

Fall 2022



NATIONAL LIGHTHOUSE MUSEUM NEWS



200 The Promenade at Lighthouse Point
Staten Island, NY 10301
718-390-0040

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HRH The Princess Royal, Princess Anne, Launches Campaign to Expand the National Lighthouse Museum

by Diane Lore-Palladino

A touch of royalty from across the Pond arrived to grace New York Harbor on October 4, when HRH The Princess Royal, Princess Anne, visited the National Lighthouse Museum on Staten Island, and took a ride across the Harbor on the iconic Staten Island Ferry.

This event included a tour of the Museum -- which sits at the foot of the St. George waterfront, adjacent to the Ferry-- to meet the Lighthouse Museum team and learn more about the Museum's expansion plans and history.

The Princess Royal -- the honorary title bestowed only upon the eldest daughter of the monarchy -- was welcomed at the door by Linda C. Dianto, Executive Director of the museum, along with Capt. Joseph Ahlstrom, President of the museum. Also on hand were Staten Island Borough President Vito Fossella, Staten Island District Attorney Michael E. McMahon, and New York State Assemblyman Michael Cusick. Her Royal Highness also accepted a bouquet of flowers offered by Cusick's 5-year-old daughter, Violet.

continued on next page

HRH The Princess Royal, Princess Anne, Launches Campaign



After the welcome The Princess Royal was provided a brief synopsis of the history of the museum's site by historian Wade Gorla, and given a tour by curator Amanda Nesci. Architect Paul Alter of Skolnick Architecture and Design Partnership, apprised her of the Museum's plans for expansion. Her Royal Majesty took the time to greet each person as she worked her way around the Museum. The Museum unveiled a commemorative bronze plaque marking the royal visit, as well as a miniature figure of Needles Lighthouse, off the Isle of Wight in the English Channel. The miniature, now part of the Museum's permanent exhibit, was dedicated in memory of Princess Anne's parents, Queen Elizabeth II, who died September 8, and Prince Philip, Duke of Edinburgh, who died last year.

"We are hoping Her Royal Highness came away with a better understanding of the Museum she has chosen to become a Patron for, and gain a better understanding of the lighthouse history as it pertains to our site, and in many ways mirrors Trinity House in London," Dianto said. Trinity House, established during the reign of King Henry VIII, is recognized as the official lighthouse authority in the United Kingdom, and maintains more than 65 lighthouses across the UK. The Princess Royal holds the honorary title Master of the Corporation, or patroness of Trinity House.

She assumed the title in 2011 from her father, Prince Philip. Following the Museum ceremony, The Princess Royal made her way by private car to the nearby Staten Island Ferry terminal, where she boarded one of the system's newest boats, the Sandy Ground, named in honor of the oldest continuously inhabited free Black settlement in the United

States. Upon boarding, she was brought to the ship's pilothouse, where she remained for the journey across New York Harbor as NYPD patrol boats rode alongside. An FDNY fireboat greeted the Sandy Ground with a magnificent water display just before docking.

After disembarking, The Princess Royal led the Museum group to The View at Battery Park, overlooking the Harbor, where she took time to individually greet the more than 100 by invitation luncheon guests during a cocktail hour preceding the sit-down.

Later, Her Royal Highness took the microphone at the podium, and to a standing ovation, praised the work of the Lighthouse Museum, calling the Museum a "tremendously good way" of engaging younger generations by telling the story of "lighthouses in our history, not just here, but in the UK and all over the world."

"I think lighthouses have been a particularly good way of educating people about the importance of maritime in all its formats," she said. "It's not just about trade, but the impact of what we do to the sea, and how we can look after it better, and the way in which it affects our lives."

"The story of lighthouses and how we got here is important, and the Museum has made an astonishing impact in telling that story." She noted the Museum is unique in its mission, explaining that the UK doesn't have a National Lighthouse Museum, just a Maritime Museum, "which only tells a bit of the story."



“You have set standards here for national and international awareness,” The Princess Royal continued. “Thank you very much for doing that.” Dianto thanked Her Royal Highness, 72, younger sister to Britain’s newly-ascended King Charles III, for “personally launching our ‘Campaign for Illuminating Future Generations’ and meeting some of our donors and inspiring patrons to help support the expansion of the Museum’s footprint from 2,500 to 25,000 sq. ft.”

According to Dianto, the \$35 million Campaign will target \$20 million for improving the infrastructure as well as expansion of museum exhibits to encompass the newest technology, such as an enlarged display of Fresnel lenses. The Museum anticipates \$20 million dollars of support from city, state and federal funds, as well as individual donors. Five million dollars will be geared toward increased costs of expanded operations and toward education -- expanding STEM programs in the schools. Finally, a \$10 million endowment will be created to sustain the Museum for life and ensure exhibits are maintained and updated regularly, Dianto said.

The mission of the National Lighthouse Museum is to preserve and educate on the maritime heritage of lighthouses, lightships and the stories of their keepers for generations to come. The Museum is located on the historic site of the US Lighthouse Service General Depot from 1864-1939. At one point, the location was a thriving center of lighthouse operations for the entire United States, with 18 buildings on site. Today just six historic buildings remain, all placed on the Federal Register, but just one, the Administration Building holding NYC Landmark status.

This building is where all the architects worked designing all the lights in the country. This site is also where all the Fresnel lenses were shipped from France to the US and then distributed nationwide. In addition, there are underground vaults on site, once used to house and distribute various oils to light lamps at local lighthouses.

The royal visit, in the works for two years, was stymied by COVID travel restrictions and lockdowns. The Princess Royal, whom the New York Times referred to as “one of the hardestworkers in the royal family,” is well-known across the world for her philanthropic efforts. She has served as president of Save the Children UK since 1970, and is involved with more than 300 charities, organizations, causes and military regiments both in and out of the United Kingdom, according to Buckingham Palace.

She has been an avid pharologist since childhood. According to British press reports, Her Royal Highness became fascinated with lighthouses when, at 5-years-old, she accompanied her mother, Queen Elizabeth, to visit a lighthouse on the Isle of Lewis off the coast of Scotland.

The Princess Royal is also the patron of the UK’s Northern Lighthouse Board. She has visited many lighthouses throughout the UK with her husband, Sir Tim Laurence. In 2015 she expressed her passion for lighthouses, writing, in the foreword for a book on the lighthouses of Scotland, of the “remoteness and exceptional natural beauty” of lighthouses. “The lighthouse still has a really important part to play,” she told Museum guests. “The story that goes with lighthouses and how we got here is just as important, and the Museum has made an astonishing impact in telling that story. What you do needs scope, to tell more of that story.

“The Campaign for Illuminating Future Generations is highly imaginative and has real scope for the future, not just here (in New York City),” she continued. “I can only wish you well.”




In the News!

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Exclusive: Princess Anne visits Staten Island; royal rides the ferry

Updated: Oct. 05, 2022, 10:48 a.m. | Published: Oct. 04, 2022, 8:37 p.m.

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Princess Anne arrives at the National Lighthouse Museum in St. George on Tuesday, Oct. 4, 2022. (Staten Island Advance/Jason Paderon) Staten Island Advance

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NEWS

Princess Anne makes surprise visit to NYC, takes ride on Staten Island Ferry

By Nika Shakhnazarova

October 5, 2022 | 9:39am | Updated

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No royal fanfare here! Princess Anne makes surprise visit to New York City to attend gala and ... for a trip on the Staten Island ferry to pursue her passion for lighthouses in second public engagement since the Queen's death

- Princess Anne, the late Queen's daughter, visited New York City this week in a surprise visit to the Big Apple
- The Princess Royal, 72, attended a black-tie gala hosted by the English-Speaking Union of the United States
- She then took a trip on the Staten Island Ferry, traveling 5 miles from Manhattan to the National Lighthouse Museum in pursuit of
- Whilst

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Princess Anne makes surprise visit to New York City

Anne made the surprise visit just weeks after Queen Elizabeth II's funeral.

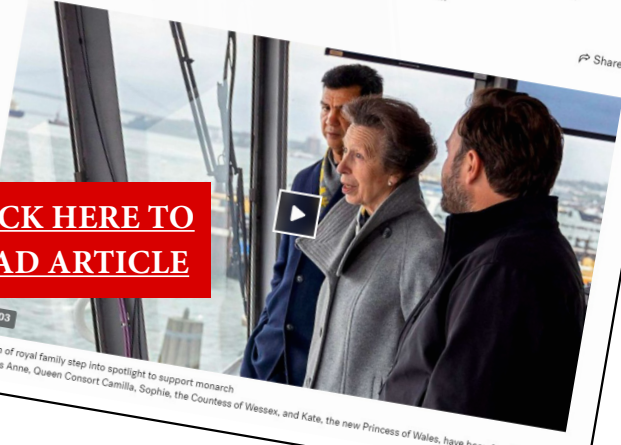
By Katie Kindelan via GMA

October 5, 2022, 11:36 AM

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Women of royal family step into spotlight to support monarch
Princess Anne, Queen Consort Camilla, Sophie, the Countess of Wessex, and Kate, the new Princess of Wales, have been fr... [Read More](#)





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Review of "Soul of the Hurricane: The Perfect Storm and the Accidental Sailor"

By Nelson Simon

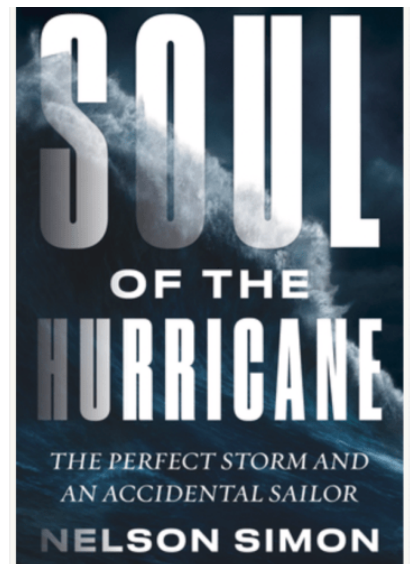
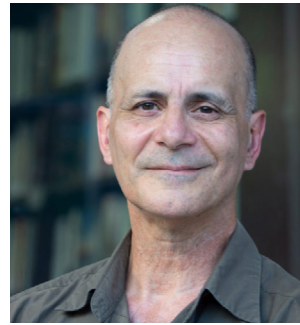
Book review by Dr. Roberto Locko- Leo, member of the Museum's Board of Trustees

Presentation by the author at The National Lighthouse Museum October 20, 2022 at 6 PM

This book is an exciting discussion of the journey of the author-his background, his experiences, and his eventual journey on the Anne Kristine, the oldest continuously sailing vessel in the world, during a hurricane that was known to be powerful and dangerous, Hurricane Grace. The book keeps the interest of the reader since it builds its narrative by describing the experiences of the author during his life..."my first hurricane was the year I was seven (Alma), the second when he was thirteen (Agnes), the third when he was twenty-six (Gloria) and the fourth (Grace, the hurricane which is the main focus of the book). Main characters include Nelson Baker and Nelson Simon (author who accompanied the crew on the journey of the Anne Kristine during Hurricane Grace) among others. Thor Heyerdahl (one of the major nautical explorers) was referenced in the book as well. Of interest is that the author describes the origin of the word hurricane: "for the Maya people of the Mexican Yucatan, Hurikan was the heart of the heavens and the god of wind, storm, and fire and figured in the stories of creation and destruction."

The text begins by developing the characters and their backgrounds which brings the reader into the nautical world, the sacrifices that families make to follow their dream of nautical adventure. The dreams of a family re: circumnavigation are discussed along with the planning needed to consider and overcome the dangers and sacrifice inherent in such a voyage.

The book describes the characteristics and thermodynamics of a hurricane, among the "most powerful (and ordered) natural occurrences on earth" (otherwise called a tropical



cyclone along with cyclones and typhoons) - characteristics not usually known to the reader, such as the origin of the word, the main ingredients of a hurricane, and descriptions of such meteorological phenomena. They, although many times devastating, are described as part of a system that keeps the earth in balance. Dr Kerry Emanuel described the marriage of the science, history and inspiration of hurricanes, and, in his book Divine Wind, indicates that one cannot help to admire the intricate beauty of the architecture of such meteorological phenomena. To the average reader without a background in meteorology, the book described the phenomena, that of a storm transforming the heat energy from the ocean into mechanical energy in the form of increasing winds. The comparison of a hurricane to the Carnot heat engine is informative for those interested in thermodynamics; the reader then becomes fascinated by not only the meteorological phenomena but also the interrelationship of the storm and those caught in its power. The book describes the human aspects of those fascinated by the power of such phenomena and the lives affected by said. Also discussed and interesting to the average reader are the mechanics of a hurricane, the benefits of maintaining the earth in a delicate balance, disruption of bacteria and red tide in the affected waters, cooling of the "tropical climate that spawns them", participation in the function of the circulation

of the earth's ocean waters which allows sand, nutrients and sediment to be picked up from the ocean bottom and deposited near barrier islands, preventing those barrier islands from shrinking and sinking in the ocean.

Hurricanes have had a significant role in history as well as in maintaining earthly equilibrium. The Japanese named typhoons kamikaze or divine wind, storms sent by the gods. Another interesting fact discussed in the book of historical significance included a 1766 hurricane which devastated Martinique and thereby ruined the sugarcane business of a man named Joseph Tascher, father of Rose, who was sent to France where she met and married Napoleon Bonaparte who renamed her Josephine. Therefore, hurricanes have had a significant role in history as well as in maintaining earthly equilibrium.

The author's experience with Hurricane Grace was not his first experience with hurricanes; he described his position as a facilitator for Story Corps, a national oral history project, and his coverage and role played in post-Katrina New Orleans. Indeed, the title of the chapter "Soul of the Hurricane" within the book describes the devastation and attempts at recovery, albeit unsuccessful, to reinstate the thousands of those lost in the hurricane. Other points of interest discussed in the book were the "nautical" superstitions re: days of initiating sailing... no Thursday or Friday sailings, cats, redheads, etc.

The sailing to Bermuda (focus of the book) and the intricacies of sailing during a hurricane were described in great detail. The crew set sail in a schooner - the Anne Kristine- known for its "great speed, maneuverability, and economy" despite knowing that there was a deepening low-pressure system south of Bermuda. During the trip to Bermuda, they encountered a "growing nor'easter described as an ocean storm of historic proportions". The Anne Kristine was in the throes of a major storm, Category 1 hurricane.... a "perfect storm" ... a "storm that could not be any worse" and one which caused the ship to take on water. The descriptions of the storm in the narrative demonstrated the intensity of the hurricane, the state of the crew, and the effects on the Anne

Kristine... all descriptions being so powerful that the reader feels the anxiety and fear filling the senses of the members of the crew.

This book not only discussed the human story of explorers and in particular the story of the author, the "accidental sailor" and his colleagues on the ship, but also the mechanics of storms that have ravaged the earth up to and including the present (Ian, Nicole, etc.). This book is extraordinarily interesting in that it combines the human story with the mechanics of sailing, the treacheries associated with sailing though a hurricane, i.e., a serious storm entitled the "perfect storm", the aftermath of the trip with its analysis of the actions taken by the crew in the preparation for and execution of the sail, and the emotional toll that the experience took on the members of the crew during and after the journey. Despite the severity of the storm, all members of the crew survived, but an ongoing analysis continued as to the "what ifs" that could have prevented the final fate of the Anne Kristine.

This book is strongly recommended to the mariner and non-mariner alike who want to travel on a journey of men and women who braved a storm of serious proportions and who want to share the experiences of the crew before, during, and after "the Perfect Storm". The well-written and fascinating narrative keeps the interest of the reader during the entire book from both a nautical and human perspective.

The hardcopy book, *Soul of the Hurricane* is available for sale at the Museum for \$27.99 plus shipping and handling. Contact the Museum at 718-390-0040 to place your order.



Postcard

National Lighthouse Museum, 2001.01.04

Gift of Jacques Noel Jacobsen, Jr.

by Amanda Nesci, Curator, National Lighthouse Museum



Highland Light and Wireless Station

This postcard, sent almost 100 years ago in 1923, features the Highland Light and Wireless Station in North Truro, Cape Cod in Massachusetts. “My home” is written in pencil on the front of the card above the keeper’s house.

The postcard features a handwritten note on the back, stamped “JUN 26 1923” addressed to Mrs. Fred H. Merrill:

“My Dear Mrs. Merrill-

No doubt you will be surprised to hear from me. I was coming out before I came home but could not get you on the phone. This would be a lovely trip for you to take some day. Won't you come down. This is where I live. Would like to hear from you. Sincerely, Verna Tibbetts, N. Truro, Mass.”

The note was written by Verna Tibbetts, the daughter of former lighthouse keeper Fred W. Tibbetts who served as first assistant at the Highland Light from 1912 – 1915 and head keeper from 1916 – 1935. As Verna’s note suggests, the Highland Light attracted many visitors, even when it was staffed by resident keepers. For example, 7,300 people registered at the lighthouse in 1922 and 9,517 people registered in 1929.

The Highland Light has also captured the imagination of writers and authors, including painter Edward Hopper,

who featured this lighthouse in his painting Highland Light (1930) pictured below, as well as naturalist and author Henry David Thoreau, who wrote an essay for Atlantic Monthly on the Highland Light in 1864. Thoreau wrote the following account after an overnight stay at the Highland Light:

“The keeper entertained us handsomely in his solitary little ocean house. He was a man of singular patience and intelligence, who, when our queries struck him, rang as clear as a bell in response. The light-house lamp a few feet distant shone full into my chamber, and made it bright as day, so I knew exactly how the Highland Light bore all that night, and I was in no danger of being wrecked... I thought as I lay there, half-awake and half-asleep, looking upward through the window at the lights above my head, how many sleepless eyes from far out on the ocean stream -- mariners of all nations spinning their yarns through the various watches of the night -- were directed toward my couch.”

The back of the postcard also includes a printed description of the history of the lighthouse:

“HIGHLAND LIGHT AND WIRELESS STATION,
NORTH TRURO, CAPE COD, MASS.

As early as 1797 the town of Truro sold to the United States ten acres of land on which was erected the first lighthouse on the Cape. This lighthouse, called Highland Light, is situated on the East shore on a blue clay bank, 142 feet above the sea. The tower still rises 53 feet higher from which a fixed white light throws its rays twenty miles out to sea. A Daboll trumpet is used for a fog signal which has a blast of eight seconds with an interval of half a minute.”

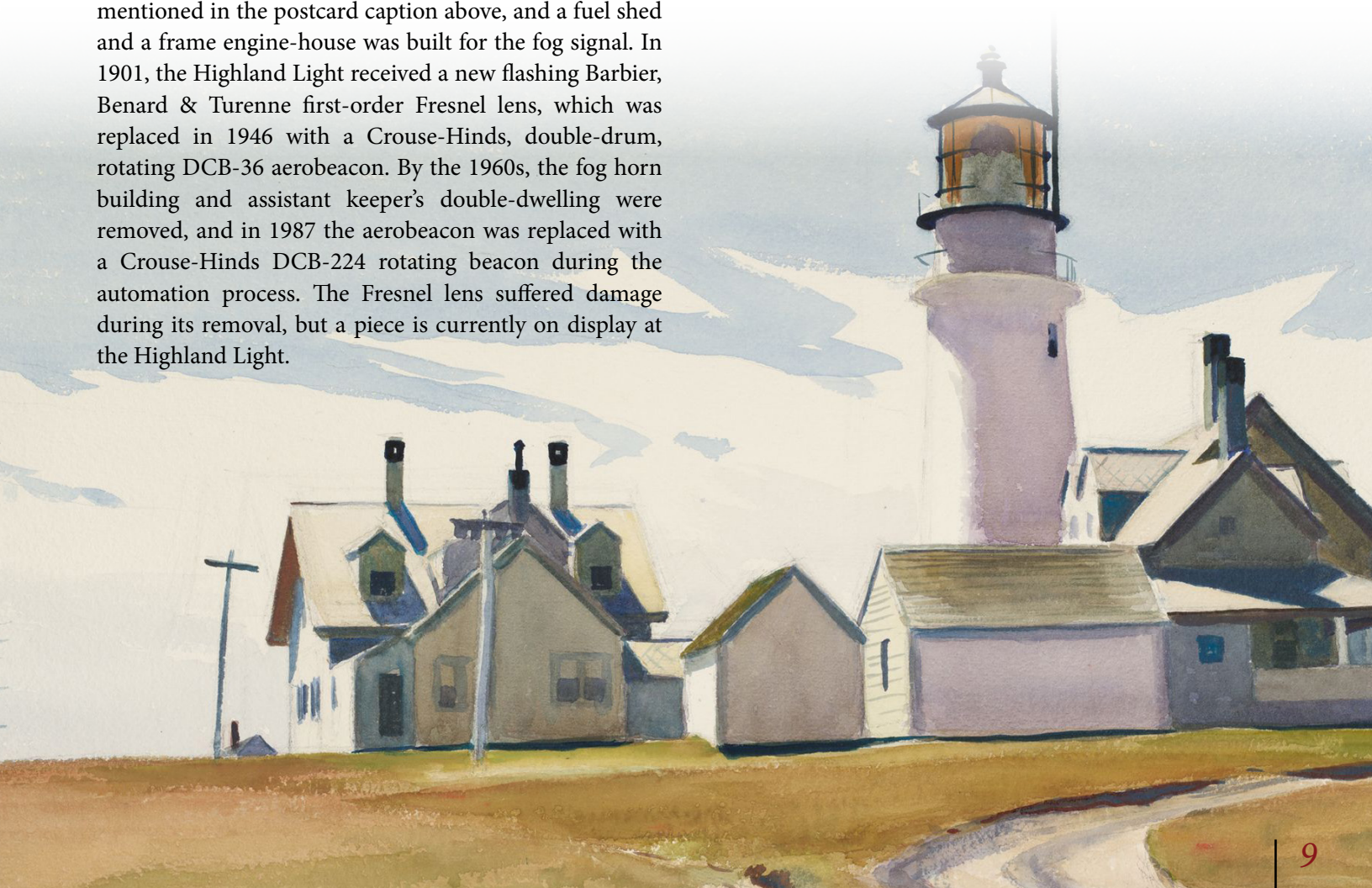
As the card states, the Highland Light, also known as Cape Cod Light, was established in 1797. This was the first lighthouse in Cape Cod and the 20th light station in the United States, and its construction was authorized by George Washington. The original structure was a 45 foot-tall, wooden, octagonal tower with a lantern six feet in diameter and eight-feet-tall, placed on a stone base.

A single-story keeper's house, oil vault, well, and small barn all stood near the tower. In 1833, the original wood structure was replaced by a brick tower, which was then demolished and replaced in 1857 with a new dwelling for the head keeper, a double-dwelling for two assistants, the current 66-foot brick tower, and a first-order Fresnel lens that produced a fixed white light. In 1873, the Highland Light received the first-class Daboll trumpet fog horn, mentioned in the postcard caption above, and a fuel shed and a frame engine-house was built for the fog signal. In 1901, the Highland Light received a new flashing Barbier, Benard & Turenne first-order Fresnel lens, which was replaced in 1946 with a Crouse-Hinds, double-drum, rotating DCB-36 aerobeacon. By the 1960s, the fog horn building and assistant keeper's double-dwelling were removed, and in 1987 the aerobeacon was replaced with a Crouse-Hinds DCB-224 rotating beacon during the automation process. The Fresnel lens suffered damage during its removal, but a piece is currently on display at the Highland Light.

The Highland Light was seriously threatened by erosion in the early 1990s. While the tower stood about 500 feet from the cliff in 1806, that distance had shrunk to just 128 feet by 1989. In 1996, the 430-ton structure was repositioned. The Highland Light was moved intact by the International Chimney Corp. of Buffalo and Expert House Moving of Maryland to a safer 453 feet from the cliff.

Today, the Highland Light is still an active aid to navigation and the keeper's house features a gift shop and museum exhibits. Guided tours of the tower and museum are operated by Eastern National, a not-for-profit partner of the National Park Service.

Visit their website at www.highlandlighthouse.org.



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Besides staying up-to-date with all of the National Lighthouse Museum news, we feature a Lighthouse of the Week!

LIGHTHOUSE OF THE WEEK

Piedras Blancas Lighthouse, San Simeon, CA
Few tall, classic lighthouse towers, typical of the Atlantic Seaboard, were built on the Pacific Coast, since the high bluffs along much of its extent provided most of the necessary height for a light.

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