JUPITER INLET LIGHTHOUSE and Museum

Jupiter Inlet Lighthouse Facts

First Lit	July 10, 1860
Location	Latitude 26° 56.9' 37" North, Longitude 80° 4.9' 17" West
Construction	Brick, double masonry walls, outer conical, tapering from 31.5" (8 bricks thick) at ground to 18 inches (3 bricks thick) at base of lantern. Inner wall cylindrical and 2 bricks thick throughout. Circumference at base is about 65' and at top about 43'.
Height	156' - 108' tower on a 48' hill, natural parabolic dune top with a layer of shell.
Focal Plane	146'. This is the level at which the beam of light is emitted.
Steps	105 cast iron stairs spiraling counterclockwise around a central iron column with three landings.
Optic	First order Fresnel lens, manufactured in Paris by Henry-Lepaute and reputed to be the oldest existing first order Fresnel lens in Florida. Of the six regular orders of lenses, the first is the most powerful.
Lamp	1000 watt, 120 volt, GE quartz-iodine bulb socketed in a lamp changer with an identical spare. The second bulb rotates into position and turns on whenever the first bulb fails.
Range	24 miles. This is the distance that the light can be seen on a ship at sea. To someone in an airplane, the light would be visible 40-50 miles away.
Electrified	1928. A 1/3 horsepower motor turns the lens carriage.
Automated	June 8, 1987. A photoelectric cell turns the bulb and motor on when the sun sets and off when the sun rises.
Daymark	Red with black lantern. Coastal lighthouses have different markings to enable ships to determine their location during daylight.
Characteristic	Flashes 1.2 seconds, eclipses (darkens) 6.6 seconds, flashes 1.2 seconds, eclipses 21 seconds, and then repeats the cycle. The bulb does not blink (neither did the original oil lamps, which is why the lens rotated). As the bull's-eyes (there are four) cross the viewer's line of sight, the bursts of light are perceived as a flash.
Lighthouse Keepers	Capt. Thomas Twiner, head 1860; Capt. Jose F. Papy, head 1861; Capt. William B. Davis, head 1866-68; Capt. James Arango Armour, asst. 1866-68, head 1868-1908; Charles R. Carlin, assistant 1871-75; Hannibal D. Pierce, assistant, 1873; Melville Spencer, assistant 1878-84; Dwight Allen, assistant 1885-90; Capt. Joseph Wells, asst. 1894-198, head 1908-1919; Capt. Thomas J. Knight, head, a few months in 1919; Capt. Charles Seabrook, head 1919-1947; Raymond C. Phillips (USCG), head, 3 years 1950s-60s

History Time Line

Year	*Event*
1838	After the Battle of Loxahatchee, the Army created the Fort Jupiter Reservation, which included the land on which the Lighthouse stands.
1853	Congress appropriated $35,000 for a Lighthouse in Jupiter
1854	President Franklin Pierce signed the order to set aside a 61.5-acre site on the Fort Jupiter Reservation for a lighthouse. Lieutenant George Gordon Meade (who later faced Robert E. Lee at Gettysburg) visited the site and submitted a design for a lighthouse.
1855-58	Construction was halted due to fear of Seminole attacks and later because the workmen were plagued by mosquitoes, extreme heat, and diseases, which were called Jupiter Fever - most likely malaria or yellow fever.
1860	Light was lit for the first time on July 10.
1861	Three Confederate sympathizers removed enough of the apparatus to extinguish the light for the duration of the Civil War.
1866	Light was relit on June 28.
1879	A weather observation post was established by the Army Signal Corps at the lighthouse.
1889	Jupiter is upgraded to a Weather Bureau Station and Signal Station
1891	Jupiter Station is transferred to the U.S. Weather Bureau
1905	The Navy established a wireless telegraph (radio) station at this site.
1910	The tower was painted red. During the previous 50 years the bricks were never painted.
1911	Opening of the Miami Bureau resulted in the closing of the Jupiter station
1921	Palm Beach County moved the mouth of the inlet 1,200 feet north. The tower, originally ¾ of a mile from Jupiter Inlet, stands a ½ mile from the Atlantic Ocean.
1928	The deadliest hurricane on record in Florida blew out one of the bull's-eye lenses. The lens was reassembled and held in place by two bronze crossbars. The storm also destroyed the original Weather Bureau building at the Jupiter Inlet Lighthouse.
1929	The Navy acquired 8.4 acres of the Jupiter Lighthouse reservation and started to broadcast weather information and monitor ship-to-shore and aircraft distress calls.
1939	US Coast Guard took over the operation of this Lighthouse and all US Lighthouses.
1940	The Navy's secret WWII radio *Station J* came online as a tip-off station to listen to German U-boat transmissions and stop the sinking of merchant vessels off Florida's east coast.
1950s	The Air Force set up and operated the first missile tracking station south of Cape Canaveral while the Army handled supplies and maintenance.
1973	The Lighthouse was placed on the National Register of Historic Places.
1985	The archaeological site was placed on the National Register of Historic Places.
1994	The Lighthouse was open to public tours administered by the Loxahatchee River Historical Society, formerly the Florida History Center & Museum.
2000	Lighthouse was restored by a grant in excess of $858,000 administered by the Loxahatchee River Historical Society (LRHS).
2004	Hurricanes Frances and Jeanne sandblasted the Lighthouse tower and pitted the storm panes in the lantern room, necessitating a complete replacement of the hand-cut triangle glass panes, repair of the astragals holding the panes in place and repainting of the entire exterior of the lighthouse.
2006	The LRHS moved its museum and society headquarters from Burt Reynolds Park to Lighthouse Park into the restored WWII building on its dedication day, December 7th. The new *Jupiter Inlet Lighthouse & Museum* opened on December 20th with the exhibit *Florida In World War II*.
2008	Jupiter Inlet Lighthouse and surrounding 120-acres Federally designated by Congress as an Outstanding Natural Area (ONA) in the National Landscape Conservation System, one of only three ONAs in the United States.
2012	On May 8, lightning hit the lighthouse with such force that it broke the filaments in the primary and secondary lamp bulbs and damaged the main circuit breaker. The light was dark that night. The lighthouse was repaired and back in service by May 9th.

Loxahatchee River Historical Society