

NATIONAL LIGHTHOUSE MUSEUM SPRING 2020 NEWSLETTER





NATIONAL LIGHTHOUSE MUSEUM

"To preserve and educate on the maritime heritage of Lighthouses & Lightships for generations to come..."

A LETTER FROM OUR EXECUTIVE DIRECTOR

Dear Museum Friends,

It is hard to believe it's been over a month since I wrote to everyone announcing the Museum's closing due to the COVID-19 pandemic that has since taken over the world! These are most difficult times and I do hope you and your families have held up to this reality check on how quick life can turn us around. Like everything else in our lives, the National Lighthouse Museum is also learning how to find ways to pivot and re-invent ourselves in a new direction – hopefully not for too long, but long enough to cause an upheaval in our exciting schedule of wonderful lectures, special events and lighthouse boat tours we had planned for the near future!

As we adjust to the new "norm" we want to stay positive, but also stay alive and not lose the momentum we have so diligently strived to achieve. These are trying times and all our financial resources will disappear if we don't get support from our dedicated friends both mentally and financially. Please stay tuned, as we turn to social media for new and interesting directions the Museum will take to maintain its mission to preserve and educate...I do hope you will not forget us and start to enjoy our virtual Museum as we offer:

- An Art Exhibit slide show and sale of Florida's lighthouses done in oils by Romagean Personne*
- Enlighten your Mind: Lighthouse of the Week – educational experiences to learn facts about the over 600 light's in the US*
- Brilliant Minds Work on Weekends – an online intergenerational experience*
- Lighthouse Coloring/ Poster Contest and Exhibit*
- On-line Lecture Series with a Civil War lecture featuring Wade Gorla*

As you know, we are most grateful to all our supporters and hope you will not let us down now at a crucial time in the Museum's history! We desperately need funds to offset the loss of income from our inability to implement our key fundraisers: our Annual Lightkeeper's Gala and our seasonal Lighthouse Boat Tours. It is these events that have built the Museum up to this point.

As we prepare for our next phase of growth, which I will discuss in our next newsletter – I ask you to think royally about our future success... In the interim, please consider becoming a member, giving a donation on #GivingTuesdayNow, May 5, participating in our five- year Appeal Plan to sustain the Museum and consider an exclusive membership in our Promenade Society to help us build an endowment to show the Museum has a solid future – all information on these activities can be found on our website www.lighthousemuseum.org or by giving us a call. Together as one, we will survive this battle and assure the National Lighthouse Museum will continue to enlighten lives with stories of strength, resilience and hope for generations to come!

*Stay well...stay safe...stay strong,
Linda*



DAD YOU KNOW? THE INSPECTOR'S WAREHOUSE...

BY JAMES P. SARLO

Was originally known as the Barracks – Building 6. It is the oldest remaining structure on the grounds of the US Lighthouse Service General Depot. Construction began on this building in 1862 and was completed in 1864. It was the first structure on the grounds built for the exclusive use of the Lighthouse Service and was utilized until the site closed in 1964. During its life the warehouse served as a storage facility for Lighthouse Service equipment.

In 1850's the US Lighthouse Board recommended to the US Congress that the country should be divided into 12 lighthouse districts. Each district would have a lighthouse depot to supply the lighthouses within that district. By 1860 the Board recognized the need for a "Super Depot". A central facility which could receive and test all oils, inspect lenses, and ration supplies before transferring them to the different district depots. Congress appropriated \$50,000 for the procurement of suitable land and for constructing the various buildings that would be needed.

The Board began scouting for an appropriate location and found an unused harbor-front property on Staten Island already under control of the government. The new site was established on a portion of the destroyed US Marine Quarantine Hospital and incorporated the Revenue Cutter Service wharf and grounds.



(Above) The lintel above the door on the
Inspector's Warehouse dated 1864



BEFORE & AFTER PHOTOS



(Left) The Inspector's Warehouse-Building 6 in 1864

(Right) The Inspector's Warehouse today in 2020

The Board's annual report went on to state, "Among the buildings acquired in the recent transfer are two storehouses, which are very old and far too weak for lighthouse storage purposes. It is proposed to take them down and use the material in building a new storehouse." The "new storehouse" referenced above is the Inspector's Warehouse.

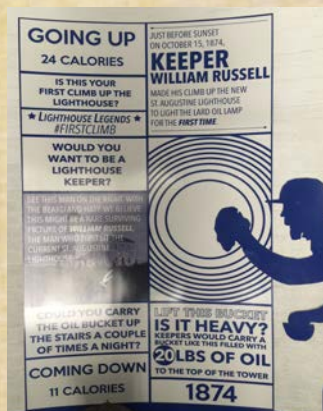
The Warehouse is an example of a traditional Federal municipal design. The building incorporates several architectural styles. Most often referenced as a Greek Revival-style structure. It is really a Neo-Federalist style building. The functional simplistic and unadorned clay brick work is indicative of Northern European building designs. This type of storehouse/warehouse is common throughout the Mid/Northern Atlantic states, and several examples still survive.



TRIP TO FLORIDA:

A VISIT TO ST. AUGUSTINE LIGHTHOUSE

BY ELIZABETH SOLLITTO



(Above)
Oil Bucket Exhibit

(Left & Right)
Elizabeth Sollitto climbing
The St. Augustine Lighthouse

View from the
top of the Lighthouse



The first time I ever set foot into a lighthouse was on a very windy day in March, down in St. Augustine, Florida. Walking up the first few steps of the tower, I felt eager to climb this very tall, narrow, circular structure, where I felt being in the year 1871. All around, records and figures captured the evidence and importance of this historical tower. The handwritten numbers documented the many times a lighthouse keeper climbed all of 219 steps to create the light that would help preserve history and help ships navigate to their destinations safely.

As I ventured towards the climb, just in front of me awaited the lighthouse keeper's original oil bucket. The artifact which held 20lbs of oil at one time, was a symbol of what assisted in keeping this lighthouse lit. Although I was excited to get to the top, as my goal was to reach the lens, I was not, nevertheless, in a rush to get to the top. I wanted to enjoy my journey and capture the moments on the way up. However, as I climbed and stopped at certain floors, to catch my breath, I could also envision the keepers themselves climbing those stairs and holding that heavy bucket of oil to keep that light shining. I could visualize what a sacrifice it was to maintain a lighthouse in those days. And so, as I made it to the top, I found the very lens that are now maintained by electricity and no longer by a lighthouse keeper. I overlooked the beauty that was in front of me and I came to understand not only the significance but the true importance of this structure. A lighthouse, as I have come to define it, is a beacon of light and a beacon of hope for sailors navigating safely to their destinations.



LIGHTHOUSES ARE FOR
LOVERS & FRÆNDS

FEBRUARY 8, 2020



Here are some snapshots from our wonderful Valentine's Day event held at the Museum. All guests enjoyed dining, dancing, & a spectacular performance by the "Dreamers" band.

We want to thank Abraham Gonzalez, Bob Eisele, & Jim Sarlo for their amazing setup turning the Museum into a Cabaret setting.



AN EVENING AT NLM TO REMEMBER....

BY WADE R. GORIA



On January 30th 2020, the NLM was delighted to host a truly memorable presentation by Bill Miller entitled: "Floating Palaces: the Great Atlantic Liners." Bill, a foremost expert and internationally recognized scholar on the history of the world's great liners is the author of over 100 books on this subject and he is a great friend of NLM. Historian and NLM Lecturer Wade R. Goria introduced Bill Miller to a packed and extremely enthusiastic audience. In his introduction, Wade highlighted a number of interesting and poignant details regarding the origins of Bill's interest in ocean liners. Along with his encyclopedic knowledge of maritime history, Bill is extremely well versed in architecture. He was particularly adept at conveying the essence of the art deco style during his January 30th NLM presentation, during which he gave reference to the stunning architecture and the design of furniture that accompanied the interior spaces of the world's most famous liners such as SS Normandie, built in Saint Nazaire for the French Line: Compagnie Transatlantique General then completed and launched in 1935.

The legacy of SS Normandy, has always conjured exciting images of an extraordinarily rich interior that fully epitomized the glamor and luxury of the Art Deco style. Bill reminded us that SS Normandy's stunning Art Deco interior not only served as a brilliant manifestation of this singularly potent art form, but as an awe inspiring driving force of the style worldwide. Rather than simply emulate Art Deco architecture as it became known following the famous 1925 Exposition in Paris that introduced that style to a receptive world, the architects of the SS Normandie would stand firmly at the forefront of bold innovational design and style. The SS Normandie terminated commercial transatlantic service in 1939 with the advent of WWII. As many know, its fate would be less than glorious when, just seven years following its launching in 1935, after it had been captured in NYC by the US Navy as a "prize" of war, converted into a transport ship and re-named the SS Lafayette, it caught fire and capsized in 1942. SS Normandie would be scrapped four years later in 1946 with parts of the interior not destroyed sold at auction. SS Normandie's beautifully engraved historic panels were salvaged from its dining room and purchased by Our Lady of Lebanon Maronite Cathedral of Brooklyn Heights then installed upon its front doors where they remain today.

Queen Mary and Queen Elizabeth were launched by Cunard with an underlining idea: that the grandeur of these British liners with its splendid technology, beautiful design, remarkable furnishings, fine delicately woven carpets and extravagant crystal chandeliers could reign supreme over French liners, especially the SS Normandie, German liners such as the SS Bremen and SS Europa, and Italian liners of the day most notably The SS Rex. The launching of SS Normandie in 1935 clarified the issue that France had completed up to that date the most magnificent and luxurious liner ever built. Still, Bill's glowing descriptions of the RMS Queen Mary, launched a year after SS Normandie in 1936, and the RMS Queen Elizabeth, launched in 1938 three years after the SS Normandie's maiden voyage, demonstrated that these two superb Cunard vessels represented exceedingly worthy challengers to SS Normandie and were deserving of the very highest praise for their extraordinary technological brilliance, grandeur and elegance.

In his discussion of the unique, village-like culture of the great transatlantic liners, Bill made reference to the galvanizing role played by support staff such as boys and men who wore Phillip Morris styled uniforms, replete with thirty eight gold buttons and very distinctive caps. These valued employees formed a significant portion of the life blood that circulated aboard the great Atlantic liners. They dutifully delivered telegrams, lit cigarettes, walked dogs and performed endless errands that afforded comfort and peace of mind to passengers. Some frequently included royalty, powerful politicians, heads of industry and Hollywood celebrities such as Clark Gable, Fred Astaire, Greta Garbo, Judy Garland, and Marlene Dietrich. Sailings by the great liners and floating palaces of the Atlantic were often accompanied by unforgettable and deeply treasured experiences. The glory days of the great transatlantic liners ended with the advent of reasonably priced airplane travel between the United States and Europe in the 1960's that dramatically reduced the time needed to arrive at a sought after destination.

The great transatlantic liners had brought style and opulence to new extraordinary levels. No one living today who experienced this golden era of transatlantic travel first hand could ever forget the inspirational magnificence of these floating palaces or the great wealth and power they transmitted. And no one today could have conveyed the exciting sense of grandeur, refinement and omnipresent professionalism inherent in this remarkable and regular transatlantic service more thoroughly, delightfully or engagingly than William H. Miller. Bill's presentation was indeed an evening at NLM to remember!

*By Wade R. Goria,
Historian and NLM Lecturer*



OTHER MEMORABLE MOMENTS



A visit from the Directors
of The South Korean Lighthouse Museum



Trip to the Villages, Florida:

Linda Dianto & the Seitzers in front
of the Lighthouse Point Bar & Grill, March 2020.

We are grateful to Phil & Rita Seitzer
for donating over 250 lighthouse models
to build our Wall of Lights!

John Cronin, President of
the Lighthouse Group in the Villages,
invited Linda Dianto, our Executive Director,
to be a guest speaker.



Maritime Stories: Life on the Water *Lecture by Captain Joseph Ahlstrom*

On February 27th, 2020 a diverse panel of
maritime professionals gathered to talk about
their lives and careers spent on the water.

FOR YOUR READING PLEASURE:

An article on the NY Quarantine by Matt Connor
(NLM Educational Coordinator) can be viewed on
our website : www.lighthousemuseum.org.



Upcoming Events:

Civil War Lecture entitled *The Union
Blockade & the Struggle for Cape Hatteras Light*
by Wade R. Gorla from 4/23, has been rescheduled.

You will soon be able to view it online.

STAY TUNED FOR A FURTHER ANNOUNCEMENT!

We are excited to announce on August 8th 2020, Kevin P. Duffus,
author of *The Lost Light: A Civil War Mystery* will reveal to us the 137
year mystery of what happened to the famed Cape Hatteras Lens.
We urge you not to miss Kevin P. Duffus' greatly anticipated presentation!


Women's Recognition Event:

Stay Tuned for a slideshow of oil paintings
from the *Romagean Personne* opening!

*Please contact Museum if interested in
purchasing any of the oil paintings*



FIND THE HIDDEN LIGHTHOUSE ICONS

Are you up for a challenge?
See if you can find the **6** hidden lighthouse
icons  in this newsletter.
(Answers are on the bottom of the page)

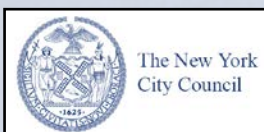
Something to
keep you busy
during the
quarantine:

MARITIME
HISTORY
WORD-FIND

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NATIONAL LIGHTHOUSE MUSEUM

Answers: Find the 6 hidden lighthouse symbols: in the "I in Did you Know?", in the Inspector's Warehouse photo,
under the St. Augustine article, in the "I" in Lighthouse are for Lovers... in the upcoming events box, & under other memorable moments.



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