

# **The History of the Lorain Lighthouse 1917—2017**

Compiled by

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## Lorain Lighthouse History



produced a fixed light.

The first Head Lighthouse Keeper was Captain Augusta Jones who served in that role until 1841. [A list of the Lorain Lighthouse Keepers is included at the end of this chronology.]

### 1838

Upon examining the Black River Light-Station in 1838, Lieutenant Charles T. Platt of the U.S. Navy noted:

“The beacon stands on the west pier, which extends 680 feet into the lake. In order to render it safe for the tender (keeper) to approach the beacon in foul weather, it will be necessary to raise the pier at least two feet. At three different times last year, such was the violence of the waves, that persons endeavoring to light the beacon were washed from the pier, one of whom was drowned. This is an excellent harbor, with ten feet of water for more than three miles up the river. The width at the entrance of the harbor is 175 feet, which is probably the average width of the river. It is capable of accommodating at least fifty vessels.”

### 1852

Congress created the *United States Lighthouse Board*.

### 1855

In 1855, the *United States Lighthouse Board* ( also known as the *Bureau of Lighthouses*) requested funds for rebuilding the pier head light at Black River. The beacon, approximately twenty-five miles west of the Cleveland Lighthouse and twenty-seven miles east of the Marblehead Lighthouse, served as both a harbor and lake coast light.

### 1800s

During the early 1880s Lorain’s first navigation light was provided in the form of a candle-lit lantern hung from a pole at the water’s edge at the mouth of the Black River.

### 1836

On May 9 Congress appropriated \$2,600 to establish and build the Black River Light-Station. This amount would be approximately \$65,000 in 2017 dollars.

The United States Lighthouse Establishment, created in 1789 and operated by the Department of the Treasury, built the Black River Light-Station.

The Black River Light-Station keeper had to make daily trips out to the light during the shipping season.

### 1837

The Black River Light-Station was a cylindrical brick tower capped with a lantern room. It was located at the end of the pier that extended from the west bank of the Black River. The tower had eight lamps fueled by lard oil (and then later by kerosene in the late 1870s). The lamps were set in fifteen-inch reflectors. These lamps

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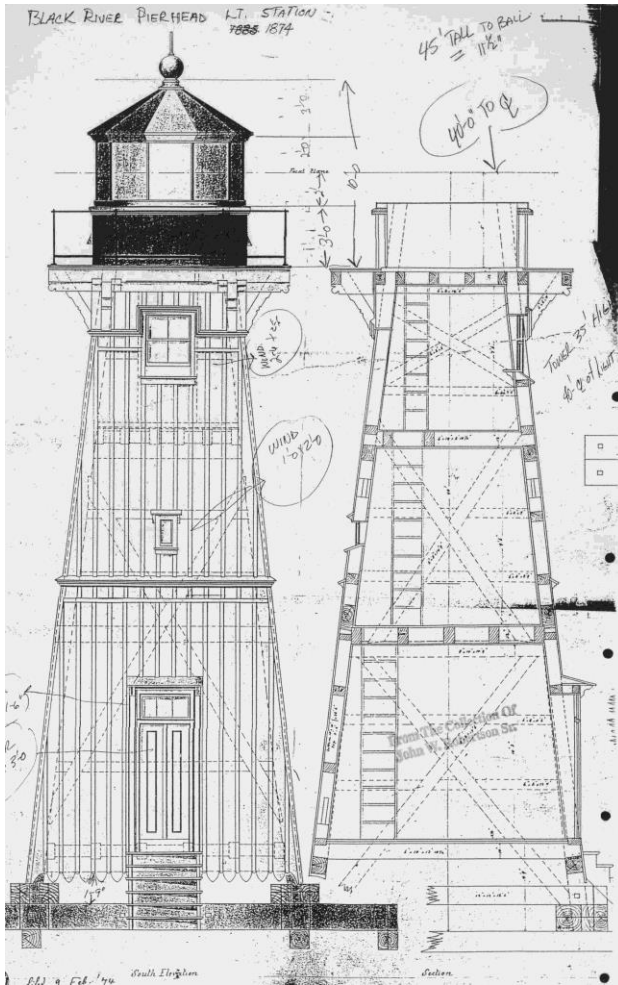
## 1857

The Black River Light-Station was rebuilt of brick and equipped with a fourth-order Fresnel (pronounced fra-NELL) lens in 1857. Frenchman, Jean Augustin Fresnel, invented this type of lens in 1822. The Fresnel lens consisted of glass prisms with mirrors that refracted parallel beams of light.

The appropriated amount for the Light-Station repair was \$7,300. The west pier and pier head were repaired at a cost of \$11,026.

## 1869

The Lighthouse Service added to the pier an elevated wooden “catwalk” with railings. This was done to permit the keeper to reach the tower in bad weather when waves washed over the surface of the pier. Workers refilled the crib with stone and added oak timber to protect it from drift ice.



## 1871

No lighthouse keeper’s dwelling was provided at that time.

## 1875

The Lighthouse Service had the cylindrical brick tower torn down. They replaced it with a square, pyramidal tower at the end of a new 600-foot extension to the pier. They built the replacement tower of wood attached to a metal framework. It stood forty-six feet tall. The tower had a ten-sided (decagonal) lantern room. The new light went into service on September 18.

The Lighthouse Service built a pier head light on the harbor’s east break wall. The old and damaged brick tower on the west shore was removed.

## 1884

Workers rebuilt 750 feet of the elevated walkway.

## 1888

On the evening of August 21, a scow became unmanageable while entering the harbor and ran its jib boom into the east face of the tower.

## 1890

Unruly ships also caused damage to the elevated walk on numerous occasions. The owners of the

schooner B. F. Bruce and Iron Boat No. 102 had to pay for repairs to the walkway caused by their vessels in July.

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**1891**

Congress appropriated \$400 to place a second tower on shore to serve as a range light with the west pier head tower.

**1892**

A circular iron oil house was erected on the foundation of the abandoned lighthouse (that had been built in 1837). The oil house could hold 225 gallons of oil (fuel) used to operate the light. No fog signal was in use.

**1893**

The amount appropriated by Congress in 1891 for construction of a rear light was insufficient. It was not until October 15, 1893, that the rear light was operated from a skeletal, iron tower.



**1894**

The schooner Alta, being towed away from the pier, struck the rear tower on August 16. The tower fell. The fall of the tower resulted in the shattering of three lens lanterns. Those lanterns had been used to show a white light vertically centered between two red lights. The lights from a new tower were exhibited on August 25. The owners of the boat with the vessel in tow helped pay for the repairs and three new lens lanterns.

**(View of the Black River Light in 1895)**

**(Entrance to the Lorain Harbor, December 1898. The lighthouse is in the background; the relocated oil house is closer to the lighthouse. The range light is visible in the foreground.)**



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**1899**

A kerosene lamp at the lighthouse replaced the “oil vapor light”. The “balcony” was constructed on the range light circa 1900.



**(Strolling along the Pier ... circa 1900)**

**1901**

The Army Corps of Engineers started construction of the pier heads.

**1903**

James Connolly was the longest-serving lighthouse keeper. He resigned in 1903 at the age of 75; he had served since 1871.

Construction of the West Breakwater was begun.

**1905**

After several earlier requests went unfunded, the Lighthouse Board recommended that the government spend \$5,000 to build a keeper’s dwelling at Lorain, writing: “There is no dwelling at the Black River, Ohio, light-station for the keeper, and no land there is owned by the Government on which a keeper’s dwelling can be built. The keeper receives \$600 a year for tending the two range lights of the station. From this amount he pays \$144 a year for rent of a house, leaving only \$456 a year for support of his family.”

Work continued on the breakwaters.

**1908**

The Army Corps of Engineers finished construction of the outer harbor west breakwater.

**1909**

The east breakwater and the east pier were completed. The Army Corps of Engineers had finished the

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construction of converging breakwaters. These breakwaters protected the harbor at Lorain. They erected temporary lights, exhibited from wooden structures, to mark the outer ends of the breakwaters.

### 1910

The United States government created the United States Bureau of Lighthouses to replace the United States Lighthouse Board.

The Army Corps of Engineers built a crib on shore with 12" x 12" timbers. The crib was twenty-two feet high and fifty feet square. The Army Corps of Engineers floated the completed crib out to the end of the west breakwater. They filled the crib with stone so that it sank down to the lake bottom. They then built the concrete base of the new Lighthouse upon the wooden crib. (The photo on the next page shows a scale model of the Lighthouse with the crib and foundation.)

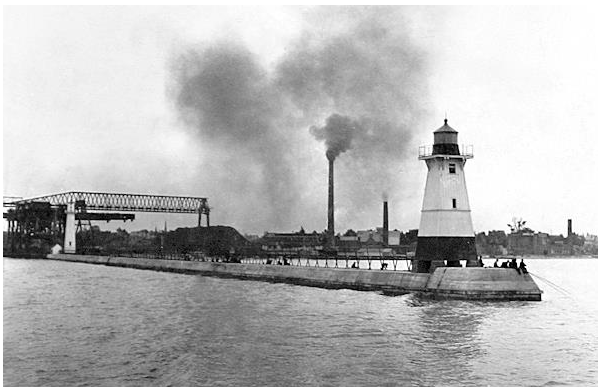
### 1911

The Army Corps of Engineers placed a wooden tower holding a temporary light on the base of the future lighthouse at the end of the west breakwater. They used acetylene gas to fuel the light. (This photo, circa 1910, shows a temporary light on the base.)



### 1912

On February 21 high winds blew the rear range tower on the west pier off a temporary foundation on which it had been placed by the Baltimore & Ohio Railroad Company. The railroad company paid for the damage. (The photo on the left shows the rear range tower before that wind damage.)



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With the establishment of the acetylene light to mark the west breakwater, the rear range light on the pier was discontinued. The light at the outer end of the pier now functioned as a range light with the breakwater light.

While awaiting funds for a proper lighthouse to mark the harbor entrance, the Lighthouse Service replaced the wooden structures in April with steel, skeletal towers, topped by acetylene lights.

## 1913

Congress finally provided \$35,000 on October 22 for a proper light and fog signal station for the West Breakwater Pier.

## 1916

Construction blueprints for the Lorain Lighthouse are dated January 1916. According to the Annual Report of the Commissioner of Lighthouses "...June 30, 1916, the steel framework under contract was well advanced in the shop; contracts for cement and other materials were awarded and preparations made for starting operations at the site early in July. It is expected to complete this project during the season of 1917. Amount expended to June 30, 1916: \$4,205.76. Expenditures during the fiscal year 1916. Aids to Navigation, Lorain Harbor, Ohio, \$1,879.38."



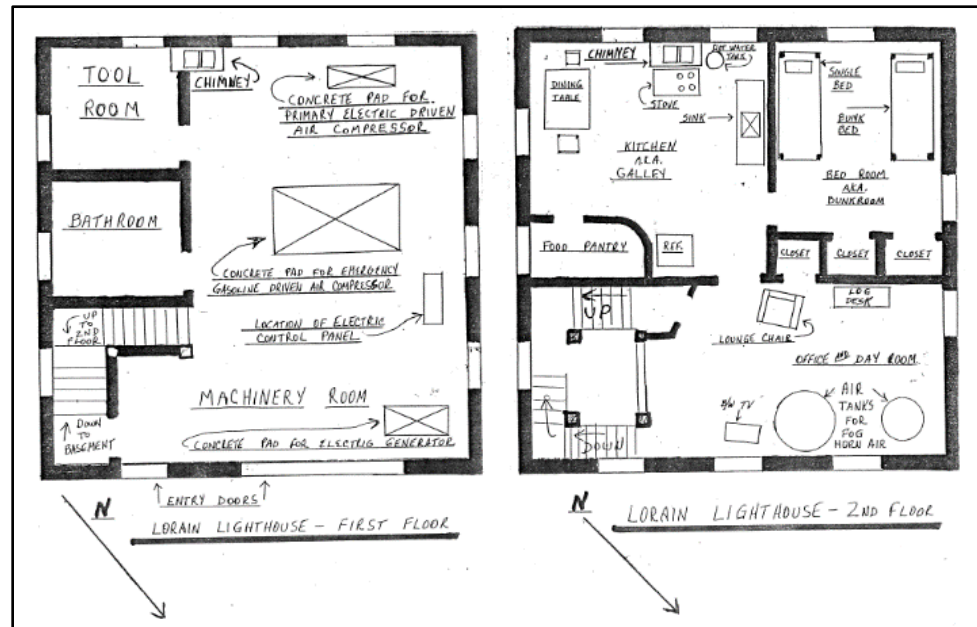
This is a photo of a model, built to scale, by Dave Kramer from the original blueprints. It shows the wooden crib, the concrete base and the Lighthouse building were three different units resting on top of each other when the Lighthouse was completed.

## 1917

By the end of June the Lighthouse's construction was completed enough to be able to display a temporary light.

The Lighthouse has very thick poured concrete and steel-reinforced walls. The window frames, doorjambes and stairways are made of steel. The basement walls are thirty-two inches

thick; first floor walls are twenty inches thick; second floor walls are fifteen inches thick; and third floor walls are ten inches thick. The wooden crib that the entire structure sits on is twenty-two feet high and fifty feet square. The Lighthouse stands fifty-eight feet above the water.



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According to the 1917 Annual Report of the Commissioner of Lighthouses “On June 30, 1917, the concrete structure had been erected, roof completed except shingling, metal work of lantern erected, and concrete forms removed. Temporary light in commission shone from new lantern. It is expected to install permanent light this season and place fog signal commission early next season. Amount expended to June 30, 1917, \$31,546.13.”

### 1918

According to the 1918 Annual Report of the Commissioner of Lighthouses “The concrete structure has been erected and temporary light placed in operation in the new lantern. The interior of building, outside steps, railing, etc. remain to be completed. Amount expended to June 30, 1918, \$32,443.71.”

This photograph was taken in 1918. No railings are in place and the final pour of concrete around the Lighthouse has not been done. The men in the photograph are Tom Opliger (left) and Bill Coats (right). The former temporary metal light tower can be seen in the background behind Bill Coats. It was moved there once its light was installed in the Lighthouse turret.



### 1919

A revolving fourth-order Fresnel lens, which produced five seconds of light followed by a five-second eclipse, commenced operation in the new lighthouse on April 7, 1919. The lens was manufactured by Macbeth-Evans Lens Company of Pittsburgh, PA.

On May 13 the Lighthouse fog horn became operational. The signal sounded a group of three blasts every thirty seconds. The fog signal consisted of a one-second blast, three seconds of silence, a one-second blast, one second of silence and one more one-second blast followed by twenty-three seconds of silence. The sequence would then repeat. This sequence was described in published guides meant for lake navigators to consult. Foghorn trumpets, pointing north, are visible on the photograph on the next page. The photograph shows the Lighthouse looking south toward shore. The photographer was probably on a United States Coast Guard tender *Crocus*; the photograph was taken on May 31.

The massive, three-story lighthouse was designed to withstand the tempestuous weather of Lake Erie. From the northeast corner of the structure, a square tower, topped by a lantern room, extends just above the pitched roof. The basement of the lighthouse contains a cistern, coal bin, and storage space. A machinery room, bathroom, and tool room are located on the first floor. An office/day room, galley (kitchen) with pantry, bunkroom and air tanks (for the foghorns) are located on the second floor. The third



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floor contains the diaphones with a timing device, spare parts locker, foghorn, 700-gallon water tank and stairs leading to the lantern room. This was the first year that light keepers actually lived on the premises.

### 1922

The Lighthouse Service replaced the old wooden tower at the end of the west pier with a skeletal, steel tower. The tower's electric light operated on commercial power instead of oil.

A residence for the keepers and their families was provided that year when a double dwelling in Lorain,

on Augusta Avenue, was transferred from the United States Shipping Board to the Lighthouse Service.



### 1923

According to **Ohio Lighthouses** by Wil and Pat O'Connell: "...the light was an oil-vapor lamp with 7,400 candle-power, 63 feet above the water with a five-second flash at five-second intervals, making a complete revolution every 30 seconds. It was turned by a huge clockwork arrangement at the base of the light. If this mechanism stopped or the light went out, an electric bell in the living quarters rang a warning. The beacon could be seen 18-25 miles away."

### 1925

On July 24, 1925, an explosion occurred on a Coast Guard boat near the lighthouse. Keeper Olin W. Stevens and Ralph L. McGue, an assistant keeper, promptly assisted its crew.

### 1926

On August 5, 1926, Second Assistant Keeper Dawsen E. Fellner saw a boy who had been swimming in the harbor start struggling. Fellner quickly lowered the station's boat and rescued the exhausted boy.

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### 1932

An electric lamp was installed in the Lighthouse. The rotating beam projected thirteen miles out over the lake waters.

### 1939

President Theodore Roosevelt ordered the Lighthouse Service to become absorbed by the United States Coast Guard. The Lighthouse Service had been responsible for the upkeep and maintenance of all lighthouses and light vessels in the United States.

The Coast Guard was now responsible for supervision and maintenance of the Lorain Lighthouse. The Coast Guard stationed three men from their local unit at the Lorain Lighthouse. The Coast Guardsmen occasionally served as lookouts for both a lifeboat station and the Air Force.

### 1947

19-year-old Harry Siegfried, United States Coast Guard Engineman First Class, was stationed at the Lorain Lighthouse. In a September 27, 1988 interview with the Lorain Journal, he remembered: "I served at the Lighthouse from 1947 through most of the season of 1948. You'd work two days on and one day off. In the first day, you'd take a 14-foot skiff and row out to the Lighthouse. You'd carry your food out there and a 2 ½ gallon galvanized bucket of water for drinking purposes.... For fog lookout you'd look to certain points on the beach. If you couldn't see past Beaver Park to the west or Root Road to the east, you'd use the air compressor and sound the fog horn. ....You'd turn on the fog horn until the fog disappeared. You gave it two blasts every minute. It was a big, dull roar." He recalled one pea-soup blanket of fog that required the Lighthouse keepers to blow the fog horn for 96 straight hours.



Siegfried stated "We had to keep a ledger and we had to log in the weather every two hours. We also had to log in the wind direction and velocity and what the cloud and sea conditions were like. .... You got \$1.10 a day to live on. So, you'd get a pound of bacon, a loaf of bread and some ground beef. It was a good life. For relaxation we'd throw a softball or fish in the summertime. ... We wore bell bottoms and chambray shirts – standard Coast Guard issue. The shirts were long-sleeved and comfortable. We didn't wear any shirts in the summer. After all, who's going to see you out there?"

Siegfried said that the Lighthouse "seasons" lasted from March through November.

### 1957

The Coast Guard appointed William J. Deverick, BM-1 (Boatswain's Mate 1), as Lighthouse Keeper. Deverick worked under the direction of the Lorain Coast Guard Station's Chief David G. Rash.

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### 1959

United States Coastguardsman, William J. Deverick, estimated that the Lighthouse received over 60 distress calls a month during the late 1950s. During a 1959 interview with the Lorain Journal Deverick recalled that “the inside of the Lighthouse consisted of a basement inside the crib of the structure with three floors above and a light tower. Four fuel tanks were stored in the basement along with a paint locker and a fresh water pump. On the first floor were located the engine room, the control panel, bathroom, air compressors for a foghorn, auxiliary power generators, a tool room and the furnace. The second floor housed the office, foghorn air storage tank, sleeping quarters for the staff and a large galley. The third floor contained the foghorn house, the spare parts locker and a fresh water tank. The main light motor and weight controls were located in the light tower. The Coast Guard workers did their own cooking and housekeeping while living in the Lighthouse. They worked six days and were off three days, with two men at the Lighthouse at all times.”

The three Lighthouse Coast Guardsmen painted the Lighthouse during this year. Their supervisors expected the Coast Guardsmen to complete the job in their spare time. The task took one year to complete, using four-inch brushes and fifty gallons of paint. Floodlights were installed to light up the exterior of the building on the lake and river sides of the building.

### 1965

The scheduled \$22 million improvements to the harbor at Lorain included an outer break wall. An automated modern tower, erected at its western tip, would take over the function of lighting the harbor entrance. The Coast Guard no longer needed the



Lorain Lighthouse. The Coast Guard slated the building for demolition and awarded a contract for \$25,000 to the Great Lakes Dredge & Dock Company to tear down the building starting in October. Once the company inspected the Lighthouse building they reported that the basement walls were 32-inches of reinforced concrete. Great Lakes Dredge & Dock Company increased their charge to demolish the building to \$75,000.

Vandals broke into the abandoned lighthouse. The Coast Guard welded the entrances shut to keep out trespassers. Looking more like a fortress than ever, the Lorain Lighthouse silently stood and awaited its

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sad and uncertain fate. What came instead was a barrage of protests from the Lorain community and Lorain City Council, as well as some fortuitous storms on Lake Erie.



The autumn storms delayed the construction of the new, automated light tower. The Coast Guard would not allow the destruction of the old Lighthouse until the new tower was completed and its light functioning.

Wayne Conn, William Parker, John and Clara Corogin and the Lorain County Historical Society stepped forward to organize an effort to save the lighthouse. Mayor Mathna appointed Wayne Conn to head the *Save-the-Lighthouse-Committee*. With the demolition scheduled for October, the group worked quickly, travelling to Washington D.C. to meet with Congressman Charles A. Mosher (R-Oberlin) and the Coast Guard.

The *Save-the-Lighthouse-Committee* met for their first meeting on August 3. Members present were Wayne Conn, Mayor Woodrow Mathna, Councilman William Parker, Councilman Jerry Keron, Councilman Andrew Shukait, Councilman Joe Smith, Councilman Alex Olejko, Charles Herzer, Paul Stocker,

Harry Youtt, Joe Sedivy, Clara Corogin, John Corogin, Johan Gabor, William Virgin and Antone Ujhelyi.

The Coast Guard refused to delay the demolition. Electric cabling installation for the new signal light was delayed due to bad weather in the fall. The cabling was postponed until the beginning of the following year. The Lorain Lighthouse beacon was still operating until the next year's cabling was completed.

Thanks to Conn's negotiating, as well as fierce winter weather, the company with the demolition contract postponed its plans to start demolition on October 1.

### 1966

The Coast Guard decommissioned the Lighthouse in 1966. The last light shone from the beacon January 10. The Coast Guard disconnected the electrical wiring to the lamp at the Lighthouse on January 11.

The *Save-the-Lighthouse-Committee* arranged a partnership with the *Lorain Civic Memorial Association* in the effort to stop the demolition. Since the group was a "not-for-profit" it was able to sign an

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agreement with the Coast Guard on January 25 to lease the structure for five years. This agreement resulted in the Coast Guard cancelling the demolition contract.

Working with the *Save-the-Lighthouse-Committee*, Congressman Charles Mosher was instrumental in convincing the Coast Guard not to demolish a structure that had such local support and historical significance.

### 1969

A Canadian freighter coming into the Lorain harbor accidentally rammed the Lighthouse.

### 1971

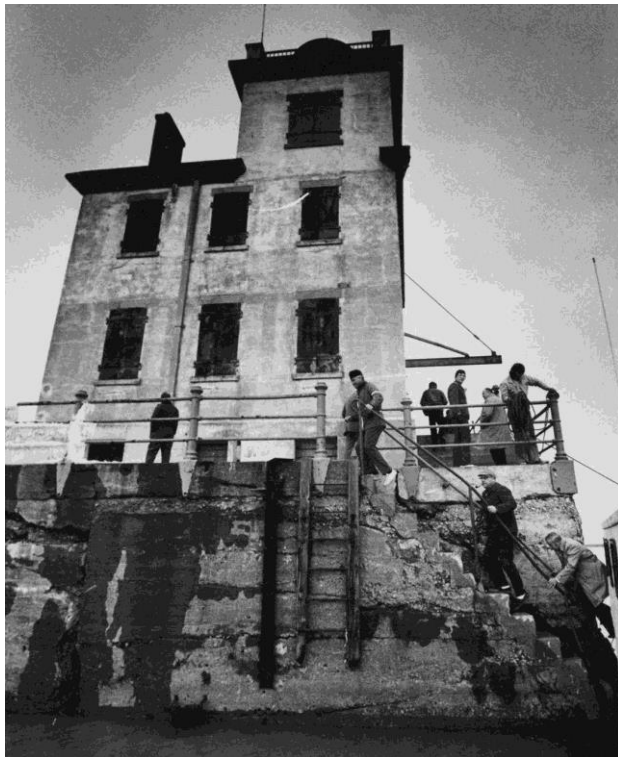
Unfortunately the *Lorain Civic Memorial Association* was not able to do much to preserve the Lighthouse in the years after it signed the five year lease with the Coast Guard. In fact, the group disbanded before the lease period was up.

### 1973

Since the lease had expired the Coast Guard took back the Lighthouse and turned it over to the General Services Administration as surplus property.

### 1974

The General Services Administration announced that it was accepting bids to purchase the structure. Buyers had to be non-profit organizations with historical purposes and had to prove that they had the



means necessary to maintain the lighthouse. The story of the sale spread quickly and even went worldwide, as a vacationing couple from Lorain saw an ad for the lighthouse in a Parisian newspaper.

### 1975

Robert Jaycox, the Lorain Harbormaster, conducted a tour of the Lighthouse for the *Save-the-Lighthouse-Committee* and members of the Great Lakes Historical Society. They found that the structure was basically sound. The Great Lakes Historical Society, having financial problems of its own, backed out of the project to save the Lighthouse.

### 1976

The *Save-the-Lighthouse-Committee* applied for a grant to help fund the Lighthouse preservation. The Ohio American Bicentennial Commission awarded a \$1,000 grant to the *Save-the-Lighthouse-Committee*. The Lorain Journal joined

in the efforts to save the Lighthouse. The Journal printed many news stories, photographs and editorials in support.



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**1977**

The *Save-the-Lighthouse-Committee* resumed negotiations with the Lorain County Historical Society who agreed to be part of the endeavor to preserve the Lighthouse. In 1977, the General Services Administration awarded the Lorain Lighthouse deed to the Lorain County Historical Society in exchange for \$1.00. The General Services Administration stipulated that the Lorain County Historical Society maintain the Lorain Lighthouse as a historic landmark. The base that it sits on remained the property of the Army Corps of Engineers.

**1978**

In December the National Register of Historic Places placed the Lorain Lighthouse on their Register.

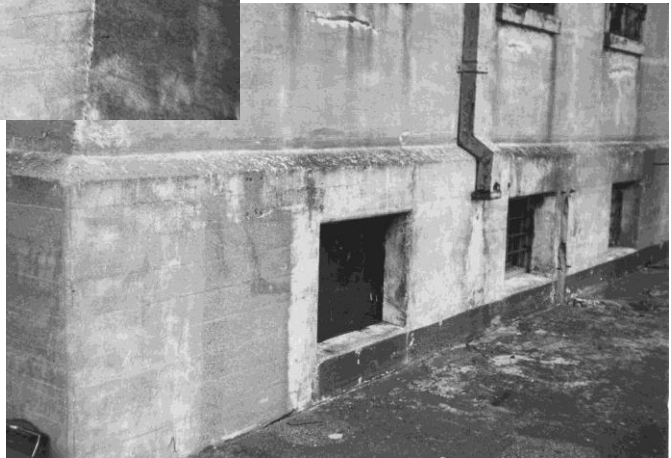


**1980**

The Lorain County Regional Planning Commission carried out a Lighthouse renovation study. Divers, hired with funds provided by a \$9,000 grant from Ohio Coastal Zone Management, conducted an underwater examination of the Lighthouse base in February. They discovered that the base was in good condition.

**1981**

Bob Kowalski, then with the Greater Lorain Chamber of Commerce, organized local fund-raising efforts to beautify the Lighthouse; it had not been repaired or repainted in years. Local businesses gave generously - as in-kind contributions. Volunteer laborers from companies were involved. A local business provided a barge to use in transport of supplies. Wayne Conn and Lorainite Jerry Amato, an employee of Glidden Paint of Cleveland, approached the company asking for help because the painting job that the Coast Guardsmen had done in 1959 was looking very weather-beaten. In the fall volunteers worked under the project called "Operation Lighthouse" to refurbish the exterior of the lighthouse. This time the structure was painted professionally using a generous donation of 160 gallons of paint from the Glidden Company. (The company would later use "before and after" photos of the lighthouse in its advertising.) Numerous companies and individuals volunteered their time and resources — an estimated value of over \$30,000 — to restore the lighthouse.



More than seventeen other local companies and individuals donated time and resources to the Lighthouse clean-up process. Workers sand blasted the rust-corroded steel shutters and railings and then painted them "battleship gray". They painted the roof shingles red and added a protective sealant coating to the

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shingles. “Operation Lighthouse” took about 17 days to complete with multiple delays due to inclement weather that made trips out to the Lighthouse risky.

Lorain City Council passed a resolution thanking workers from the Comprehensive Employment Training Act (CETA), Glidden Paint, Lorain Builders, Lorain Pellet Terminal Company, Sandy’s Trailer Sales, Freedom Fasteners, Doane Electric (especially Roger and Albert Doane), Black River Historical Society, Ambridge Division of U.S. Steel, Lorain County Historical Society, U.S. Coast Guard, Mike Amato, Lorain County Regional Planning, Greater Lorain Chamber of Commerce, and Lorain Port Authority (especially John Sulpizio and Stevens Painton for sandblasting).

### 1986

Virginia Creekman published a cross-stitch pattern booklet called *Lighthouses of the Great Lakes*. A pattern to stitch a Lorain Lighthouse was included in the booklet. She contacted Wayne Conn for details about the Lighthouse. Years later versions of this stitched project could be found framed and displayed in the area.



### 1987

After cracks in the base of the lighthouse were noticed, an underwater examination of the foundation was performed. The building itself was also inspected and found to need \$700,000 in repairs. The inspectors found interior damage caused by the elements and the incursion of birds.

### 1988

John Robertson of Avon Lake spent over 300 hours constructing a working scale model of the Lorain Lighthouse. The model was displayed at the Lorain International Festival.

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Lighthouse T-shirts were available for sale from a local business, Lake Screen Printing. Local high school students used the shirts as fund-raisers for their annual Prom-to-Dawn event following graduation. One local bowling team used the Lighthouse as a logo on their shirts.



Lorain Lions Club member, Frank Katrick, designed a Lorain Lighthouse pin. The Lorain Lions Club gave away Lighthouse pins to speakers at Lions Club meetings. Lorain Lions Club members also used the pins for trading at Lions Club conventions.

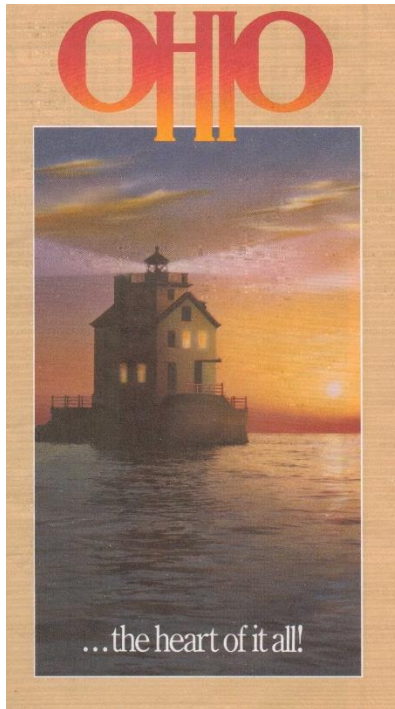
The Lorain County Visitors Bureau printed and sold four different styles of Christmas cards; the cards featured various artistic depictions of the Lighthouse.

### 1989

The Lorain Port Authority created the Port of Lorain Foundation, a non-profit foundation, in December. The Foundation's purpose was to preserve both the Lighthouse and Lorain's waterfront. The Foundation received several grants to help fund the restoration, but it was the federal government that picked up most of the tab with \$500,000 being provided by a House Energy and Water Development Appropriations Bill.

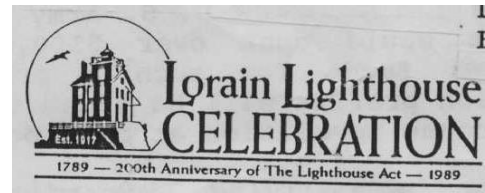
Founding members of the Port of Lorain Foundation were Dan B. Canalos, Roger E. Doane, Richard Greszler, George C. Llewellyn, Jr., Steven G. Luca, Frank Lucas, Robert Milovich, Rev. James L. Williams, John Zima, Paul C. Balcom, Thomas Bollin, Jack Elliott, Brian Lockwood, Jane Norton, George Manos, Stanley Pijor and Edwin Zacovic.

The first Lorain Lighthouse Celebration was held August 5 to honor the Lighthouse and its place in Lorain's history. The timing was chosen to coincide with the 200th anniversary of the passage of the Lighthouse Act, which established the U.S. Lighthouse Service.



### 1990

On February 12, the Port of Lorain Foundation, Inc. bought the Lorain Lighthouse building for \$1.00 from the Lorain County Historical Society.



The state of Ohio featured the Lorain Lighthouse on the cover of the Ohio roadmap issued that year.

The second annual Port Awareness Weekend and Lighthouse celebration was held in the summer. The Ohio Historical Society awarded a grant of \$19,168 to the Port of Lorain Foundation, Inc.

### 1990s

Volunteer workers doing repairs or providing replacement equipment or furnishings included (along with many more): Mickey Van Wagnen, Dave Kramer, Al Pollack, Ed Bansek, Joe Leuzzi, Jim King, Ray Roth, Dan Fugitt, Linda and Joe Gluvna, Frank and Carolyn Sipkovsky, and many local businesses. The Port of Lorain Foundation, Inc. sponsored fund-raising events. Starting in 1991, Lighthouse volunteers, under the leadership of co-chairpersons Carolyn and Frank Sipkovsky, started



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operating the soda booth at the annual Port Fest Festivals as a means toward fund-raising and visibility of the group's efforts. This was the first year that the Port of Lorain Foundation, Inc. started using the phrase "Jewel of the Port" to describe the Lighthouse.



The Lorain City Schools led cooperative projects to rescue the Lighthouse during 1990-91. Irving Middle School 7th and 8th graders constructed dozens of wooden model Lighthouse banks that were displayed in area businesses soliciting donations for the renovation. Twenty-four Lorain city public and private schools also worked together to collect pennies in large glass bottles in their buildings. The "***Pounds of Pennies***" effort collected 2,861 pounds of pennies. The winning school was St. John School with 548 pounds of pennies donated. Whittier Middle School was second place winner and Irving Middle School placed third. The total amount raised by the ***Pounds of Pennies*** campaign was \$5,000.05.

[Ron Mantini, Treasurer of the Lorain Lighthouse Foundation, Inc. is shown holding one of the Lighthouse banks during a fund-raising event in 2017.]

The United States House of Representatives voted in favor of an Energy and Water Development Bill appropriation of \$500,000 for the repair of the base of the Lighthouse.

### 1991

Volunteers replaced the original wooden windows at the Lighthouse. Many windows were rotted and broken. Students and a teacher at Harrison Academy built 35 new window sashes during the school year. Assistant teacher, Bill Butler, and volunteer, Dave Kramer, finished another 22 sashes in the summer. Lorain Glass donated materials and labor to fit glass into the window sashes. United Garage Door donated the wood. (These windows were replaced in 2015 with better fitting windows.)

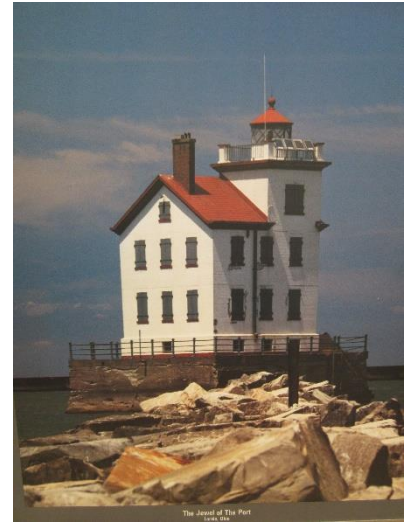


Volunteers spent the summer removing debris and junk out of the building. They were also doing interior paint removal during that period.

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On October 14, an exterior lighting ceremony and festival was held at Lakeside Landing. In addition to working on the restoration project, Mickey Van Waggen, Chairman of the Lorain Lighthouse Restoration Committee, donated a photograph of the Lighthouse that he took during that celebration.

Two thousand copies of the photograph, called “Jewel of the Port”, were printed as posters. The Lighthouse Restoration Committee used the posters as gifts to donors who contributed \$20 or more to the renovation campaign. Other area artists also offered percentages of sales of Lighthouse artworks for the campaign coffers.



(Volunteer Dave Kramer installing window.)

1993



The Lorain Restoration Committee issued “certificates” to acknowledge donors to the Lorain Lighthouse Restoration Project.

The Amherst Chimney Service Company completed their job of relining the chimney. They installed two new stainless steel flue liners; this was a donated job.

In October the Army Corps of Engineers awarded a contract to **J. A. Blank Company of Fallston, MD**, to stabilize the Lighthouse base to stop further shifting (leaning) of the structure. Their work, which began in November, included drilling holes in the Lighthouse basement floor into which they pumped grout. The Coast Guard declared the project adequately completed at a point when the grouting cost had reached \$850,000. This amount exceeded the estimated cost of the project. A representative of the Army Corps of Engineers was heard to state that they would not have undertaken the project had they known what its final cost would be. (It was quite a bit more than the \$35,000 spent to build the structure in 1917).

## Lorain Lighthouse History

**1994**

Lantern room work occupied many hours of labor. Volunteers put in dozens of hours repairing and repainting the lantern room at the top of the Lighthouse.



Volunteer Jim King is seen working on the exterior of the lantern room. Twenty-eight pieces of curved glass were custom made by Precision Glass Company of Fort Smith, Arkansas at a cost of \$1,300.

Lorain Glass Company assisted by supplying some materials for the installation of the glass. Ray Roth and Dave Kramer installed the glass panels in November and December.

**1995**

The exterior railings and stanchions were removed in advance of the Army Corps of Engineers installation of new steel pilings around the Lighthouse base. The Army Corps of Engineers expanded the base of the Lighthouse by five feet on each side as part of that project.



Volunteers took the stanchions to shore where a local company sand blasted the stanchions and then applied primer coats of paint. The volunteers could not salvage a few of the stanchions that were in poor condition. Lorain's O'Keefe Castings made a wooden mold from a stanchion and then produced new cast iron stanchions. They also made additional stanchions to use on the expanded portion of the deck of the Lighthouse. All stanchions were primed in preparation for being later painted "battleship gray". The workers would re-install the railings and stanchions after the Army Corps of Engineers completed their work of installing the new steel pilings (in 1997).

An estimated crowd of 20,000 people attended the June 9-11 Port Awareness and Lighthouse Celebration held at Riverside Park. Local fund-raising efforts by the end of this year exceeded \$450,000.

## Lorain Lighthouse History

**1996**

The Army Corps of Engineers contracted with a company, **International Chimney**, from Buffalo, N.Y. to install new steel pilings around the Lighthouse's concrete base. That company subcontracted the work to Lorain-based **Marine Contractors** owned by Vic Monz. **Marine Contractors** replaced the west breakwall.



**1997**

Work continued inside the Lighthouse with plaster removal, painting and repairs on all walls and floors. Volunteers removed buckets and buckets of old plaster by boat to be disposed of on shore. Exterior work included replacing walkways, installing railings and finishing and installing the boat dock.



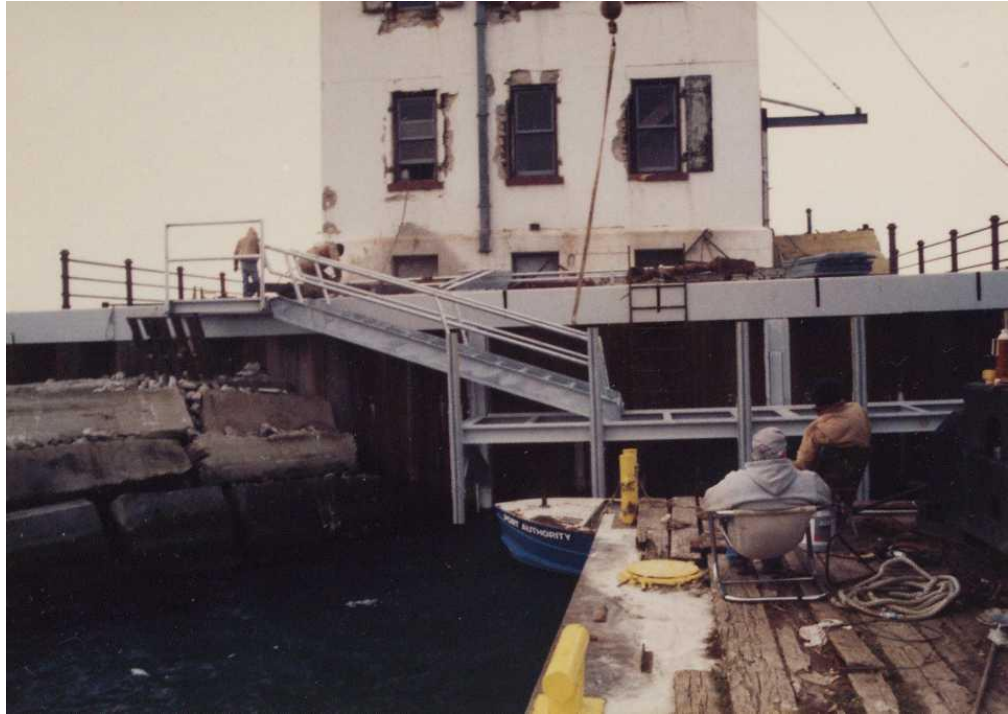
Trucks were loaded on a barge to supply the concrete to replace the old damaged exterior walkways. This was when the stanchions and railings were installed in the concrete of the new walkways.



## Lorain Lighthouse History

Corky Pelton's marine contracting company workers constructed a steel boat landing on shore. The landing was loaded on a barge and taken out to the Lighthouse in September.

The old electric generator was recovered from a Lorain County barn in 1997 and restored from 1997-1998 on shore.



**1998**

A major renovation of the exterior of the Lighthouse started in August and continued into the next year. **West Protective Coatings, Inc.** of LaGrange, Ohio, was contracted by the Port of Lorain Foundation to do concrete restoration of the exterior walls. Deterioration of the outer wall's concrete demanded repair. Areas around the windows and under the eaves were damaged. The breaking away of old concrete was due to interior rust of steel embedded in the concrete when the building was built in 1916-1917.



The steel shutters were very rusty. Workers removed the shutters (which were re-installed the following year). They had to replace many of the shutter hinges, which were embedded in the concrete exterior walls.

The shutters each weighed about 125 pounds. Crews of volunteers, including Jim King, Dave Kramer and Mickey Van Wagnen, took



## Lorain Lighthouse History

the shutters to shore to be sand-blasted, repaired and re-painted. Scaffolding enfolded the building for months during the exterior repair project.



### 2000

Work on the interior of the Lighthouse basement was under way. Volunteers repaired, pressure washed and painted walls.

### 2001-2002

Workers from a Columbus Ohio firm called *The Durable Restoration Company* replaced the roof shingles with red slate shingles. In his letter of testimonial to the company Mickey Van Wagnen stated “....As of this date, the roof has withstood extreme wind conditions in excess of 80 miles per hour, rain, snow, sleet and ice. Not a single slate has moved, shifted, cracked, or blown away.”



Meanwhile, on shore, Dave Kramer built six new interior wood doors for the second floor. He worked on this project at his garage workshop in the winter of 2001 through spring of 2002.



A navigational light was re-established in the Lighthouse lantern room after thirty-five years of darkness.

### 2002

During this year interior plastering of walls and ceilings was completed by two local firemen, Art Marsh and Dave Foisy, who were hired to do the job. The volunteers kept log sheets of work done. A sample entry from their work log: “Hauled 46 buckets of plaster to shore.”

This was the first year that visitors were taken on tours of the building. According to Frank Sipkovsky, in an interview with a writer for LIGHTHOUSE DIGEST, “we opened the lighthouse for the first time and in a two-day period we took 611 people through.”

### 2004

Volunteers removed flooring from the second floor due to its terrible condition. It would be replaced at a later date (2008).

### 2006

The Port of Lorain Foundation, Inc. registered their trademark phrase “Jewel of the Port” (R) with the United States Patent and Trademark Office.

## Lorain Lighthouse History



**2007**

The original Fresnel lens was located in the state of New York at the Charlotte Genesee Lighthouse. It had been there since 1984. Local Lorain Lighthouse repair volunteers started negotiations with the Coast Guard to have them facilitate the return of the Fresnel lens from New York to the Lorain Lighthouse. (The lens was the property of the Coast Guard Curatorial Service & Coast Guard Museum. The lens, at that time was still on loan to the Charlotte Genesee Lighthouse.)

**2008**

Flooring on the second floor was replaced with new maple wood. New oak baseboards were installed. Frank Sipkovsky, Joe Leuzzi and Dave Kramer spent more than 500 hours on the project. They are seen in the photo on the left holding the last piece of wood to be installed.



**2009**

Frank and Carolyn Sipkovsky searched for donations of 1950s kitchen appliances, a dining set with chairs and other vintage items to furnish the Lighthouse galley. This was equipment, etc. of the sort that could have been used by Coast Guardsmen in the years before the Lighthouse was de-commissioned. Generous local donors responded to a Morning Journal article asking for donations. Frank and Carolyn even donated a milk bottle from the Lorain Home Dairy.



[Photo courtesy of Eric Bonzar, Morning Journal, May 2017]

**2011**

The Lighthouse's fourth-order Fresnel lens, which had been on display at the Charlotte-Genesee Lighthouse near Rochester, New York for twenty years, was returned to Ohio during the summer of 2011 at the request of the Port of Lorain Foundation. The Fresnel lens is now at Lorain under a special loan program with the Coast Guard Curatorial Service & Coast Guard Museum. The Coast Guard retains

## Lorain Lighthouse History

ownership of the lens. The lens is on loan to the Lorain Lighthouse Foundation until September 1, 2028 with a renewal of the loan possible then.

The *Ohio Culture Facilities Commission* awarded \$190,000 for restoration work at the Lighthouse and on the Fresnel lens. The cost of the glass for the specially constructed display case was part of the restoration project funds granted in 2011.

### 2012-2014

A four-man team from the Lorain County Wireless Operators group stayed overnight in the Lighthouse on August 18 to help observe “International Lighthouse Lightship Week”. The group was the first to stay overnight in the Lighthouse in more than 30 years. They stayed there once a year through 2016.

Dave Kramer worked on cleaning, repairing and restoring the Fresnel lens clockworks. He also worked for months in his garage on the project of constructing a display case for the Fresnel lens and clockworks using wood that he salvaged from the Lighthouse’s old baseboards.

The Port of Lorain Foundation hired a Cleveland firm, *Intermuseum Conservation Association (ICA)*, to complete some of the complicated cleaning and restoration of the Fresnel lens. This work cost about \$20,000.

### 2013

Members of the United States Lighthouse Society toured the Lorain Lighthouse.

Board members of the Port of Lorain Foundation, Inc. proudly stand next to a model of the Lorain Lighthouse (left to right - Steve Luca, Ed Baker and Richard Yepko).

Restoration work, including replacement of thirty-one Lighthouse’s windows, was completed in the summer. The windows had last been replaced in the early 1990s. The Lighthouse was also repainted.



The model of the Lighthouse, seen in this photo, was constructed by Don Perkins of Pocasset, Massachusetts. He decided to donate it to the Port of Lorain Foundation. Dave Kramer, Joe Leuzzi and Frank Sipkovsky drove to Syracuse, NY, to pick up the donated model.



## Lorain Lighthouse History

### 2014

After \$20,000 was spent on cleaning and restoring it, the Fresnel lens was placed on display in the lobby of the offices of the Lorain Port Authority at Black River Landing in March. The lens was one of the few manufactured by an American company called the MacBeth-Evans Glass Company of Pittsburgh. The Coast Guard issued an insurance value as \$195,000 for the lens and \$5,000 for the non-working clockwork.

In an interview with Matt Dempsey, published by the *Elyria Chronicle-Telegram* on June 14, 2014; he stated that the Lighthouse rebirth has to be credited to numerous volunteers: “It’s a labor of love, blood, sweat and tears.”

### 2015

This was the year that the Port of Lorain Foundation, in partnership with Jackalope Lakeside Restaurant, started fund-raising “*Sunset Wine Dinners*” at the Lighthouse. They purchased boat transportation for diners from the Port of Lorain Foundation, Inc. The Port also offered boat shuttles out to the Lighthouse on either the *Pride of Lorain* or the *Lady Charleston*.



[Photo of *Pride of Lorain* courtesy of Eric Bonzar, Morning Journal, May 2017]

# Lorain Lighthouse History

## 2015

A project to replace the windows with better fitting ones was started this year. These new windows would be installed to replace the ones installed in 1991.

The Lorain Lighthouse joined the *Lighthouse Passport Club* of the United States Lighthouse Society. The United States Lighthouse Society is a non-profit 501c3 historical and educational organization incorporated to educate, inform, and entertain those who are interested in lighthouses, past and present.

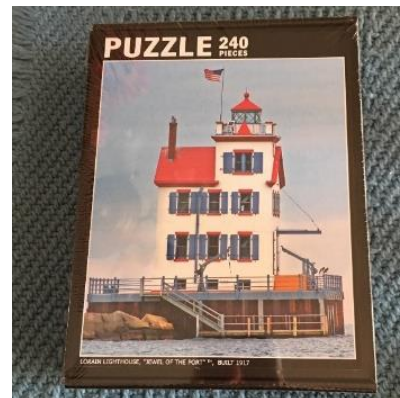


The Lorain Lighthouse has two different passport stamps for use with members of the *Lighthouse Passport Club*. One stamp is at the Lighthouse for those actually visiting the Lighthouse (see on left). A different stamp is provided for those viewing the Lighthouse only from land (seen on right). This stamp is located at the Port Authority office, 319 Black River Lane, Lorain, OH 44052.



Lorain County Community College students, Joyce Darmstadt and Andrew Black, designed the stamps.

The Port of Lorain Foundation, Inc. started a gift shop inside the Lighthouse. The gift shop offers visitors the opportunity to purchase a variety of Lighthouse themed items. Purchases from the Lorain Lighthouse Foundation gift shop directly support the Lighthouse. Gift shop items are also available for purchase from the Lorain Lighthouse Foundation website: <https://lorainlighthouse.com/museumgift-shop/>



## Lorain Lighthouse History



(Lighthouse flag photo courtesy of Eric Bonzar, Morning Journal, May 2017)

In October the Lorain County Preservation Network voted to grant the Lorain County Landmark designation to the Lorain Lighthouse. Public donations made it possible to purchase the plaque in 2016 and to plan to install it inside the Lighthouse for the 2017 Lighthouse Centennial celebration.



Carolyn and Frank Sipkovsky then started what would be many hours of research and Lighthouse history documentation. They needed to meet the requirements related to production and placement of an Ohio Historical Marker to celebrate the Lorain Lighthouse Centennial in June 2017.

The Ohio Historical Markers program, begun in the 1950s, encompasses over 1,500 unique markers that tell the state's history as written by its communities. Local community sponsors erect markers in partnership with the Ohio History Connection. Markers describe the people, places, things and events of Ohio's past.

### 2016

After 50 years, the electric generator, which had been restored in 1998, finally made it back to its original location inside the Lighthouse.

From 2015-2016 WR Restoration of Twinsburg, Ohio, conducted exterior patching and repainting, shutter and door painting, fog horn roof painting, gutter repair and recoating, downspout maintenance and exterior painting of the turret. They built and installed 31 mahogany windows treated with epoxy sealer that were then painted gray. Four of eight new LED exterior light fixtures were donated by Superior Electric. Installation was done by volunteers Jim Lumadue and Tom Oberg.



## Lorain Lighthouse History

The Port of Lorain Foundation, Inc. changed its name to the Lorain Lighthouse Foundation, Inc. The Foundation made partnership arrangements with the Port of Lorain and Jackalope Restaurant as It continued its varied fund-raising efforts. They sponsored a variety of activities including tours, dinners, 4<sup>th</sup> of July fireworks viewing parties, and private events at the Lighthouse such as weddings and private group tours. Boat departures left from the Black River Landing boat dock or from the Jackalope transit dock.

The Lorain Historical Society gave pride of place to an image of the Lorain Lighthouse on a local history afghan available from their gift shop.

### 2017

The Lorain Lighthouse Foundation continued to recruit volunteers to help in cleaning, maintenance, gift shop sales and conducting tours.

Board members at the beginning of 2017 were Frank Sipkovsky, Board Chairman - Ed Baker, President; Thomas Boyer, Vice President; Ron Mantini, Treasurer; Rachel Costello; Matt Dempsey; Dave Kramer; Matthew Luca; Steve Luca; Joe Lucas; James Lumadue; Linda O'Conner; Frank Papay; Alan Pollock; Carolyn Sipkovsky and Michael Zurich.

Lighthouse Dinner Cruises and Lighthouse Tours were offered by the Lorain Lighthouse Foundation during the summer of the Lighthouse Centennial Celebration.

### SUPPORT THE LORAIN LIGHTHOUSE

You can become a member of the Lorain Lighthouse Foundation, Inc. Your contributions are tax deductible and very important in helping in the restoration and preservation of the historic Lorain Lighthouse.



#### Friends of the Lorain Lighthouse Jewel of the Port® Membership Application

During the Lighthouse's Centennial Year, the Lorain Lighthouse Foundation, Inc. is starting a special membership program. Your membership is very important in helping us in the restoration & preservation of the historic Lorain Lighthouse. Visit our website at [www.lorainlighthouse.com](http://www.lorainlighthouse.com) or Facebook page for scheduled events, programs or to see photos of our work to date. If interested in membership, please complete this application.

If you know anyone, a company or organization that can donate supplies, products, services or funding to make the Lorain Lighthouse an exceptional historical asset, please let the Lorain Lighthouse Foundation, Inc. know.

## **Lorain Lighthouse History**

Visit their website ... <https://lorainlighthouse.com/membership-application/> or Facebook page to see photos of work to date. Lorain Lighthouse Foundation, Inc. board members are available to speak to you or your organization upon request.

On June 30, 2017, an Ohio Historical Marker was dedicated on the “Mile Long Pier” to mark the history of the Lorain Lighthouse.

### **OHIO HISTORICAL MARKER WORDING - SIDE ONE**

#### **LORAIN WEST BREAKWATER LIGHTHOUSE**

On October 22, 1913, Congress appropriated \$35,000 to build a light and fog station at Lorain harbor. Construction began after plans were approved in 1916. The concrete structure was finished and light placed in service in 1917, but the station was not completed until 1919. The lighthouse's foundation is comprised of a wooden crib and boxes filled with stone. The lighthouse consists of a basement and three floors, topped by a lantern room. Like others, this lighthouse had its own identifying signals, namely, the duration of the fog horn's blast and the rotation and duration of the light. A fourth order Fresnel lens was installed in 1919 and lit with an incandescent oil vapor lamp. The lamp was converted to electric power in 1932. The Lighthouse was manned by the U.S. Lighthouse Service, a civilian organization, until the U.S. Coast Guard took control of all U.S. Lighthouses in 1939.

### **OHIO HISTORICAL MARKER WORDING - SIDE TWO**

#### **LORAIN WEST BREAKWATER LIGHTHOUSE**

The Coast Guard decommissioned the Lighthouse in 1965 and it was scheduled for demolition later that year. Inclement weather, a concerned citizens group and subsequent community interest convinced the Coast Guard to retain the historic lighthouse in 1966. During the following decade, a Save-the-Lighthouse committee led a campaign to preserve the structure. The Lorain County Historical Society acquired the lighthouse in 1977 and it was listed on the National Register of Historic Places in 1978. In 1990 the lighthouse became the property of the Lorain Lighthouse Foundation, formerly the Port of Lorain Foundation. Among those providing support to the Foundation in 1991 were pupils from 24 of the city's public and private schools. Students collected 2,861 pounds of pennies valued at \$5,000.05. Since the lighthouse was saved in the mid-1960's, community volunteers have worked diligently to preserve Lorain's “Jewel of the Port®”.)

### **Acknowledgements**

Many local Lorain Lighthouse friends assisted in information and photograph sharing during research for the first and second editions of the Lighthouse History. Their past and present assistance made updating this version of the Lorain Lighthouse history a more complete and collaborative process. I appreciate all the help provided by the following in the updating of this second edition of the Lighthouse history:

Frank and Carolyn Sipkovsky; Dave Kramer; Ed Baker; Matthew Dempsey; Files provided by the Lorain Lighthouse Foundation, Albert Doane and the Lorain Historical Society.

# Lorain Lighthouse History

## Lighthouse Keepers List (from Lighthouse Friends-Ohio and “Keepers of the Lorain Lighthouse As Researched by Phyllis Tag”)

**Head:** Captain Augusta Jones (1837 – 1841), Patrick Sinnott (1841 – 1843), Thomas Brown (1843 – 1849), David Foote (1849 – 1853), Hugh Sleator (1853 – 1857), Moses B. Packer (1857 – 1859), Lester Smith (1859 – 1861), Henry Ludnum (1861 – 1865), Alanson Bridges (1865 – 1871), James Connolly (1871 – 1903), George F. Ferguson (1903 – 1905), Robert P. Waterfield (1905 – 1910), Peter L. Diffley (1910 – 1914), Frederick Hatch (1914 – 1919), Frank L. Sellman (1919 – 1921), Olin W. Stevens (1921 – 1937), Joseph R. Price (1937 – at least 1945), Joseph N. Hebert (at least 1947), John Lewis (USCG-1953), Dave Reed (USCG-1953), Fred Smith (USCG-1953), William Mandeville (USCG-1954), Howard Mack (USCG-1954), John Jones (USCG-1954), Frederick Hatch (USCG-1954), William Deverick (USCG-1957 – 1960), Richard L. Peterson (USCG-1959), John Yeager (USCG-1959)

**First Assistant:** Arthur Shaw (1909), Halsey W. Crapo (1909 – 1910), William H. Manning (1910), Halsey W. Crapo (1910 – 1912), Frank Sellman (1919-1921), Olin W. Stevens (1919 – 1921), John W. Bennett (1922 – 1925), F.C. Olsen (1925), Ralph L. McGee (1925), E.W. Redding (1925), Albert Williams (1925 – at least 1926), Edward J. Sweet, Jr. (1927 – 1932), Karl H. Jackson (1932), John Kagain (1928-1940), Wilson Ross (1940).

**Second Assistant:** Charles Kloepffer (1919), Elmer W. Redding (1920), George Waid (1920), John Hall (1920), James Cater (1920 – 1921), Winfield S. Bufe (1921), Arthur B. Wallace (1921 – 1923), Merle K. Redding (1923), Harry E. Williams (1923), Arthur Wallace (1923), Albert Williams (1924 – 1926), Dawsen E. Fellner (1926 – ), John Kazen (1927 – ), John Kagain (1926-1928), Frank K. Ward (1932 – 1937), Wilson W. Ross (1937 – at least 1941).

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- 1974-July 10 Photograph: Sundown Paints A Portrait in Lorain Harbor [p 15]
- 1974-July 26 Historical Society Offered Lighthouse [p 16]
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- 2005-Oct 14 Polishing The Jewel Of The Port [p A-1]
- 2006-Jan 1 The Sipkovskys, Lorain's Historical Couple, Step Down [p G-1]
- 2007-Apr 6 Names Chosen For New Port Tour Boats [p A-7]
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- 2007-July 31 Black River Tours Offered [p B-1]
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- 2007-Aug 19 Black River Bounty [p A-1]
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- 2008-Apr 10 Father Son Write Musical Tribute To City Of Lorain [p A-1]
- 2008-Apr 17 Lorain Lighthouse Flag Unfurled: Port Of Lorain Foundation [p A-1]
- 2008-May 23 Lighthouse Tours Start Saturday [p A-1]
- 2008-July 20 Lighthouse Tour Remains Gem For Port Fest Visitors [p A-1]
- 2008-June 26 County To Get \$65 Million In State Funding For Projects [p B-4]
- 2008-July 13 Shedding Light On Lighthouses [p E-1]
- 2008-July 24 Lighthouse Gets \$210,000 Boost In Form Of Federal Funds [p A-1]
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- 2009-June 25 Lorain Timeline
- 2009-July 15 Foundation To Conduct Tours Of Lorain Lighthouse
- 2009-Aug 15 Former Beauty Queen Helping Lorain Lighthouse Restoration [p B-2]
- 2010-Jan 31 Keeper Of The Lighthouse:  
Lorain Native's Literary Trilogy Combines History, Fiction [p F-4]
- 2010-June 23 Lorain Lighthouse Needs Volunteers To Help Give Tours
- 2010-July 14 Foundation Offers Lighthouse Tours
- 2010-July 18 Taking Tours [Video]

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- 2010-Aug 25 An Artistic Beacon: Life-Long Lorainite Takes Extra Care In Capturing Lake Erie And The Lighthouse
- 2010-Sept 10 Association Set To Tour Lorain Lighthouse Today [p B-4]
- 2011-Feb 9 Outlook Bright For Return Of Original Lens To Lorain Lighthouse
- 2011-Apr 11 Lorain Lighthouse 2011 Tours Scheduled
- 2011-Aug 9 Lens From Lorain Lighthouse Will Have New Home
- 2011-Aug 10 Historic Lens To Return To Lorain [p A-1]
- 2012-Aug 18 Into The Airwaves; Amateur Radio Hosts Broadcast From Lighthouse [p A-1]
- 2013-Feb 15 Sen. Sherrod Brown Pushes For Superstorm Sandy Repair Money [p C-11]
- 2013-June 22 Lighthouse To Get Home Improvements This Summer [p A-1]
- 2013-July 8 Lorain Police Seeking Suspects After Telescope Stolen During Break-In Of Lighthouse
- 2014-July 9 Suspects Sought In Lighthouse Break-In [p A-1]
- 2014-Mar 6 Vintage Lorain Lighthouse Lens Restored, Displayed By Port Authority
- 2014-Mar 7 Lighthouse Lens Returns Home [p A-1]
- 2014-May 16 Old Buildings Draw New Interest [p A-1]
- 2014-May 29 Dinners To Benefit Lorain Light [p B-3]
- 2014-June 11 Weather Cancels Lorain Lighthouse Dinner [p A-7]
- 2014-Aug 17 Appreciating The Jewel Of Lorain's Port [p E-2]
- 2014-Aug 21 Preserving The Jewel Of Lorain's Port
- 2014-Oct 6 Couple Has Historic First Wedding At Lorain Lighthouse [p A-1]
- 2015-Jan 13 Lorain Photographer Sees Things That Other People Just Take For Granted
- 2015-Jan 14 Photographer Shoots Some 10,000 Photos Of Lorain Lighthouse (Bob Robinson) [p A-1]
- 2015-Mar 10 Enjoy Brunch; Help Lorain Lighthouse
- 2015-Mar 26 Lighthouse Supporters Polish Lorain's Jewel Of The Port [p 43]
- 2015-Apr 17 Historic Sites: Lighthouse Supporters Polish Lorain's "Jewel Of The Port"
- 2015-May 28 Summer Events Will Draw Tourists To Lorain [p A-1]
- 2015-July 10 Lorain Lighthouse Joins United States Lighthouse Society's Passport Program And Club
- 2015-Sept 13 Lorain Lighthouse Named Best On Lake Erie By Magazine
- 2016-Feb 13 Port Expanding 2016 Boat Tours [p A-1]
- 2016-Mar 16 Lorain Lighthouse Nominated For Lake Erie Magazine's Best Of 2016
- 2016-Apr 24 River Cruises, Lighthouse Fireworks On Tap For 2016 [p A-5]
- 2017-Feb 2 Lorain Lighthouse Foundation Plans Celebration Events
- 2017-Feb 2 Lorain Lighthouse Turning 100 In 2017
- 2017-Feb 3 Lighthouse Mark 100<sup>th</sup> Anniversary This Year
- 2017-Mar 8 Lorain Lighthouse Caretakers Seek Votes
- 2017-May 25 Lighthouses: Beacons in Lake Erie

### Additional Information from other newspapers

- 1965 – August 7 – “Stormy clouds gather over Lorain Lighthouse” – **Elyria Chronicle Telegram** [p.1]
- 1965 – November 11 - "Save Lighthouse Efforts Continue" (cartoon by Gene Patrick),  
Passing Scene – **Elyria Chronicle Telegram**
- 1965 – December 30 – “Lighthouse Has Chance to Survive” – **Elyria Chronicle Telegram** [p.11]
- 1966 - May 14 - "It's Official – Lorain Lighthouse Saved from Demolition" (cartoon by Gene Patrick),  
Passing Scene – **Elyria Chronicle Telegram**
- 1993 – August 1 – “Battered Beacon, Shining Future” by Lawrence Budd – **Elyria Chronicle Telegram**
- 2002 – July 20 – “Lighthouse Shines Again” by Tony Lombardo – **Elyria Chronicle Telegram**

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2007 – December 26 - “2 Old Lighthouses Compete for a Historic Lens” by Michelle York, *THE NEW YORK TIMES* (Rochester Journal)

2012 – August 18 – “Radio Operator Group Staying in Lighthouse” by Christina Joliffe – **Elyria Chronicle Telegram** [p.1]

2014 – March 5 – “Lorain Lighthouse Lens to Return” by Evan Goodenow – **Elyria Chronicle Telegram**

2014 – June 14 – “Lorain Lighthouse Still Beckons Visitors” by Evan Goodenow – **Elyria Chronicle Telegram** [p.11]

### Terms Defined:

- **Acetylene** - a colorless gaseous hydrocarbon  $\text{HC}\equiv\text{CH}$  used chiefly in organic synthesis and as a fuel (as in welding and soldering)
- **Automated** - A lighthouse that has been changed to operate without the aid of a keeper. The light is controlled by a remote control, timers or light and fog detectors.
- **Beacon** - a lighthouse or other signal for guidance
- **Breakwater** - fixed or floating structure that protects a shore area, harbor, anchorage, or basin by intercepting waves.
- **Crib** - A structure, usually of timbers, that was sunk in water through filling with stone, and served as the foundation for a concrete pier built atop it.
- **Decommissioned** - A lighthouse that no longer functions as a navigational aid.
- **Diaphone** - A sound signal, which produces sound by means of a slotted piston moved back and forth by compressed air. A “two-tone” diaphone produces two sequential tones with the second tone of lower pitch.
- **Eclipse** - An interval of darkness between appearances of a light.
- **Foghorn** - a horn sounded in a fog to give warning
- **Fresnel Lens** - An optic array manufactured using the design principles of Augustin Fresnel, the French physicist who first established the design, and after whom the Fresnel Lens was named. A type of optic consisting of a convex lens and many prisms of glass, which focus and intensify the light through reflection and refraction
- **Fuel** - A material that is burned to produce light (fuels used for lighthouses included wood, lard, whale oil, tallow, kerosene). Today, besides electricity and acetylene gas, solar power is also used.
- **Harbor** - a part of a body of water protected and deep enough to furnish anchorage; with port facilities
- **Lantern Room** – A glass enclosure at the top of the lighthouse tower, which housed the lighthouse lens.
- **Lighthouse** - a structure, such as a tower, with a powerful light that gives a continuous or intermittent signal to navigators
- **Pier** - a structure, such as a breakwater, extending into navigable water for use as a landing place or promenade or to protect or form a harbor; a pier connects to shore
- **Port** - a harbor town or city where ships may take on or discharge cargo
- **Range Lights** - Two lights associated to form a range, which often, but not necessarily, indicates a channel centerline. The front range light is the lower of the two, and nearer to the mariner using the range. The rear range light is higher and further from the mariner. When the ship is in the proper channel, the lights will be in alignment.
- **Tender** - A vessel used in the servicing of lighthouses and buoys.