



SPYGLASSES

BATTLE AT SEA
Tune: Mary Had a Little Lamb

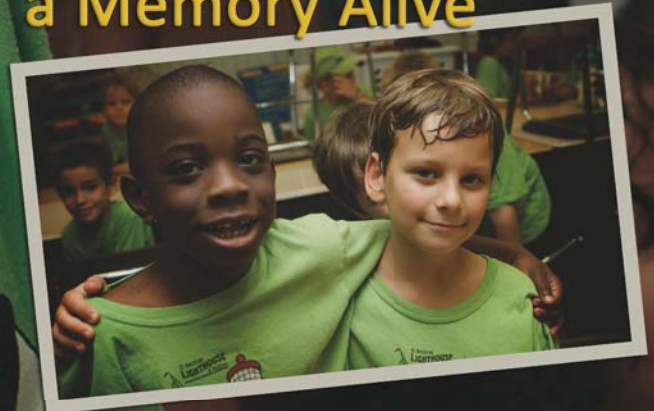
We found a huge army of ships,
Army of ships, army of ships
We found a huge army of ships
Jump into the sea.

We found cannons from long ago,
Long ago, long ago
So many ships we didn't know
Jump into the sea.

Underwater we found a chest,
Found a chest, found a chest
We found it during an underwater quest
Jump into the sea.

**Museum named a
Smithsonian Affiliate**

**Scholarships Keep
a Memory Alive**



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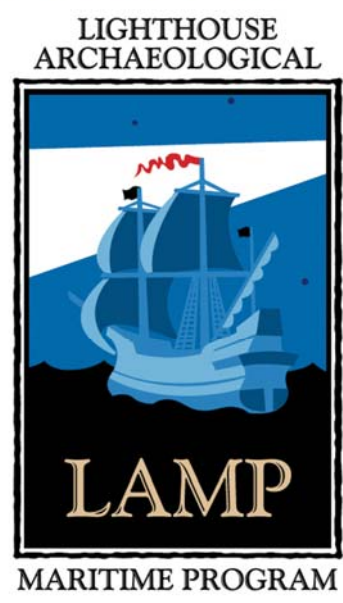
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First Light Maritime Society is the support organization for the St. Augustine Lighthouse & Museum, Inc., a Smithsonian affiliate, and the Lighthouse Archaeological Maritime Program, Inc., our research arm. Together we are the premier maritime museum along Florida's historic coast!

FIRST LIGHT MARITIME SOCIETY

Building on the History of Our Coast



KATHY FLEMING
GREETINGS FROM THE EXECUTIVE DIRECTOR



This issue is about exciting events that are happening at the St. Augustine Lighthouse & Museum. These substantive and real changes have impact and implications not only for the museum and St. Augustine, but for all of Florida's historic first coast.

With a rich history that is linked inextricably to the sea, the First Coast has a remarkable story to tell – a story that continues to reveal itself with every ocean-held artifact that is uncovered. This dynamic combination — preserving the past while continuing to discover it — has brought the St. Augustine Lighthouse & Museum to a significant turning point. In looking to the future of both the institution and the regional community, we are pleased to share the exciting vision that is unfolding.

To reflect the growing depth and scope of our work we have created a new name – First Light Maritime Society. It is our intent to take our exceptional maritime archaeology program to national prominence, to expand the noteworthy achievements that have made the St. Augustine Lighthouse an admired model for historic preservation and interpretation, and to set a new standard for museum-based education – in other words, to create one of the finest maritime institutions in the country.

Working together, we can transform our coastal region into a renowned world heritage site to share one of the most fascinating – and oldest – chapters in North American history. In support of this collective effort, we intend for the First Light Maritime Society to become the signature institution that represents our community, our coast, and our state. Your participation in this worthy endeavor is sincerely welcomed. We invite you to read about our programs and to learn more about Florida's maritime past.

GET THE LATEST, AND AN IN-DEPTH LOOK
READ THE KEEPER'S BLOG: STAUGUSTINELIGHTHOUSE.ORG/BLOG



Welcome to the Keeper's Blog. Please join us on a discovery voyage. Share our tales of lighthouses and the sea. Talk with us at the St. Augustine Lighthouse and Museum as we keep alive the history of the nation's oldest port.

JUNE 11, 2010
Smithsonian has a new Maritime Partner
 Posted by: Beau Phillips in Barely Legible, In the News

SMITHSONIAN, LIGHTHOUSE AFFILIATION A PERFECT MATCH
 Posted on StAugustine.com: June 11, 2010 - 12:12am

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NEWS & NOTES

A LOOK AT WHAT HAS BEEN IN THE NEWS

Lighthouse Archaeologists Praised for Work on First Coast

“Marine archaeology is truly alive and well in the state of Florida,” reported Dr. Roger Smith, the State of Florida’s Archaeologist, after reviewing the findings of the First Coast Maritime Archaeology Project conducted by the Lighthouse Archaeological Maritime Program.

Lighthouse Archeologists recently completed the project after 30-months of field work, research, conservation, and



much, much more. “This project adopted a regional approach...”

Dr. Smith stated in an email, after reviewing the project report, “its results (as demonstrated in the report) have set a new standard for what can be accomplished by archaeologists working along Florida’s waterfronts.”

During the project, scientists and students performed 824 individual dives and more than 300 linear miles of survey; their research also included trips to the archives across the United States; in London, England; and in Seville, Spain. A sizeable portion of the Lighthouse Program’s time was spent investigating an unidentified ballast pile at the site of a double shipwreck.

Discovered during a 1995 survey, a steamship wreck was



allowing for alternative means of exhibiting the Institution’s more than 136-million object collection.

“The St. Augustine Lighthouse has a well deserved reputation for excellence in research, education, and preservation and helps us think, in multiple ways, about the relationship between people and the sea,” Smithsonian Affiliations Director Harold A. Closter

Lighthouse & Museum is a Smithsonian Affiliate

The St. Augustine Lighthouse is now a Smithsonian Affiliate allowing it greater access to some of the renowned organization’s substantial resources.

The elite institution’s collections-based program permits the long term loan of artifacts and enables affiliates to incorporate Smithsonian collections,

found immediately next to a ballast pile from a lost sailing ship, which researchers returned to and investigated during the First Coast Maritime Archaeology Project.

A considerable effort was also put into presenting and teaching. In the two-and-a-half-years the First Coast Maritime Archaeology Project was grant funded, archaeologists and experts offered more than 260 presentations and public events reaching nearly 10,000 people. Three underwater field schools were attended by more than 25 students from across the U.S. and abroad. Four semesters of an underwater archaeology class were taught at Pedro Menendez High School, and a heritage boatbuilding program was created for all visitors to see on-site at the St. Augustine Lighthouse & Museum.

“Equally important as the work is how we are involving students in that work. This is the nation’s oldest port; there are centuries of stories waiting to be discovered. We’ll find them and protect them, but it’s imperative that we educate

said. “These efforts blend very well with the Smithsonian’s own work in maritime history and environmental studies.”

The St. Augustine Lighthouse & Museum is a maritime heritage site dedicated to research, education, and preservation. “We are excited to work with the Smithsonian in identifying maritime history important to St. Augustine,” Lighthouse & Museum Executive Director Kathy Fleming said.



and inspire future maritime archaeologists, scientists, and historians while we do,” Kathy Fleming, Executive Director of the Maritime Society said.

Cauldron from Colonial Shipwreck Raised

It had probably been around 300 years since it had seen the light of day, but on July 14 the First Light Maritime Society and Lighthouse Archaeological Maritime Program raised a piece of history from a newly discovered Colonial shipwreck.

The possible site was discovered during the end of the 2009 field season and confirmed as a historic shipwreck when the Society’s scientific divers returned to the site in June.

The cauldron measures 15-inches in diameter and stands about 15-inches tall. It has three projecting feet at its base and two eye loops around its rim, so that it could have stood on or hung above a fire. It is full of sediment that archaeologists will leave undisturbed until they can excavate them in the controlled conditions of a laboratory.

After preliminary research the Lighthouse’s Maritime Program Director, Chuck Meide, believes the cauldron could date from 1740-1780. Further research may help archaeologists learn more about the cauldron, shed light on the day-to-day lives of colonial settlers, and

The St. Augustine Lighthouse has a well deserved reputation for excellence in research, education, and preservation...

-Harold A. Closter
Smithsonian Affiliations Director



story with national, and in this case global, significance,” said Beau Phillips, Maritime Society’s Public Relations Coordinator.

Building on Tradition is a permanent exhibit that is available to the public during regular business hours on the second floor of the Keepers’ House at the First Coast’s premier maritime museum.

10K from FLA to Aid Continuing Restoration

The Florida Lighthouse Association (FLA) awarded the St. Augustine Lighthouse & Museum a \$10,000 grant to preserve their historic structures at a members’ meeting in Cedar Key.

The First Coast’s premier maritime museum will use this FLA grant to restore some of the historic walking surfaces around the Keepers’ House. “The porches on our keepers’ house were restored in the 1980’s, and after more than 23-years in a salt environment and thousands of visitors passing over them, they are at the end of their lifespan,” said Deputy Director Rick Cain of the St. Augustine Lighthouse & Museum. The porch restoration began in June.

Museum Hosts Gullah Geechee Heritage Corridor Commission and Donates Barca Chata to Fort Mose

State Senator and Majority Whip Tony Hill joined many local dignitaries as the First Light Maritime Society and St. Augustine Lighthouse & Museum hosted the

help determine the date and identity of the shipwreck.

Museum Opens New Exhibit

“Building on Tradition: Shrimping and Boatbuilding in Northeast Florida,” opened to the public in July at the St. Augustine Lighthouse & Museum, a Smithsonian Affiliate. The exhibit celebrates the First Coast as the birthplace of the shrimping industry and a pioneering influence on the boatbuilding trade.

The First Light Maritime Society, the Lighthouse & Museum’s parent organization, has been collecting the stories of the two intertwined industries for several years. The collection includes oral histories from founding family members; boat molds from trawler builders; marketing models from Diesel Engine Sales Company; numerous amounts of news articles, magazine features, and family photos; and it continues to grow.

“This is a great example of a local

Gullah Geechee Heritage Corridor Commission in February to celebrate St. Johns County’s multicultural heritage.

The Gullah Geechee Heritage Corridor is a National Heritage Area that extends from Wilmington, NC, to Jacksonville, FL, and brings awareness to the Gullah Geechee Culture. The Gullah Geechee people are African Americans of the Low Country located in the Sea Islands of South Carolina, Georgia, Florida, and North Carolina.

The National Park Service, Freedom Road, LLC, and the St. Augustine Lighthouse & Museum bid to become a part of the corridor in February; the decision is still pending.



At an event culminating the commissions visit, the Lighthouse & Museum unveiled a small craft that was donated to Fort Mose National Park, the nation’s first free black settlement.

A *Barca Chata* is a flat bottomed boat that would have been used by plantation workers and likely by slaves attempting to escape by water. Along with the historically accurate craft, the museum gave a framed image of slaves escaping to freedom using a boat appearing similar to a *Barca Chata*.

by **Brendan Burke** / Archaeologist
Lighthouse Archaeological Maritime Program

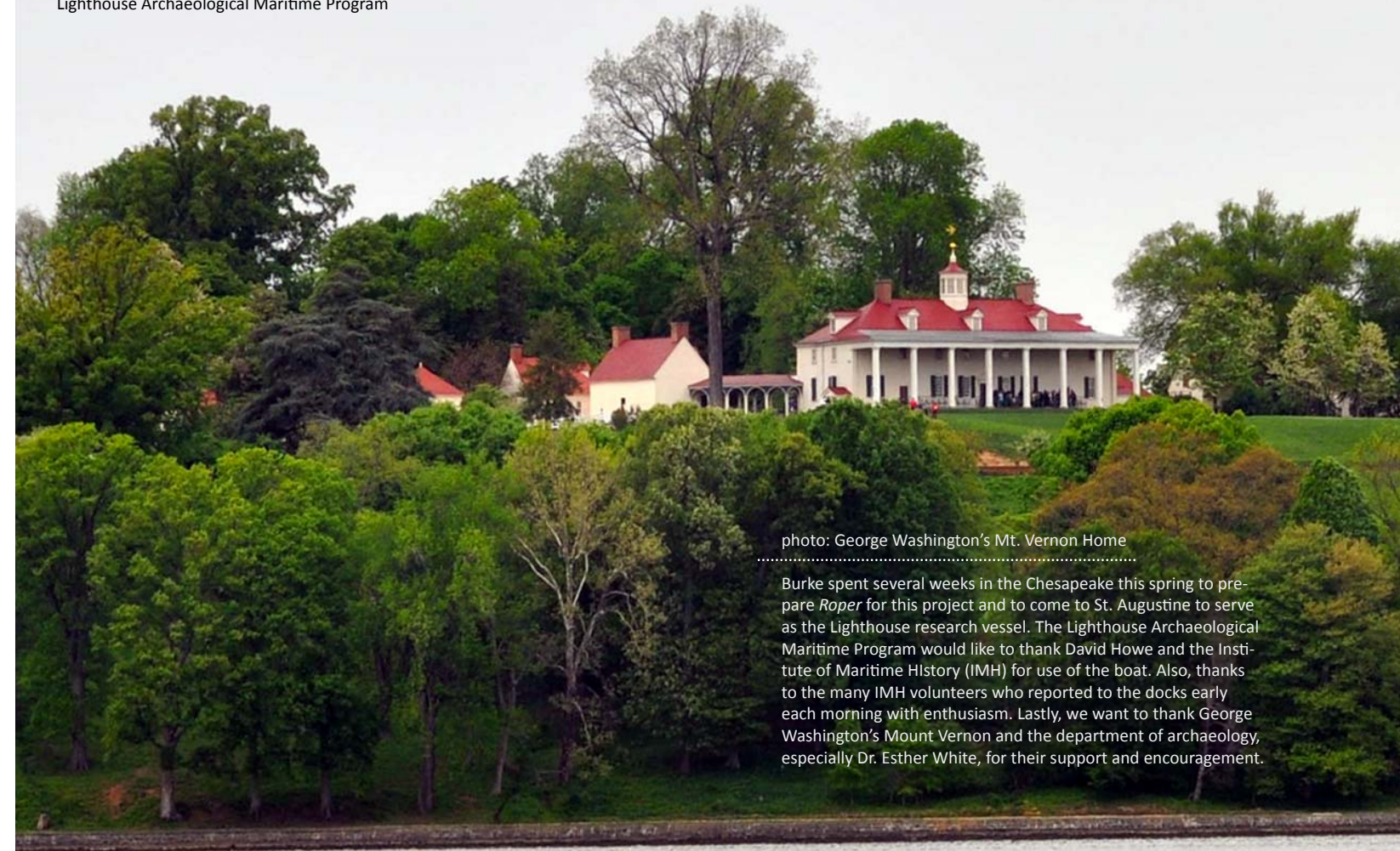


photo: George Washington's Mt. Vernon Home

Burke spent several weeks in the Chesapeake this spring to prepare *Roper* for this project and to come to St. Augustine to serve as the Lighthouse research vessel. The Lighthouse Archaeological Maritime Program would like to thank David Howe and the Institute of Maritime History (IMH) for use of the boat. Also, thanks to the many IMH volunteers who reported to the docks early each morning with enthusiasm. Lastly, we want to thank George Washington’s Mount Vernon and the department of archaeology, especially Dr. Esther White, for their support and encouragement.

Lighthouse Archeologists Investigate Washington’s Mt. Vernon Home

Washington’s home, one of five plantations grouped and known as Mount Vernon, is situated on a commanding promontory over the mile-wide Potomac. I had arrived a little before midnight aboard *Roper* with David Howe, a fellow researcher.

We were part of a team that was made up of the Institute of Maritime History (IMH), the Lighthouse Archaeological Maritime Program, and the Mount Vernon Department of Archaeology. We were looking for the *Federalist*.

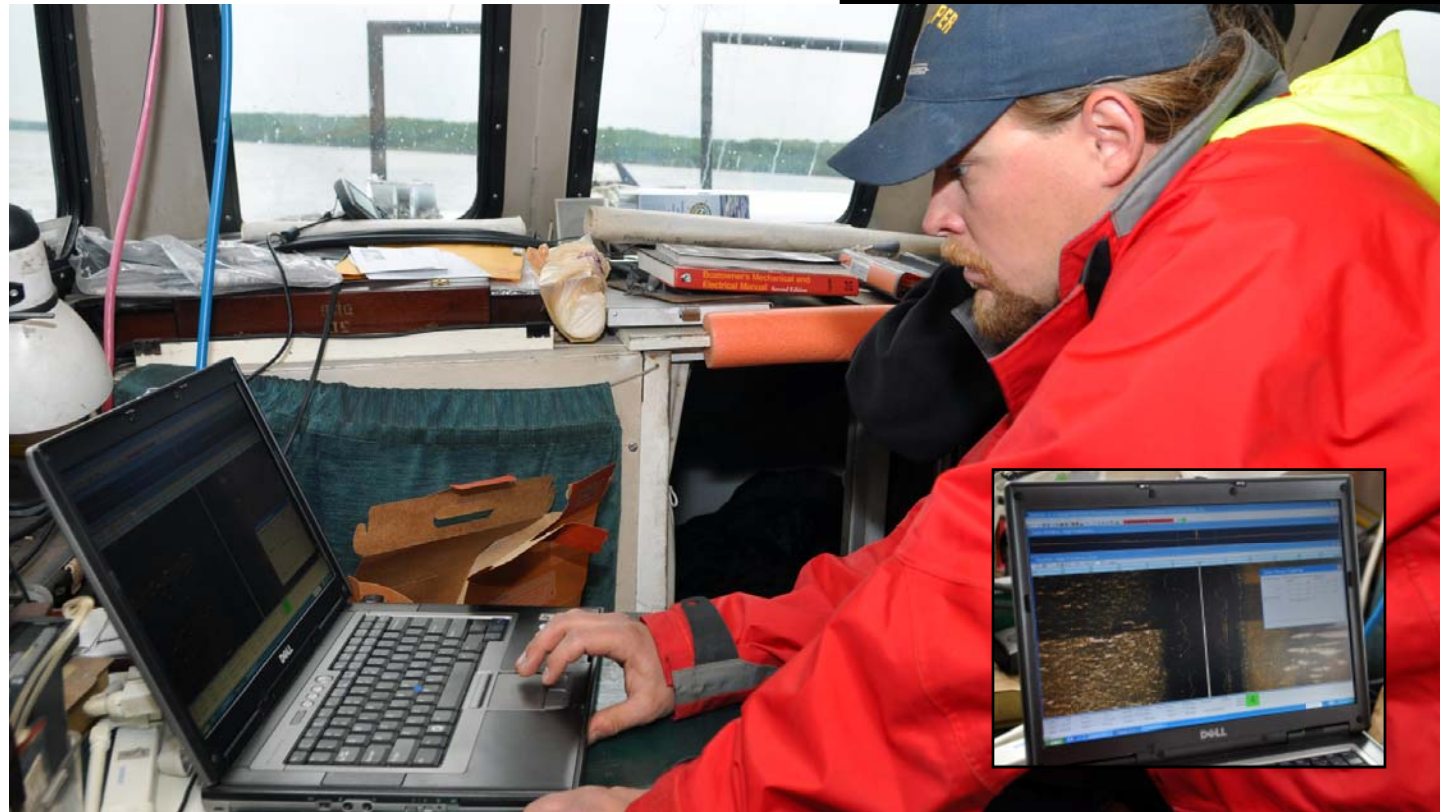
Dr. Esther White, Director of Archaeology at Mount Vernon, had arranged for dock space on the busy plantation wharf that became our base of operations for the next seven days. Volunteers from IMH and staff from Mount

Vernon would help the small flotilla in its search.

The sight of the *Federalist* on her mooring is something that I had thought of many weeks before visiting Mount Vernon this past April. Born and raised in Virginia I was woefully remiss in having never visited the home of our paterfamilias, and so I sneaked in under cover of darkness, from the water, where nobody would see us coming.

“We watched you dock on the video camera,” said the Mount Vernon police officer. “There’s not much we miss.”

Two boats, the dive and research vessel *Roper*, and the sailing catamaran *Reflections*, owned by IMH volunteer Dan Lynberg,



Lighthouse Archaeological Maritime Program Archaeologist Brendan Burke monitors the results from the side-scan sonar, which uses sound to map the seafloor.

made up the primary reconnaissance platforms. A smaller skiff owned by another IMH stalwart, Dawn Cheshaek, was a standby dive and sonar boat. The project managers and many of the volunteers were retired military and so our search became a campaign.

Prior to arrival, archival, meteorological, and map work had been completed to narrow down the areas of highest probability for the *Federalist's* resting place. The trouble was, what did the *Federalist* look like and what would identify her 222-year old bones, if they even still existed?

The 1970s and 1980s were a booming time for tall ships. In 1987 the state of Maryland commissioned a replica of

the *Federalist* and the vessel was designed by noted naval architect and designer of the *Pride of Baltimore*, Melbourne Smith. Residing in the rotunda of the Maryland State House, the modern *Federalist* is a close copy of the original. Only fifteen feet long, the *Federalist* was more often referred to as being "180 on deck"—one hundred and eighty inches, that is. A vessel this small would use very little ironwork to hold it together and thus have a limited magnetic signature. It would also not contain many timbers substantial enough to withstand centuries of decay and riverine abuse.

We set out to scan 206 nautical miles worth of survey lanes and accomplished that goal. The 2010 project was a first step in hunting down an

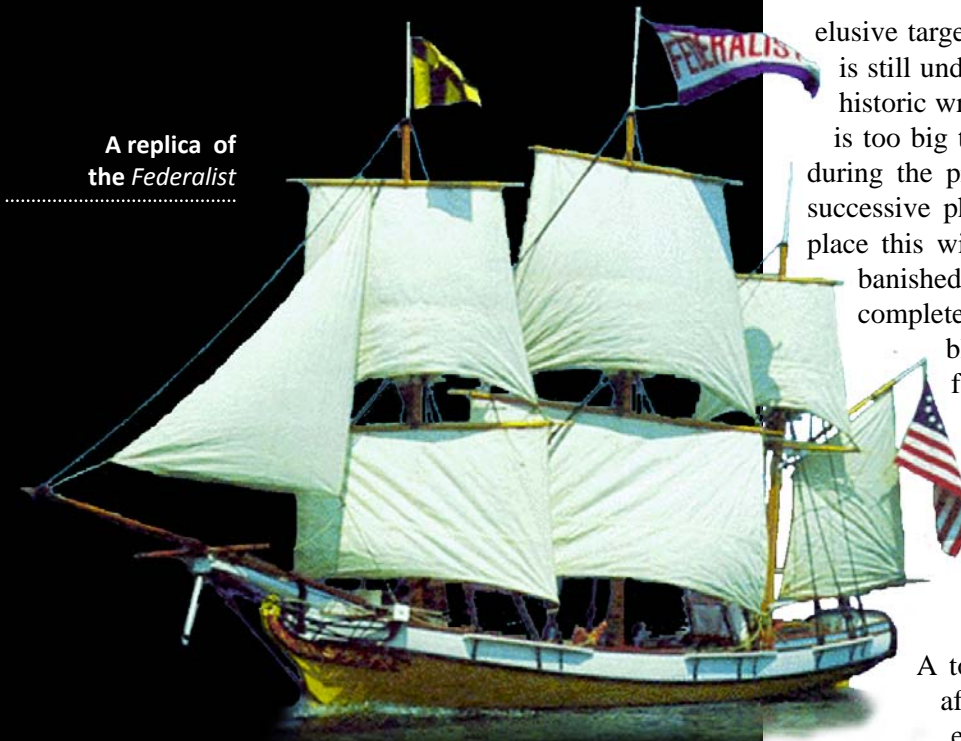
A Great Man's Little Boat

When the Republic was young and eager to secure its constitution, the state of Maryland lent her signature and became its seventh ratifier on April 28, 1788. The act was no small event. From the streets of Baltimore parades rang out, and gala balls were held to celebrate the coming together of the United States. Earned in the crucible of revolution, this newfound freedom brought together the people who had made it happen. It also brought forth symbols of the new nation as they became the emblems of freedom. One of these symbols was the miniature ship, *Federalist*. Built by master craftsmen from the Baltimore Shipwrights Guild, the *Federalist* was everything a full size ship was, except in tonnage. Ship-rigged with little masts and little yards the *Federalist* was set with seven sails to represent the Free States' role as seventh ratifier of the Constitution.

A common 18th century political analogy compared governments to ships. Containing a myriad of intricate parts all working together to accomplish a common goal, the analogy worked. Since the new republic had just been launched and a new constitution hewn from the minds of the founders, a spate of miniature shipbuilding hit the country. Two other miniatures, the frigate *Hamilton* and ship *Union*, were built in New York City for celebrations

Sources:
http://www.nccs.net/constitution-week/historical_overview.pdf

A replica of the *Federalist*



in 1788 and paraded like tanks in Red Square to the clamor of real independence.

Once the bands had quieted and crowds dispersed, the *Federalist* began her last and most meaningful voyage. The Merchants of Baltimore had agreed that the *Federalist* was a fitting gift for George Washington. While we know him most for his presidency and generalship during the American Revolution, in 1787 he presided over the Philadelphia Convention where 55 delegates from 12 states forged our governing principles. General Washington had also held the Mount Vernon Conference at his home along the Potomac River to address issues such as fishing, navigation, defense and other matters left unaddressed by the Articles of Confederation. He had become more than a national figure, he was a hero and the gift of the *Federalist* was a way to say 'thank you.'

To present the gift, Captain Joshua Barney was selected. Barney was a decorated naval hero of the revolution after having captured the HMS *General Monk* with his lightly armed privateer *Hyder Ally*. Taking a week to sail the *Federalist* from Baltimore to Mount Vernon, he arrived to Gen. Washington's surprise on the morning of the 9th of June, 1788. Washington, an ardent diarist, recorded that "Cpt. Barney in the miniature ship *Federalist*, as a present from the Merchants of Baltimore to me, arrived here to breakfast with her and stayed all day and night."

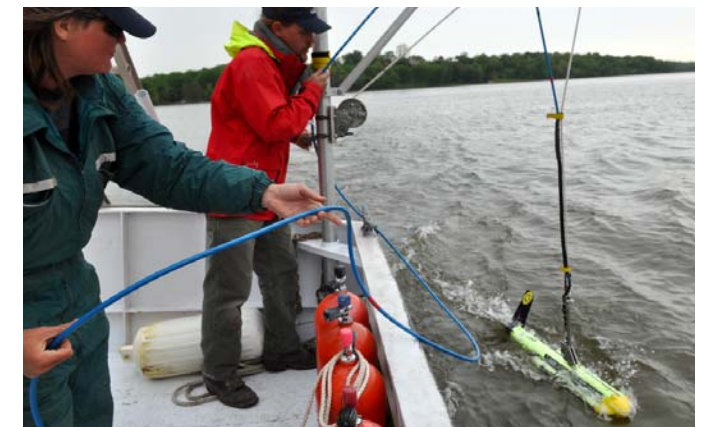
Riding up and down the Potomac's mild tides, the *Federalist* hardly had time to get acquainted with her new surroundings. Only six weeks later a tempest that would become known as George Washington's Hurricane plowed up the Chesapeake Bay. After blowing houses into the water in Norfolk, Virginia and wrecking shipping up and down the bay, fierce northeast winds plucked the little *Federalist* from her mooring and by the afternoon of July 23rd, 1788 she disappeared into the brown waters of the Potomac River.

<http://memory.loc.gov/mss/mgw/mgw1b/881/07500.jpg>

elusive target. Sonar imagery gathered from the project is still under review. To date, at least one unidentified historic wreck has been located in the area although it is too big to be a miniature ship. Target diving began during the project and will continue as we move into successive phases of searching. More survey will take place this winter, after the aquatic invasive *hydrilla* is banished by cold water. Areas of this prevented complete survey this spring since its dense mats block sonar signal. Important too, is looking for evidence of Mount Vernon's maritime past; one which supported a thriving wharf and fishery for most of the 18th century. From this project we brought back reams of data which may contain bits and pieces of this unique past, a past which has been unexplored.

A tourist informed me on the docks one day after survey that he "doubted anyone could ever find such a tiny and obscure piece of history." I felt compelled to respond: "We most certainly will *never* find it, if we never look for it." And so the search goes on for the *Federalist*, one ping at a time.

below: Burke deploys the side-scan sonar into the chilly waters off Mt. Vernon. *bottom:* The *Roper* docked at the Mt. Vernon Plantation Wharf.





Left: (center of photo) Bill Senecal accepts thank you plaque from Martin Corlieto, First Light Maritime Society Board of Trustees Chair.
 Right: 2010 summer camper reacts during an activity.
 Below: 2010 Be a Lighthouse Keeper summer campers pose for a photo.



Scholarships Keep One Man's Memory Alive

The lighthouse summer campers were learning about building stories. "What does every story need to have?" asked the St. Augustine Lighthouse &

Museum's Director of Education Chris Kastle of her summer camp class. "A beginning, a middle, and an end," offered one camper in response.

When the United States Coast Guard called off the search for the 34-year-old Steve Senecal on March 18, 2007, his family began to grieve his loss; however, through the generosity of others his spirit and memory live on. Steve Senecal's story is not over yet.

Since the part-time charter fishing boat captain's disappearance, a scholarship fund dedicated to his memory has been sending under-served children to the St. Augustine Lighthouse's maritime focused educational summer camps. According to his family, Steve Senecal had a passion for the sea, a passion he spent much of his life exploring. So when Bill Senecal's fellow St. Augustine Sertoma Club members asked him how they could pay tribute to his son's memory he was not quite sure; then they remembered the programs at the St. Augustine Lighthouse that were meant to introduce children to and foster their love of the sea.

Several years earlier, Kathy Fleming, the St. Augustine Lighthouse & Museum's Executive Director, spoke to the local chapter of the national organization at their weekly meeting. After Steve was lost off St. Augustine's coast, the club suggested they pay tribute to his memory

in a manner that he would have loved: educating children about the sea.

Four years later, the Steve Senecal Scholarship Fund continues to pick up momentum and is sending a record 50 children to the museum's camps. 2010 campers learned how to be a maritime scientist, sailor, or lighthouse keeper. More than 125 kids in total have enjoyed the hands-on museum environment by way of the scholarship. Thanks to those who contribute to the fund, children learn about the sea and in so doing, keep Senecal's memory alive. "This is my community now," said Bill, who moved his family to St. Augustine in the 1980's, "we're just glad that something good can come out of this tragedy." To thank Sertoma, the First Light Maritime Society, which supports the Lighthouse & Museum, awarded them a certificate of appreciation, accepted by Bill Senecal as more than 20 camp students looked on.



Nine of them were recipients of the scholarship named after his son.

To find out more about the programs at the St. Augustine Lighthouse & Museum, visit www.staugustinelighthouse.org or call (904) 829-0745.



WHO WAS PONCE DE LEÓN? WHAT WAS HIS WORLD LIKE AND WHAT EVENTS SHAPED HIS LIFE AND HISTORICAL TRAJECTORY? THIS IS THE FIRST OF A NUMBER OF SHORT PIECES THAT AIM TO SHED A LITTLE LIGHT ON THE INTERESTING MAN WHO GAVE OUR STATE ITS NAME.

The Life and Times of Juan Ponce de León Childhood and Coming of Age

As Floridans we know that Juan Ponce de León discovered Florida in 1513. We know the importance of Juan Ponce and that he was the first European..., well, the first European to *officially* discover Florida. Typically, that is about as much as most of us know.

According to the most reliable sources, Juan Ponce de León was born in the year 1474 in San Tervás del Campo near the city of León in the Northern Spanish province of Valladolid.

Juan Ponce de León was the illegitimate son of a Spanish nobleman and descended from a family that played a critical role in the re-conquest of Spain. Before Juan Ponce's grandfather, also named Juan Ponce de León, died in 1469 he fathered 21 illegitimate children. Eight of his children were later legitimized when he married their mother following the death of his first wife with whom he fathered no children. All of Grandfather Juan Ponce's other 13 offspring, although illegitimate, were acknowledged by their father.

Our Juan Ponce de León was the son of one of these acknowledged siblings. Francisca Ponce de León, the daughter of one of the legitimate children, referred to our subject as, "cousin Juan Ponce de León the Adelantado (Commander) of Bimini and the island of Florida." There are no known references to Juan Ponce's mother so in all probability she was common and not of the nobility. She resided in the town of San Tervás del Campo where a num



RENDICION CON JOVENES

AN ESSAY BY:
DR. SAM TURNER
Director of Archaeology,
Lighthouse Archaeological
Maritime Program

*Dr. Turner is authoring a book on
Juan Ponce de León to be published
by the University Press of Florida.*

A painting executed in the late 19th century depicts the scene the day the last Moorish King, Boabdil, surrendered the keys of Granada to Ferdinand and Isabella in 1492. Holding their reins are two young pages in their late teens with swords on their belts. The youth holding the King's horse (center of image) is somewhat reddish of hair, as Juan Ponce was rumored to have been. Though it is unlikely that Juan Ponce de León held either the King or Queen's reins that historic day, the painting conveys an excellent image of Juan Ponce's age and rank during this critical watershed event in Europe's history. A year later, more or less, he embarked on Christopher Columbus' second journey to the New World.

land where they traded with the inhabitants before returning to Santo Domingo. Shortly thereafter, another slaving expedition recorded by el Inca Garcilaso and Las Casas, another contemporary chronicler, found itself empty handed in the Lucayos and having news of Miruelo's findings went north claiming a storm drove them. There they met and became friendly with the Indians before inviting them on board their vessels at which time they shut the hatches and made sail for Santo Domingo. These Indians, taken without a license, were declared a contraband cargo and, after a good deal of legal wrangling, were eventually distributed on Española. The discussion of new land to the north led to the dispatching of an officially licensed voyage to discover the island of "Bimini," among others, under the command of Juan Ponce de León in early 1513.

The 1513 date for the discovery of Florida is the official date only. If the voyage by Miruelo was the original discovery, it most likely occurred between 1509 and 1510, when the Lucayos were officially opened to slaving. This would allow sufficient time for news of the discovery to reach Spain for inclusion in the 1511 Peter Martier map. This map, by far the earliest detailed and large scale map of the Caribbean region, shows clearly the geographic relationship between Cuba, Española, San Juan (Puerto Rico), the Lucayos, and the mainland to the north labeled Isla de Beimendi.

The Spanish Government, fearing an incursion by competing European powers, suppressed the 1511 map.

PEDRO NÚÑEZ DE GUZMÁN

SWORE OATHS OF POVERTY AND CELIBACY TO BECOME A LEADING MEMBER OF THE MILITARY ORDER OF CALATRAVA. HIS OATH ASIDE, THERE IS SOME EVIDENCE THAT NÚÑEZ DE GUZMÁN MARRIED A WOMAN NAMED JUANA PONCE DE LEÓN, SUGGESTING THAT HE AND HIS YOUNG PAGE MAY HAVE BEEN RELATED.

MOORS WERE MUSLIMS AND THE DESCENDANTS OF AFRICAN CONQUERORS WHO RULED MOST OF SPAIN FOR NEARLY 800 YEARS.

ful by the time Juan Ponce was born in 1474, holding sway over 56 commanderies and 16 priories. However, its existence as an independent military order came to an end in 1487, when Juan Ponce was the 13-year-old page of Núñez de Guzmán, after King Ferdinand obtained a papal degree to bring the order under his direct command.

In 1492, the Christian troops of Ferdinand and Isabella brought to an end nearly 800 years of Moorish Kingdoms and the Moorish culture of al-Andalus. Now 18, Juan Ponce was present at and participated in the historic capture of the Moorish Kingdom. Juan Ponce's uncle Rodrigo Ponce de León, the father of Francisca Ponce, played a prominent

role in this conflict. As a young man, Juan Ponce likely lived an austere military camp life-style. As an active member of one of Spain's principal military establishments and connected to a well-placed member of the organization, who would in time rise to one of its highest levels, Juan Ponce was able to observe and learn all aspects of

Now 18, Juan Ponce was present at and participated in the historic capture of the Moorish Kingdom.

Castilian military campaigning. This experience would serve him well in future years when he would successfully undertake the roles of conqueror and discoverer in the New World.



As a courtesy, the names of scholarship recipients have been changed



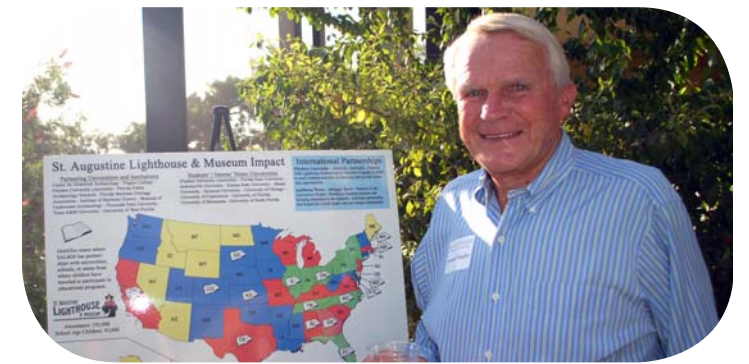
Scholarship Sponsors: St. Augustine Sertoma Club, Ancient City Privateers, Wachovia Bank, Tale Tellers of St. Augustine and Mrs. Nancy Seals in memory of Al Phillips. Additional camp funding was given by Publix Super Markets Charities, Inc.

Summer Camp Scholars

David's father is in Iraq and there just isn't enough money to send him to camp. David's mother hoped attending summer camp might make up for some of what he has been missing with his dad and can--perhaps--turn on a "new light" with him.

Viola's mother is a full time student and sees the camp as a wonderful reward for all her daughter's hard work this year. Viola attended "How to be a Sailor Camp" as one of 50 students awarded a Steve Senecal Scholarship.

Sela is one of three adopted sisters. Her grandmother, the families provider, works long, hard hours to provide the basics. Still she could not afford to send Sela to camp where her energy, curiosity, and enthusiasm proved to be a valuable commodity.



(L-R) Debbie & Bill Adams, Dasha McClure - Ken Johnson, Dr. Sam Turner - Martha Barrett, Ken Johnson, Kathy Fleming - Doug Wiles, Kathy Fleming, Doris Wiles - George Gable, Olivia Bush, Skip Gwinn (Opposite Page L-R) Frank Denton, Kathy Fleming, Jackie Smith, Karen Stern - Jerome Fletcher - Frank Watson, Gerry Maloney, Mary Watson



RICHARD WILlich

Richard Willich, chairman and CEO of MDI Holdings--a multi-million dollar Florida based company, has committed to a leadership gift that will support maritime education. Specifically, Willich is contributing to the maritime archaeology internship program at the First Light Maritime Society's Lighthouse Archaeological Maritime Program.

The Chicago native's career has taken him from the Slag Valley Steel Mill, into the jungles of Vietnam, and to the forefront of

PLEDGES LEADERSHIP GIFT

business as a successful entrepreneur. Despite his achievements, Willich knows what it is like to go without and believes in sharing his success. In 1999, the Richard Willich Foundation was founded and has since given more than \$2 million to worthy causes, including Wounded Warrior Project and Kid's Bridge.

Willich's passion for history and interest in pro-

viding opportunity to young men and women aligns seamlessly with the mission and programs of the First Light Maritime Society.

"Richard has been dedicated to helping kids grasp opportunities to advance their education. We are grateful he is helping us provide education, experience, and inspiration," said Society Executive Director Kathy Fleming.

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