy, Simone
Murray, Susan
Nickelson, Kim
Nilson, Rich
Noble, Pat
O’Connor, Tom
Olivia, Amber
Olsson, Ann
Orme, Priscilla
Ortega, Juan
Osmun, Arley
Page, Maysville J.
Palmer, Neil
Parcover, Elrina
Purdue, David B.
Perkins, Frank & Patricia
Parot, Shawn
Parrish, Craig & Ann
Petre, Kailee
Phillips, Shirley
Plunkett, William
Pollari, Cindy
Powell, Joanne
Power, Danielle
Premock, Melissa
Prochaska, Eve
Pryor, Paul
Pustizzii, Lois
Rambus, Elizabeth
Reynolds, Patricia
Raube, Robert
Rindom, Traci
Rogers, Stephen & Rebecca
Rohlwing, Richard
Rooley, Sean
Root, Hugh
Ruggiero, Ken
Ryan, Bettye
Saavedra, Mary Jane
Salem, Sammy
Sanchez, Rita
Sanders, Ruth
Santuccio, Tom
Scartine, Diane
Schiffer, Steffi
Schnell, Eleanor
Schneider, Geralyn M.
Schoepp, Steve
Schwab, Thomas & Mary
Sguros, Louis
Shaffer, Jillian
Sharon, Joanie
Sherlock, Patrick
Shing, David & Diane
Shiver, Matt
Shortz, Amy*
Sigerson, David K.
Slack, David
Smith, Darlene
Smith, Gordon

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NEW MEMBERS & RENEWALS

(Continued from page 10)

Smith, Lee
Smith, Ruth
Sonnenberg, William
Sorbo, Tina
Soto, Andrew
Sotor, Sydney
Spencer, Debbie
Springer, John
Starr, Oren
Steinlein, Fred
Stuchell, Susan
Suggs, Rosalee*
Tafuri, Robert
Talbott, Genora
Taschereau, Pierre
Tebbets, Terry
Teeters, Sheila
Tenberg, Lindsey M.
Tessier, Marsha
Thifault, Martin
Thomas, Marjorie
Thompson, Kari
Torebka, Doreen
Toussaint, Paula
Trace, Brooke
Tuell, Rebecca
Tulloch, Lena
Tupek, Al & Karen
Valenti, Katalin
Van Courer, Linda
Vaughan, Ray
Vega, Danita
Villegas, Jose
VonStaten, Sandra
Wallat, Mark & Lidonna
Wambold, Kristen Leanne
Ward, Rosina
Ward, Susan
Ward, Vanessa
Waleslci, Marilyn
Watson, Kathleen
Weeden, Carolyn
Weikel, Mary
Weldon, Gregg
Weis, Stacy
White, Douglas
White, Margaret
Wida, Tom
Wiggins, Carol
Wilczewski, Edward
Wilk, Doris
Williams, Maxine
Willis, Keith
Wilschke, Carole
Wilson, Hailey
Wittig, Douglas
Wogman, Tracy
Wolf, Michael
Wolf, Nina
Worsdell, Lowell & Judi
Wright, Robert
Wyatt, Deborah
Yalowiec, Lee & Linda
Yarmolenko, Lara
Yastine Family
Yeager, John
Yen, Leo
Young, William
Zager, Jeff
Zutty, Marilyn

MONETARY AND OTHER CONTRIBUTIONS

Daughters of the American Revolution
Hib & Martha Casselberry
Lighthouse Scenic Tours
Bill & Judy Hoffman

IN MEMORY OF JACKIE GLAFF

Shawn & Cynthia Malaney
Patty Smith
Eric Nystrom
Stephen & Donna Schorr
Robert & Janice Kane
Tara Glaff Mager

IN MEMORY OF JAY BARNES

Mac-Hugh & Associates, Inc.
Robin & Margaret Thompson

SPECIAL THANKS TO POMPANO BEACH HIGH SCHOOL INTERACT CLUB

Ms. Jennifer
Dylan
Nicole
Adam
Glorianna
Sarah
Duncan
Kendall
Sarah H.

SPECIAL THANKS TO RAMBLEWOOD MIDDLE SCHOOL

Camila
Suria

Did YOU KNOW...

The world’s first stone lighthouse tower at sea was the Smeaton Eddystone lighthouse, built in 1756-1759 approximately 9 statute miles (14 km) south of Rame Head, United Kingdom, and was the third of four lighthouses built on the rocks. John Smeaton is today known as “The Father of Civil Engineering.” He invented many new engineering designs for his lighthouse, including the dovetailing of rocks, marine (hydraulic lime) cements and special cranes to lift rocks out of a boat and onto the reef.

Smeaton’s lighthouse was 59 feet (18 m) high and had a diameter at the base of 26 feet (8 m) and at the top of 17 feet (5 m). It remained in use until 1877 when erosion to the rocks under the lighthouse caused it to shake from side to side whenever large waves hit. The foundations and stub of the Smeaton tower remain, close to the new and more solid foundations of the current lighthouse which was built in 1882.
Support Florida lighthouses by purchasing a 'VISIT OUR LIGHTS' auto tag.

Photo by J. Naing, "Found on Flickr"

www.saveourlights.com