



Current Status of the 15 SURVIVING USCG LIGHTSHIPS

<http://www.uscglightsailsors.org/>

REPORT, JUNE 2015

The 1820-1983 time period saw 113 U. S. Lightship Stations on 3 coasts and the Great Lakes.
During this period a total of 179 U.S. Lightships were built; only 15 U.S. Lightships survive in 2015..
Several of the 15 are **“Endangered”**

By J. F. “Jay” McCarthy

Current name & location

LV-75 – LAKE ST. CLAIR (NY) – Possibly **SCRAPPED** 2013?

LV-76 / WAL-504–MAUDI MORGAN (BC), (former Relief West Coast) **“SCRAPPED”** 2013

LV-79 / WAL-506 – BARNEGAT (NJ) – (former Five Fathom Bank (NJ), Relief (3rd.CG District) **“Endangered”**

LV-83 / WAL-508 – SWIFTSURE (WA), (former Blunts Reef (CA), San Francisco (CA), Relief (West Coast)

LV-87 / WAL-512 – AMBROSE (NY), (former Relief (3rd.CG District NY), Scotland (NJ), Vineyard Sound (MA)

LV-101 / WAL-524 – PORTSMOUTH (VA), (Cape Charles (VA), Relief (VA), Overfalls (DE), Stonehorse Shoal (MA)

LV-103 / WAL-526 –HURON (MI), (former Relief (11th & 12th Dist), Grays Reef (MI), North Manitou Shoal (MI)

LV-107 / WAL-529 – LIBERTY LANDING MARINA (NJ), (former Cape Lookout Shoals (NC), Winter Quarter Shoals (VA), Delaware (DE), Relief (3rd. District based at Cape May NJ)

LV-112 / WAL-534- NANTUCKET (MA), (former Relief 1st. CG District)

LV-115 / WAL-537 – FRYING PAN (NY), (former Relief, 4rd. CG District based at Cape May NJ)

LV-116 / WAL-538 – CHESAPEAKE (MD), (former Fenwick Island Shoals (DE), Delaware (DE)

LV-118 / WAL-539 – OVERFALLS (DE), (former Cornfield Point (CT), Cross Rip (MA), Boston (MA)

WLV-196 – BIO RESEARCHER (AK), (former Pollock Rip (MA), Nantucket (MA), Relief (MA) Umatilla Reef (WA)

WLV-604 – COLUMBIA (OR)

WLV-605 – RELIEF (CA), former Overfalls (DE), Blunts Reef (CA)

WLV-612- NANTUCKET I (MA), (former San Francisco (CA), Blunts Reef (CA), Portland (ME)

WLV-613 – NANTUCKET II (MA), (former Ambrose (NY), Relief (MA) **2015, SOLD to owner of WLV-612**

<http://www.uscg.mil/history/cutters/WLV/LightshipIndex.asp>

A short Biography, photos and current status on each ship, to the best of our knowledge, appears on the following pages.

We are most interested in hearing from anyone that may have any additional updates, photos or information on any of these great Lightships. It is impossible for us to physically visit each ship's location yearly, so we are very grateful when folks contact us with the latest news and photos on these Lightships. We are always happy to hear from you

If you have ANY further information or photos regarding these Lightships that you would like to share with us, please contact us by clicking here... president@uscglightsailsors.org

LV-75 "SCRAPPED" ?

<http://www.uscg.mil/history/cutters/WLV/LV75.asp>



LV-75, as the "GROOSE POINTE" LIGHTSHIP, 1902

U.S.L.H.S. photo

Housed 6 men in above deck "Bunking Room",
Gathering Room and Galley



LV-75, as a 'Barge', 2006
CADDELL SHIPYARD photo

March 2013, Sadly, when we contacted CADDELL Dry Dock and Shipyard Company Richmond Terrace, Staten Island, NY to inquire whether the LV-75 was still being moored there. Word was received back that the ship was no longer in their shipyard.

It is believed that she was "SCRAPPED"?

Since we first posted this status report on March of 2013, we have not received a single bit of information as to the current STATUS of LV-75!

Regrettably, if we do not receive additional information on her status, this will be our last posting of LV-75

If you have *ANY* information that you would like to share with us, please contact us by clicking here... president@uscqlightshipsailors.org

Another LIGHTSHIP LOST!

LV-76/WAL-504 "SCRAPPED" 2013

<http://www.uscg.mil/history/cutters/WLV/LV76.asp>



LV-76, U.S.L.H.S. photo ... Date unknown



LV-76, Scrapped at Ship Breakers Yard,
Port Townsend, B.C., Date 2013

Report, JUNE 2015

1. **LV-79/WAL-506** Privately Owned



Print Source Unknown



USCG photo



Photo taken 04 June 1970 - LV-79/WAL-506 BARNEGAT, "*3 years after retirement*"
Copyright Holder, Jerry & Ray Klotz, MD

Photo source: Wikipedia **I, the copyright holder of this work, hereby publish it under the following license:**

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Photo taken 21 June 2011 - LV-79/WAL-506 BARNEGAT "*Sitting in the Mud*",
Copyright photo courtesy of "The Lighthouse Hunters" – Christine & Tom Cardaci



Photo donated to the LSA by 2 ladies who are members of the US Lighthouse Society. They visited BARNEGAT Lightship LV-79/WAL-506 a number of years ago. They were greeted by Mr. Sadler who showed them the ship, shared her history, was very friendly, courteous and informative. However, he was not able to let them go aboard, due to insurance constraints.

Courtesy of; <http://www.uscg.mil/history/cutters/WLV/LV79.asp>
LV-79/WAL-506 BARNEGAT

Year Built: 1904

Built At: New York Shipbuilding Co. - Camden, (NJ)

Design: Steel hull, single screw, 2 steel masts with wood spencers; wood decks and wood deckhouse's

Length: 129'

Propulsion: single screw,

Sister Vessels: LV 78, 80, 81, 83

Station Assignments;

Five Fathom Bank

Relief (3rd. District)

Barnegat (NJ)

Retired from Lightship Duty; 1967, age 63

After decommissioning, donated to Chesapeake Maritime Museum, St. Michaels (MD). Then onto Heritage Ship Guild for a floating display at Penns Landing, Philadelphia (PA) in the early 1970's. The group disbanded and transferred ownership to the present owner Mr. Rodney Sadler and a new group, Camden Museum and Learning Center.

Mr. Sadler, owner of the PYNE POYNT Marine Services, and Harbormaster of Wiggins Park Marina, has been the personal caretaker of this vessel. She sits in the mud at low tide.

We understand that Mr. Sadler has pumps running when needed.

Although her hull is fragile and her wooden decks and housing have deteriorated, the ship is intact and has all her equipment.

Her future is uncertain, at one point there were plans to make her part of the Camden Museum and Learning Center. <http://www.camdenshipmuseum.org/>

We don't know if that is still currently an option, nor do we know anything of her future plans?

Her only surviving sister ship LV-83, SWIFTSURE, is on display at the Northwest Seaport, Seattle, WA. <http://nwseaport.org/>

We recently came across the writings of a gentleman (not an LSA member) who visited the ship...

Several years ago, while working in New Jersey, I embarked on a mission to photograph all of the lighthouses (and lightships) in the state. Most New Jersey lighthouses are along the Atlantic coast or in or around the Delaware Bay. One, the Lightship Barnegat, however, was fewer than five miles away in Pyne Point Marina in Camden, New Jersey....

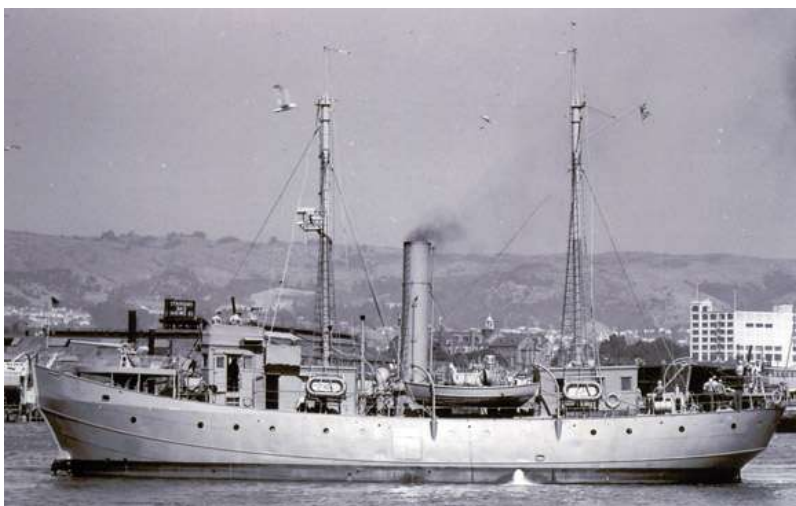
<https://reninassancemusings.wordpress.com/2015/04/13/a-tale-of-two-lightships-part-1/>

LV-79 is Privately Owned

Not open to the public

Un-restored and Endangered, Unfortunately, as of this writing, we have not received any further information on her status since APRIL, 2013.

2. **LV-83/WAL-508**



LV-83, as EXAM Vessel WW II – August 1942
Source Historic Naval Ships Visitors Guide



LV-83, as San Francisco in the late 1940's
USCG photo



LV-83 returning to Northwest Seaport, Seattle, WA after DRYDOCK.

Photo courtesy of <http://nwseaport.org/>

Courtesy of; <http://www.uscg.mil/history/cutters/WLV/LV83.asp>

Year Built: 1904

Built At: New York Shipbuilding Co. - Camden, (NJ)

Design: Steel hull, single screw, 2 steel masts with wood spencers; wood decks and wood deckhouse's.

Length: 129'

Propulsion: single screw,

Sister Vessels: LV 78, 79, 80, 81

Station Assignments;

Blunts Reef (CA)

San Francisco (CA)

Relief (West Coast)

HISTORICAL NOTES:

Delivered late 1904 or early 1905 (date not found)-

In 1905, the LV-83 along with LV-76 (scrapped in 2013) made the approximately 15,000 mile voyage from Staten Island, NY around Cape Horn to San Francisco, CA. in roughly 124 days.

Please see; <http://www.uscg.mil/history/cutters/WLV/LV76.asp>

HISTORICAL NOTES;

1904: May 26, delivered by contractor to Staten Island Depot (NY); tested during special trip delivering rations to various light stations in Long Island Sound, then equipped and supplied for voyage to San Francisco

1905: Feb 14, cleared NY for San Francisco in company with LV 76 Robert Quinton was Master of LV 76; B M Trott, Senior Master, LV 83. Each Master "was furnished instructions, credentials and means for prosecution of his voyage to the Pacific Coast" via Cape Horn. (Date of arrival San Francisco not found)

1905: After layover at San Francisco, steamed to Astoria (OR)

In addition, we have come across the following with more detail, and reprinted;

THE SUMMARY Elmira, NY newspaper for Saturday April 22, 1905

VOL. XXXIII. NO. 16

"Note; copied as is, did not correct spelling"

LONG VOYAGE OF LIGHTSHIPS

PASS MAGELLAN STRAITS

Last Reported from Sandy Point on Their; 15,000-Mile Journey from Staten Island Strange Experience

NEW YORK, April 20.—The officers of the United States Lighthouse Department for the Eastern district have justified themselves. Capt. McKenzie, Lighthouse inspector, in charge at Tompkinsville, has received word that the two lightships, which sailed from this port on February 14 to round Cape Horn for their stations on the Pacific Coast, have practically completed their dangerous voyage, and, if all goes well, will soon be riding safely at anchor off the lonely California reefs to which they have been assigned by the Department.

The officers at Tompkinsville, who advised building the lightships here and sending them under their own steam around the Horn, have many reasons for feeling well satisfied with themselves. Every contention they made has been fully borne out by the performance of the two stanch little vessels under the command of Sailing Master E. M. Trot, commander of the expedition. The ships were allowed a coal consumption of nine tons a day each, which many critics of the enterprise in and out of the Department, declared would not be nearly enough.

As a matter of fact, the vessels have consumed at the most eight and one-half tons a day, and on some parts of the voyage they used much less than that, so they have a comfortable margin to to their credit. They have also proved themselves capital seagoing boats, weathering all the storms encountered along what sailors consider one of the most treacherous coasts in all the seven seas, with ease and without damage to themselves. Two men were injured on board one of the ships in a gale near the entrance to the Straits of Magellan, but they were not seriously hurt, and are probably now back at their posts. With this exception the trip was made without a hitch. The following table gives the dates of sailing from the different ports along the route:

Left New York February 14.

Arrived Porto Rico February 22.

Left Porto Rico February 24.

Arrived Barbados February 28.

Left Barbados March 1.

Arrived Bahia March 16.

Left Bahia March 19.

Arrived Montevideo March 28.

Left Montevideo March 30.

Arrived Sandy Point April 10.

Left Sandy Point April 12. Sandy Point was the first port of call that the vessels touched at after getting through the Straits of Magellan, and it was the last point from which they were reported.

The officers of the Lighthouse Department give great credit to Sailing Master Trot for the success of the expedition. He has been in the service for many years, and is noted for his judgment in meeting sudden emergencies. It was this quality which particularly recommended him to his superiors for his present assignment.

Also; The SAN FRANCISCO CALL, Newspaper dated - February 14, 1905 Page 7, Image 7, covered this story also.
Both the LV-76 and LV-83 are mentioned by name.

1905: Feb 14, cleared New York for San Francisco in company with LV 76. Capt Robert Quinton commanded LV 76, Capt E.M. Trott commanded LV 83 and designated senior Master for the voyage. Each Master "was furnished instructions, credentials, and means for prosecution of his voyage to the Pacific Coast." (Date of arrival at San Francisco not found)-

1906:Placed on Blunts Reef (CA) off Cape Mendocino-

1906: Dragged off station in heavy storms Nov 3-7, Dec 9-11-

1907: Dragged off station in heavy storms Jan 6-8, Feb 24-27, Mar 22-25, Jun 19-28; off station for repairs during April-

1915: Jan, during a storm registering 110 mph winds, dragged 2 mi off station-

1916: Jun 15, between 0145 and 0330, 155 people were taken aboard the lightship; being the passengers and crew of the steamer BEAR, stranded in dense fog nearby; people later transferred to other vessels in the vicinity-

Remained assigned to Blunts until 1929-

1929:Assigned to San Francisco until 1942 when withdrawn during WWII-

1945: Reassigned to San Francisco station until 1951, then assigned Relief duty until 1960

Retired from Lightship Duty; 1960, age 54

2013 Northwest Seaport is in the process of a two year restoration project designed to replace the wooden deck, restore the electrical systems, and much more.



Lightship No. 83 "SWIFTSURE"

in DRYDOCK at LUDC Weather Deck- deck, radio house & wheelhouse removed

(c) Jeff Caven & Northwest Seaport



SWIFTSURE, CARNEGIE Steel - Lettering by Dick Oshiro (c) Jeff Caven and Northwest Seaport

SWIFTSURE Received New Beacon Light, Red Paint and Lettering Prior to Re-launching.

While at the Historic Ships Wharf, SWIFTSURE is hard to miss. Its new bright red hull, tall smoke stack, and brilliant beacon light grab the eye and spark the imagination. It is a quintessential steamship covered with big rivets, ventilation cowls, elegant woodwork, and literally all the ‘bells and whistles’ of the steam era. The future re-opening Lightship No. 83 to visitors will launch the re-telling of life aboard a lightship and the hardship and danger faced in that service by the almost mythic characters who worked on these manned navigation markers—mariners who were a blend of lighthouse keeper, lifeguard, and steamship captain. At 111 years old, Lightship No. 83 needs significant restoration. Northwest Seaport Vessel Manager and Nautical Archeologist, Nathaniel Howe, said, “When the ship returns to Historic Ships Wharf, the deck rebuild project will be on display for the public to observe as shipwrights and their apprentices lay, fasten, and calk the new wooden deck.” Howe said, “Northwest Seaport envisions a vibrant working waterfront at the Historic Ships Wharf. Today, our employment training programs provide participants with the ingredients with which to begin a career.”

Northwest Seaport’s Executive Director, Otto Loggers, said, “This project is Northwest Seaport’s top priority as it is the keystone for all other stabilization and preservation projects on the ship.”

A video of; SWIFTSURE Restoration Project... Courtesy of; Mike Francisco

<https://www.youtube.com/watch?v=CDY4zJugHF8&index=79&list=PLjSUeMe3GZjPM0nvx4Ytzrfy1sCY-dW66>

Note; Nathaniel Howe, is a Nautical Archaeologist and Vessel Manager of the Northwest Seaport. Mr. Howe provided a wonderful presentation called; **Archaeology Afloat: Shipboard Systems Mapping aboard Lightship No. 83, at the State Capital Museum Lecture Series.**

Please take time to view, as shown in the “All Things Lightship” section of our LSA Web Site;

<http://www.uscglightsailsailors.org/lightships/https://www.youtube.com/watch?v=wR8jxj7Vv8c>

Also view; Lightship No. 83, South Lake Union Pier, Seattle, King County, WA | Library of Congress

<http://www.loc.gov/item/wa0747/>

The following is a wonderful presentation; *SWIFTSURE (Lightship 83) Preserving the Past to Benefit the Future - Narrated by Bob Sittig, Board of Directors NW Seaport...*

<https://www.youtube.com/watch?v=yeuforlwDoQ&index=39&list=PLjSUeMe3GZjPM0nvx4Ytzrfy1sCY-dW66>

At this time “Grant Money” has run out and NW Seaport is once again in need of your donation support.

The Northwest Seaport, are excellent stewards of this fine Lightship.

Please visit this Lightship and Seaport on your next visit to Seattle, WA.

Contact the Web Site directly for more information, or how you can help;

The following was received from Otto loggers, Director of the Northwest Seaport;
Lightship 83, SWIFTSURE

We look forward to keep you informed, and I encourage you to keep tuned in the following ways:

E-mail; info@nwseaport.org

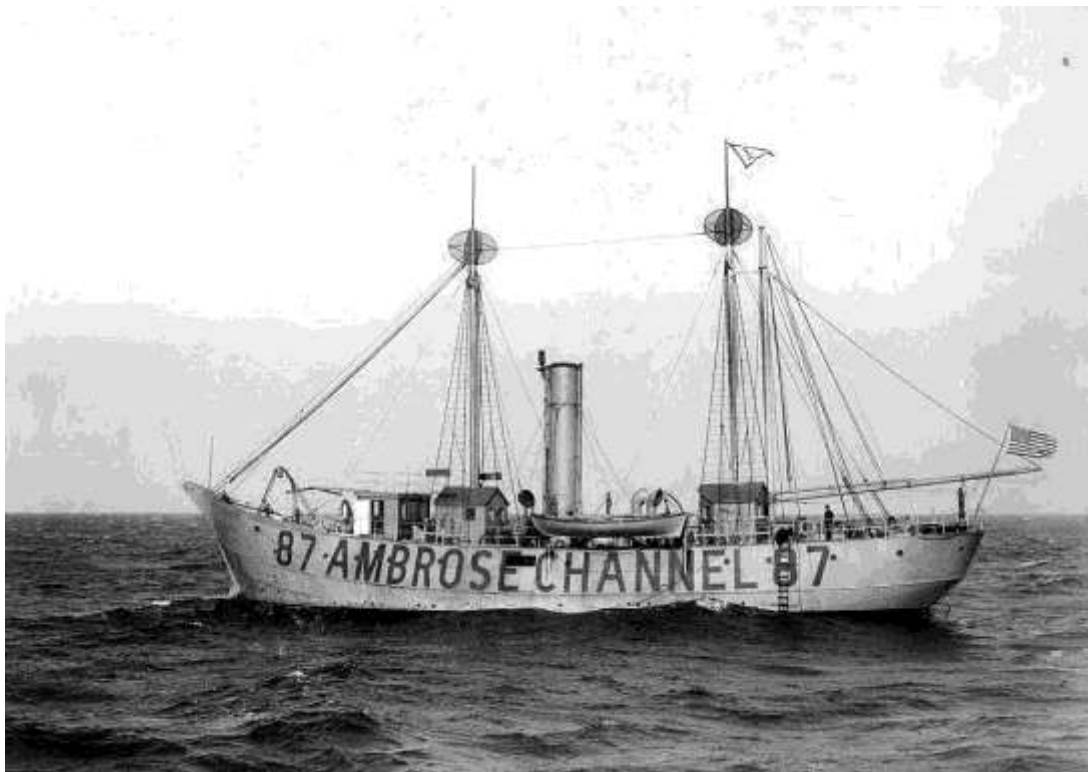
Web Site; <http://nwseaport.org/> also click on; **SIGNUP FOR ENEWS**

Her only surviving sister Lightship is LV-79 / WAL-506 BARNEGAT.

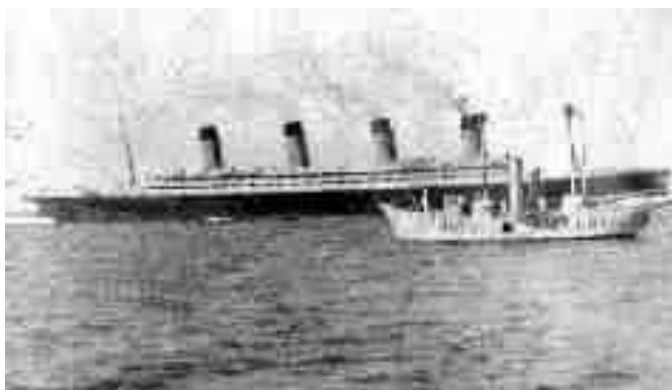
Host of 2006 LSA Reunion

Report, JUNE 2015

3. **LV-87/WAL-512**



LV-87 AMBROSE
USLHS photo, courtesy of USCG Historians Office



LV-87 AMBROSE with liner Olympic passing
U.S.L.H.S. photo circa 1912



LV-87 on Scotland Station, off Sandy Hook, NJ
Courtesy of LSA Life Member. Dick Petri CS2, circa; 1948-1950
Photo taken from deck of RELIEF Lightship LV-78 / WAL-505
LSA Web Site



LV-87 AMBROSE – South Street Seaport Museum, NYC

<http://www.southstreetseaportmuseum.org>

Above photo, taken after return from Dry Dock restoration in early 2012.

Courtesy of; <http://www.uscg.mil/history/cutters/WLV/LV87.asp>

Year Built: 1907

Built At: New York Shipbuilding Co. - Camden, (NJ)

Design: Steel hull, single screw, 2 steel masts with wood Spencer's; wood decks and wood deckhouses.

Length: 135'5"

Propulsion: single screw,

Sister Vessels: LV 84, 85, 86, 88

Station Assignments;

Ambrose Channel (NY)

Relief (NY)

Scotland (NJ)

Vineyard Sound (MA)

Retired from Lightship Duty; 1966, age 59

Donated August 4, 1968 for use as a floating exhibit at South Street Seaport Museum, NYC. South Street's Ambrose lightship occupied her original Ambrose station until 1933, and then served as the Scotland lightship closer to Sandy Hook, NJ until 1963. She was given to the museum by the U.S. Coast Guard in 1968. Today, visitors can board the Ambrose to view an exhibition of photographs, charts, and artifacts on navigation and the role of lightships. A new wood deck was installed 1995.

December, 2011: AMBROSE Goes To DRYDOCK...

On Thursday, December 29, 2011 The South Street Seaport Museum's Lightship Ambrose LV-87/WAL-512 was towed by McAllister Towing to CADDELL DRYDOCK in Staten Island, NY for much need hull inspection and restoration work.

For more DRYDOCK photos & info., make certain to pull up <http://saveourseaport.wordpress.com/> and scroll down to the [ARCHIEVES links](#) on the lower right side for additional photos, etc.;
<http://saveourseaport.wordpress.com/2012/01/2012/02/> and [2012/03/](#)

The **SAVE OUR SEAPORT** link <http://saveourseaport.wordpress.com/> is a valuable resource for ALL the latest news and they also have an **ARCHIVES link by year and month** for anything you might want to go back and research.

The South Street Seaport, are excellent stewards of this fine Lightship.

Please visit this Lightship and Seaport Museum on your next visit to New York City

Contact the Web Site directly for more information, or how you can help;

E-mail; seaport@mcny.org

Web Site; <http://www.southstreetseaportmuseum.org>



AMBROSE LV-87 / WAL-512 returns to South Street Seaport after Dry Dock
Bonus photos courtesy of; <http://www.southstreetseaportmuseum.org>

Report, **JUNE 2015**

4. LV-101/WAL-524



LV-101 as CAPE CHARLES
undergoing sea trails
U.S.L.H.S. photo 1916



LV-101 as STONEHORSE
USCG Historians Office
photo courtesy of Art Richmond
Portsmouth Naval Shipyard Museum



LV-101 as OVERFALLS
photo courtesy of
Lightship PORTSMOUTH Collection



LV-101 as PORTSMOUTH moving into future Dry Berth



LV-101 as PORTSMOUTH in Dry Berth

Photos courtesy of Lightship PORTSMOUTH Collection

<http://www.portsmouthnavalshipyardmuseum.com>



LV-101 PORTSMOUTH

Photo courtesy of Lightship Portsmouth collection

<http://www.portsmouthnavalshipyardmuseum.com>

Courtesy of; <http://www.uscg.mil/history/cutters/WLV/LV101.asp>

Year Built: 1916

Built At: Pusey & Jones, Wilmington, (DE)

Design: Steel whaleback hull, single screw, steel mast with steel pilot house/bridge.

Length: 101' 10"

Propulsion: single screw,

Sister Vessels: LV 102, WAL 525

Station Assignments;

Cape Charles (VA)

Relief (VA)

OVERFALLS (DE)

STONEHORSE Shoal (MA)

CROSS RIP (MA) *added in per Joseph Burgess CWO-4 USCG Ret., Oinc '63- '64*

RETIRED FROM LIGHTSHIP DUTY: 1964; AGE: 48

Decommissioned Mar 23, 1964; donated Sep 3, 1964 to Portsmouth, VA. She was designated the Portsmouth according to the custom of naming lightships after the site where they are stationed.

As of 1986 she was dry berthed and open to the public as Portsmouth Lightship Museum, Portsmouth VA; In 1989, the Lightship PORTSMOUTH was designated a National Historic Landmark. Now a museum, the ship's quarters are fitted out realistically and filled with fascinating artifacts, uniforms, photographs, models and more.

Here's a link ABOUT The Portsmouth Lightship Museum;
<http://www.portsmouthnavalshipyardmuseum.com/lightship/about.html>

And about visiting her; <http://www.portsmouthnavalshipyardmuseum.com/lightship/visit.html>

The Portsmouth Lightship Museum, are excellent stewards of this fine Lightship.

Please visit this Lightship and Museum on your next visit to PORTSMOUTH, VA

Contact the Web Site directly for more information, or how you can help;

<http://www.portsmouthnavalshipyardmuseum.com>

As you know this is a shared site between two HISTORY MUSEUMS and users can use the tabs at the top of the page to access the Portsmouth's pages.

Host of 2005 LSA Reunion

Report, **JUNE 2015**

5. **LV-103/WAL-526**



LV-103 as RELIEF
U.S.L.H.S. photo Circa 1922



LV-103, last 2 weeks on HURON station
photo by William J. Luke, in 1991 Calendar



LV-103, Dry Berthed at Port Huron Marine Museum
Photo courtesy of Port Huron Marine Museum www.phmuseum.org.

Courtesy of; <http://www.uscg.mil/history/cutters/WLV/LV103.asp>

Year Built: 1920

Built At: Consolidated Shipbuilding Co., Morris Heights (NY)

Design: Steel hull, single screw, steel mast with steel pilot house/bridge.

Length: 96'5"

Propulsion: single screw,

Sister Vessels: None

Station Assignments;

RELIEF (11th & 12th Districts)

Grays Reef (MI)

North Manitou Shoal (MI))

Lake Huron (MI)

RETIRED FROM LIGHTSHIP DUTY: 1970; AGE: 50

Decommissioned Aug 25, 1970; donated to the town of Port Huron (MI), Port Huron Marine Museum; designated HURON; dry berthed and on display in park; Restored by volunteers of Lake Huron Lore Marine Society 1989/90. Officially rededicated August 2, 1990 and designated a National Historic Landmark. She is the last surviving lightship on the Great Lakes, and is very well maintained and supported.

Please visit <http://www.phmuseum.org/huron-lightship/> for additional HURON Lightship information. Such as days and hours of operation, cost of admission, etc.

or

Contact them at: (810) 982-0891

The Port Huron Lightship Museum, are excellent stewards of this fine Lightship.

Please visit this Lightship and Museum on your next visit to PORT HURON, MI

Contact the Web Site directly for more information, or how you can help;
www.phmuseum.org.

Host of 2001 LSA Reunion

Report, **JUNE 2015**

6. **LV-107/WAL-529** Privately Owned



LV-109 /WAL-531 RELIEF – USCG Photo

NO older photo of LV-107 available.

LV-109 is a sister ship, built the same as LV-107



LV-107, shown as Liberty Landing Marina

Courtesy; <http://www.lighthousefriends.com/light.asp?ID=658>

Courtesy of; <http://www.uscg.mil/history/cutters/WLV/LV107.asp>

Year Built: 1923

Built At: Bath Iron Works, Bath (ME)

Design: Steel hull, single screw, 2 steel mast with steel pilot house/bridge.

Length: 132'4"

Propulsion: single screw,

Sister Vessels: LV 106, 108, 109, 110, 111

Station Assignments;

Cape lookout Shoals (NC)

Winter Quarter Shoals (VA)

Delaware (DE)

Relief (3rd District, based at Cape May NJ)

RETIRED FROM LIGHTSHIP DUTY: 1968; AGE: 45

Decommissioned Apr 15, 1968; transferred to Hampton (VA) Nov 21, 1968 as museum.

Unfortunately, this did not work out, and in 1980, she reported to have been seen at Hampton. She was next reported in 1984 to be at North American Metals, ship breakers yard at Bordentown, N.J.

In 2004, "*Liberty Landing Marina*" had been painted in big white lettering on her red hull. Her Interior was gutted, and converted to Marina Office & Guest Services, including bar & grill and Laundromat for "*pleasure boat*" dock guests. Located in Liberty Landing Marina, Liberty State Park, Jersey City, New Jersey. Although she is maintained, she has been altered to suit the marina's needs.

Privately owned, but open to Liberty Landing Marina visitors.

For more information, contact;

Email; info@libertylandingmarina.com

Web Site; <http://www.libertylandingmarina.com/>

7. LV-112/WAL-534



LV-112 Nantucket underway
U.S.L.H.S. photo, date unknown



LV-112 as Relief
courtesy of Art Richmond
USCG Historians Web Site



LV-112 / WAL-534 Nantucket at Boston Navy Yard, with USS Constitution astern.
After her 2012 Hull restoration. Photo courtesy, Ron Janard collection.

Courtesy of; <http://www.uscg.mil/history/cutters/WLV/LV112.asp>

Year Built: 1936

Built At: Pusey & Jones, Wilmington (DE)

Design: Steel hull, single screw, 2 steel masts with steel pilot house and deckhouses; high degree of compartmentation, 6 exits to upper deck and many other safety features.

Length: 148'10"

Propulsion: single screw,

Sister Vessels: None

Station Assignments;

Nantucket Shoals (MA)

Relief (1st District)

RETIRED FROM LIGHTSHIP DUTY: 1975; AGE: 39

After being decommissioned March 28, 1975, the Nantucket LV-112 went on to have many homes and owners as she traveled from Massachusetts to New York and back again, there is not enough space here to describe all. Her last berthing in New York was in Oyster Bay on Long Island Sound, where she was tied up at a public pier for eight years with minimal maintenance. Through the dedication of a few local volunteers, she remained afloat.

In October 2009, the United States Lightship Museum acquired LV-112. A decision was made to tow her back home to Boston Harbor. Prior to towing, USCG safety requirements were completed with the assistance of volunteers. Many of the volunteers were retired U.S. Coast Guard Lightship Sailor veterans and former LV-112 crewmembers. In May of 2010, she was finally towed back to Boston Harbor where she is presently berthed.

LV-112 Nantucket is designated a National Historic Landmark.

The LSA Website has a section devoted to the Nantucket LV-112/WAL-534 Move, and Restoration, with many photos, also links and information on the ship;

http://www.uscglightsailors.org/site_index/info_page/

2012, early, Phase 1- completion of Hull Restoration, 2012, later, Phase 2 – completion of Topside Restoration, 2013, Phase 3 is the Interior, etc. Restoration

Maintenance is ongoing, with fundraising in progress for more much needed repairs and restoration.

Type in this attached link for access to the Latest News and Archive Newsletters. A Great Resource... <http://www.nantucketlightshiplv-112.org/newsletter.htm>

The United States Lightship Museum, as a young organization, has already demonstrated that they are excellent stewards for this Lightship.

Please visit this Lightship on your next visit to Boston, MA

You can view the Lightship dockside; however she is not yet open for public tours on a regular basis.

Contact the Web Site directly for more information, or how you can help;

Web Site; http://www.nantucketlightshiplv-112.org/contact_us.htm

LV-115 / WAL-537 Privately Owned



LV-115 Frying Pan underway
USCG photo's, date unknown



LV-115 Frying Pan Lightship, departing station
after being replaced by Light Tower Nov. 24, 1964



LV-115 Frying Pan Lightship with 2 masts

Photo Source <http://fryingpan.com/site/history/life-aboard-lightship/>



Frying Pan with 1 remaining mast, Pier 66, NYC

Courtesy of; <http://www.uscg.mil/history/cutters/WLV/LV115.asp>

Built At: Charleston DRYDOCK & Machine Co., Charleston (SC) 1930

Design: Steel hull, single screw, 2 steel masts with steel deckhouses.

Length: 133'3"

Propulsion: single screw,

Sister Vessels: LV 100, 113, 114, 116, 117

Station Assignments;

Frying Pan Shoals (NC)

Relief (4th District, based at Cape May NJ)

RETIRED FROM LIGHTSHIP DUTY: 1965; AGE: 35

Decommissioned Nov 4, 1965; donated Sep 5, 1967 for use as museum at Southport (NC), Sold 1984 and moved to Whitehaven MD. After being abandoned for 10 years at an old oyster cannery in the Chesapeake Bay. She capsized and sank due to negligence. She was underwater for three years before being raised by salvors, and sold to her present owners. After tons of silt and shells were removed, she received a new smaller engine and much needed restoration/renovation. In 1989 she sailed to her current home, Pier 66 Maritime which is located on pier 66a in Hudson River Park at West 26th. Street, and 12th. Ave. in Manhattan, NYC.

She retains her forward mast, the exterior of the ship has been restored, is painted Red with white "Frying Pan" lettering. The interior has been partially renovated for guests; the remainder of the interior retains a barnacle-encrusted, sunken ship motif. **She is privately owned and operated.** Available as a Party / Event Host Site; Frying Pan Lightship Pier 66 Maritime; OUR SEASON IS FROM MAY 1 TO MID-OCTOBER

Open as advertized, and can be contacted at;

E-mail; info@fryingpan.com

Web Site: <http://fryingpan.com/>



Riverview;

Fire Boat John J. Harvey and Frying Pan Lightship Sunset View from deck of Frying Pan Lightship

Bonus photos courtesy of Pier 66 Maritime; <http://pier66maritime.com/>
<https://www.youtube.com/watch?v=oksPOU1QKQw&index=86&list=PLjSUeMe3GZjPM0nvx4Ytzrfy1sCY-dW66> Courtesy of; On Board Lightship Frying Pan by Raphael Pungin

Report, JUNE 2015

8. LV-116/WAL-538



LV-116 Chesapeake on station

USCG photo's, date & photographer unknown



LV-116 / WAL-538 Chesapeake relieved by Light Tower



Photo courtesy of;

http://upload.wikimedia.org/wikipedia/commons/b/b7/Lightship_Chesapeake_Baltimore_MD1.jpg

Courtesy of; <http://www.uscg.mil/history/cutters/WLV/LV116.asp>

Year Built: 1930

Built At: Charleston DRYDOCK & Machine Co., Charleston (SC)

Design: Steel hull, single screw, 2 steel masts with steel deckhouses.

Length: 133'3"

Propulsion: single screw,

Sister Vessels: LV 100, 113, 114, 115, 117

Station Assignments;

Fenwick Island Shoals (DE)

Chesapeake (VA)

Delaware (DE)

RETIRED FROM LIGHTSHIP DUTY: 1970; AGE: 40

Decommissioned Aug 25, 1970; transferred to National Park Service Aug 25, 1971 and on display at Hams Point, Washington DC until 1980 as a seagoing environmental center; In 1981, as *Chesapeake*, she joined the Baltimore Maritime Museum, now Historic Ships in Baltimore, and has continued to serve as an important link with the history of American aids to navigation.

Lightship-116 is a National Historic Landmark.

She is moored at Constellation Dock; afloat and open to public, and is very well maintained and supported.

<http://www.lightship116-538.org/apps/photos/>

<https://www.youtube.com/watch?v=IyHNbMZ-9IM&index=45&list=PLjSUeMe3GZjPM0nvx4Ytzrfv1sCY-dW66>

The Baltimore Maritime Museum & Historic Ships are excellent stewards of this fine Lightship.

Please visit this Lightship and Museum on your next visit to Baltimore, Maryland

Plan a visit; http://www.historicships.org/plan_visit.html

Events calendar; http://www.historicships.org/events_calendar.html

Contact the Web Site directly for more information, or how you can help;

E-mail; administration@historicships.org

Web Site; <http://www.historicships.org/chesapeake.html>

9. LV-118/WAL-539



LV-118 on CORNFIELD Station, OLD SAYBROOK, CT.
Courtesy of LSA Life Member. Dick Petri CS2, circa; 1948-1950
Photo taken from deck of RELIEF Lightship LV-78 / WAL-505
LSA Web Site



USCG Lightship Sailors hold Memorial Service
aboard LV-118 OVERFALLS in old berthing area.
LSA, photo by Pete Marx, October 13, 2007.



LV-118 OVERFALLS, after major restoration and in her new permanent berthing slip
Photos courtesy of OVERFALLS Foundation <http://overfalls.org/>

Courtesy of; <http://www.uscg.mil/history/cutters/WLV/LV118.asp>

Year Built: 1938

Built At: Rice Brothers, East Boothbay (ME)

Length: 114'9"

Propulsion: single screw,

Sister Vessels: None

Last Lightship built by United States Lighthouse Service.

Design: Steel hull, single screw, steel deckhouses; with gallery on house aft of pilot house; single steel lantern mast.

Construction Notes:

Hull design patterned after LV 112 with respect to compartmentation, watertight integrity and safety.

Station Assignments;

Cornfield Point (CT)

Cross Rip (MA)

Boston (MA)

RETIRED FROM LIGHTSHIP DUTY: 1972; AGE: 34

SUBSEQUENT DISPOSITION: Decommissioned Nov 7, 1972; donated to Lewes Historical Society (DE) Aug 9 1973.

LV-118/WAL-539, was designated the "OVERFALLS" to reflect Lewes's closest Lightship Station.

Around 1990, the OVERFALLS Maritime Museum Foundation was formed and they had spent many years of very hard work restoring the ship. Through those years most of the interior and deck area was restored.

In late 2008 and early 2009, she underwent extensive exterior refurbishing at Tidewater Shipyard, DE. Hull plates were replaced and the entire hull was cleaned and painted. This was roughly a \$1.2 million dollar project.

<https://www.youtube.com/watch?v=b0dYWScYrtk&list=PLjSUeMe3GZjPM0nvx4Ytzrfy1sCY-dW66&index=49> *Lightship Returns Home... Courtesy of; DelawareonlineAdmin*

In 2010 at a cost exceeding \$400,000.00 a new permanent slip was built on the site of the old slip.

New Canalfont Park is the permanent home of the LV-118 / WAL-539 OVERFALLS.

In October 2010, the OVERFALLS Maritime Museum Foundation name was officially shortened to OVERFALLS Foundation.

June 14, 2011 saw the LV-118 achieve National Landmark Status.

Please click on the following link for the viewpoint of a man visiting two lightships...

<https://reninassancemusings.wordpress.com/2015/04/13/a-tale-of-two-lightships-part-2/>

The OVERFALLS Foundation are excellent stewards of this fine Lightship.

The OVERFALLS Foundation celebrated their 77th. Anniversary on June 4th. 2015

The OVERFALLS Lightship celebrated her 77th. Birthday on June 17th. 2015

Please visit this Lightship on your next visit to LEWES, Delaware

She is open to the public for tours. However;

Contact the Web Site directly for more information, or how you can help;

Web Site; <http://overfalls.org/>+

10. **WLV-196** Privately Owned



WLV-189, Diamond Shoal underway 23 Aug.1962

No older photo of WLV-196 available

WLV-189 is a sister ship, built the same as WLV-196
USCG photo # 08-23062(03) photographer unknown



WLV-196 as Bio Researcher, Ketchikan, AK.
photo courtesy of Larry Ryan, taken 05-21-2005



Aerial photo source unknown

WLV-196 as Bio Researcher, Pennock Island, Ketchikan, AK.



photo courtesy of Alaska Lighthouses

Courtesy of; <http://www.uscg.mil/history/cutters/WLV/WLV196.asp>

Year Built: 1946

Built At: Defoe Shipbuilding Co., Bay City (MI)

Length: 128'

Propulsion: single screw,

Sister Vessels: WLV 189

Design: Steel hull, 2 steel masts with steel deckhouses, breakwater on foredeck.

Construction Notes – Used all-welded construction, high degree of watertight integrity maintained by transverse bulkheads carried to weather deck.

Station Assignments;

Pollock Rip (MA)

Nantucket Shoals (MA)

Relief (MA)

Umatilla Reef (WA)

RETIRED FROM LIGHTSHIP DUTY: 1971; AGE: 25

SUBSEQUENT DISPOSITION: Decommissioned Sep 30, 1971; reported to have been at Seattle in 1980. As of 2004 she was tied up at Pennock Island, across from Ketchikan, Alaska. She was painted white and was renamed *Bio Researcher*.

In May 2005, Larry Ryan, LSA President, was presented the opportunity to go aboard LV-196, tour the entire ship and take pictures..

NO changes have been made to the ship including the interior. Privately owned by Jim Taro, towed to Alaska to be used as logging barracks, tied to pilings and never used for anything. She is still tied to pilings at Pennock Island across from Ketchikan, AK.

In the estimation of Larry, she could be put back into service as a Lightship with minimal expense (wheel and telegraph in storage). She's in ORIGINAL condition. Best Lightship condition of any.

Please see link below for Larry's report;

http://www.uscglightsailsors.org/library/LV_196_WAL_534/

Un-restored Lightship! - Last sighting in same location was reported in 2011

Privately Owned

Not open to the public

March 2013; LSA President Larry Ryan, reports that to the best of his knowledge. There is no change in the status of Lightship No. 196 since his last visit in '05.

Since the WLV-196 Lightship is located up in Alaska and off the beaten path for most of us who reside in the "lower 48". If anyone has any further information, update or recent photos of this fine Lightship, and would like to share. We would be most appreciative.

Report, **JUNE 2015**

Update, April 24, 2013; in response to our above request, LSA Life Member Mike Hancock contributed a number of photos he took of WLV-196 on 06-30-2011. Below, 4 of his 13 are shown.



She is riding high, so her hull must still be watertight.

April 24, 2013. LSA President Larry Ryan, having been aboard her in 2005, assures us; Regarding the appearance which looks like a rust bucket. That is not rust it is the **CG RED paint** she last wore under the white paint. Bio Researchers had the ship painted with a cheap white paint that just simply peeled off. Please see interior pictures taken back in 2005 while Larry was aboard courtesy of the owner, as shown in his report on link above.

The ship is still 100% original.

Report, JUNE 2015

11. WL V-604



WL V-604 Columbia being launched April 1950
Rice Brothers Shipyard, East Boothbay, ME.
USCG photo, number & photographer unknown
Sister ship WL V-605 Overfalls launch delayed due to onboard fire



WL V-604 Columbia on Station
Photo, courtesy of Richard L. Davis April 1973
USCG Historians Web Site



WL V-604 Columbia shown with Large Navigational Buoy (LNB) that replaced her in 1979
Shown at her home, Columbia River Maritime Museum, Astoria, Oregon
Photo courtesy of [http://en.wikipedia.org/wiki/United_States_lightship_Columbia_\(WL V-604\)](http://en.wikipedia.org/wiki/United_States_lightship_Columbia_(WL V-604))

Courtesy of; <http://www.uscg.mil/history/cutters/WLV/WLV604.asp>

Year Built: 1950

Built At: Rice Brothers Shipyard, East Boothbay (ME)

Length: 128'

Propulsion: single screw,

Sister Vessels: WLV 605

Design: Steel hull, 2 steel masts with steel deckhouses, breakwater on foredeck.

Construction Notes –Used all-welded construction, high degree of watertight integrity maintained by transverse bulkheads carried to weather deck.

Station Assignments;

Columbia River, (OR)

RETIRED FROM LIGHTSHIP DUTY: 1979; AGE: 29;

LAST LIGHTSHIP TO SERVE ON THE WEST COAST.

SUBSEQUENT DISPOSITION: Decommissioned Dec 13, 1979; sold December 9, 1980 to Columbia River Maritime Museum, Astoria, OR, replacing former LV 88. She is permanently docked at the 17th Street Pier, alongside the navigational buoy that replaced her in 1979. A self-guided tour of the Lightship *Columbia* is included in the price of admission to the Columbia River Maritime Museum. **It shares the same [hours of operation](#) as the Museum**, but will close for safety reasons during extreme high or low tides. Inside, you'll see the officers' quarters, mess deck, radio room, galley and crew berthing. The wheelhouse can be viewed from the deck.

The *Columbia* was added to the [National Register of Historic Places](#).

It was declared a [National Historic Landmark](#) on December 20, 1989 under the name Lightship *WAL-604*, "Columbia".

She is the first vessel in Oregon to be placed on the National Register.

The Columbia River Maritime Museum are excellent stewards of this fine Lightship.

Please visit this Lightship and Museum on your next visit to Astoria, Oregon

Contact the Web Site directly for more information, or how you can help;

E-mail; info@crmm.org

Web Site; <http://www.crmm.org/>

2014; *"The lightship Columbia is moored at a NEW DOCK out in front of the museum on the riverfront for visitors to see and visit.*

12. **WLV-605**



WLV-605 as OVERFALLS en-route to station
USCG photo, circa 1955, photographer unknown



WLV-605 as BLUNTS REEF, on station 1968
courtesy of LSA Member David Niles EM 3
LSA Web Site



WLV-605 as RELIEF on Station
USCG Photo, Date & Location unknown



WLV-605 RELIEF

<https://www.flickr.com/photos/bobindrums/845801459/in/photostream/>

Courtesy of; <http://www.uscg.mil/history/cutters/WLV/LV605.asp>

Year Built: 1950

Built At: Rice Brothers Shipyard, East Boothbay (ME)

Length: 128'

Propulsion: single screw,

Sister Vessels: WLV 604

Design: Steel hull, 2 steel masts with steel deckhouses, breakwater on foredeck.

Construction Notes –Used all-welded construction, high degree of watertight integrity maintained by transverse bulkheads carried to weather deck.

Station Assignments;

Overfalls (DE)

Blunts Reef (CA)

Relief (West Coast)

RETIRED FROM LIGHTSHIP DUTY: 1975; AGE: 25;

SUBSEQUENT DISPOSITION: Decommissioned Jan 1, 1976; acquired by State Capital Museum Association Olympia WA 1978; sold 1979 to Alan Hoskins of Woodside, (CA) and used for tours at Half Moon Bay (CA). He donated her to the U.S. Lighthouse Society in December 1986.

In February of 1987, Society volunteers sailed the ship under her own power from Half Moon Bay back to Oakland and docked her at the Ninth Avenue Terminal in the Oakland Estuary. She remained at that location for a period of 15 years, undergoing maintenance and restoration to her 1951 appearance.

The ship was designated listed as a National Historic Landmark by the Secretary of the Interior in 1990. She was opened to the public as a floating museum in October 2002.

The USLHS has spent in excess of over \$400,000.00 and 20,000 man hours in restoring and maintaining this ship.

Lightship WLW 605, Relief

A Floating Lighthouse Open for Tours

lv605@uslhs.org | ulhs.org/about_lightship.php

Visit the Society's Lightship RELIEF – WLW 605. Berthed at Jack London Square, the ship is open on Saturday and Sunday, 11:00 am to 4:00 pm. Please email ahead to schedule your visit. The lightship is adjacent to the former presidential yacht [Potomac](#), used by President Franklin Delano Roosevelt.

Lightships were important aids to navigation and are an important part of our maritime heritage. They served mariners in this country for 163 years, from 1820 to 1983. Over the years, 116 stations were established along the three coasts of our country and in the Great Lakes.

The United States Lighthouse Service are great stewards of this fine Lightship.

Please visit this Lightship on your next visit to Oakland, California

E-mail; lv605@uslhs.org

Web Site; ulhs.org/about_lightship.php

WLV-612 Privately Owned



WLV-612 San Francisco Launching
USCG Yard, Curtis Bay (MD) 1950



WLV-612 on Blunts Reef station
Photo courtesy of David Luiz, circa 1970
USCG Historians Web Site



WLV-612 Nantucket, under lights – privately owned elegant yacht
Photo, courtesy of www.nantucketlightship.com

Courtesy of; <http://www.uscg.mil/history/cutters/WLV/WLV612.asp>

Year Built: 1950

Built At: USCG Yard, Curtis Bay, (MD)

Length: 128'

Propulsion: single screw,

Sister Vessels: WLV 613

Design: Steel hull, 2 steel masts with steel deckhouses, breakwater on foredeck.

Construction Notes –Used all-welded construction, high degree of watertight integrity maintained by transverse bulkheads carried to weather deck.

Station Assignments;

San Francisco (CA)

Blunts Reef (CA)

Portland (ME)

Nantucket Shoals (MA)

Designated Nantucket I, in 1979; thereafter WLV 612 & 613 alternated on the Nantucket Station, relieving each other approximately every 21 days from 1979-1983.

HISTORICAL NOTES:

-1983: Dec 20, relieved by WLV 613 at 0230 and departed for Boston. (WLV 613 then marked the Nantucket station briefly until approximately 0800 when replaced by LNB)-

-1983/84/85: After leaving station, WLV 612 remained officially designated as a lightship although performing duty as a cutter, participating in various law enforcement, security and public relations missions-

-1984 (September 26) - 1985 (February 2): proceeded to southern waters and participated in exercises to evaluate her suitability as a support vessel for surface effect ships and patrol cutters engaged in law enforcement operations. While conducting these exercises, she towed a disabled Coast Guard surface effects ship to safety after the former drifted close to Cuban national waters. She was relieved of the tow just outside of Miami harbor.* Despite this success, however, the extent of modifications required for the lightship to perform as a support vessel were not considered cost effective and the vessel returned to Boston. **WLV 612 (Nantucket I) was the last US lightship in commission**

RETIRED FROM LIGHTSHIP DUTY: 1983; AGE: 33

SUBSEQUENT DISPOSITION: Decommissioned 29 Mar, 1985; sold to Boston Educational Marine Exchange Jul 7, 1985; to be given pseudo name "Boston". Returned to GSA due to financial problems. Acquired by Boston MDC, to be placed on display at Georges Island, Boston Harbor.

Purchased and converted to a yacht, Interior luxuriously refurbished, with her exterior remaining configured as a Lightship. You would never know what's inside by her exterior view!

Privately owned by Bill & Kristen Golden of Boston, MA. Berthed in Nantucket Harbor.

An elegant yacht available for Charters, Vacation Rentals and Events.

Contact the Web Site directly for more information; <http://www.nantucketlightship.com/>

2015 NEWS FLASH: WLV-613 purchased by Bill Golden and his wife Kristen, owners of WLV-612. See WLV-613 for more details.

Report, JUNE 2015

13. **WLV-613**



WLV-613 Ambrose on ways, USCG Yard Curtis Bay, MD
08-16-52 USCG Photo



WLV-613 Ambrose on station
USCG photo # G-BPA-03-14-63 by Bersage



WLV-613 Ambrose relieved by Light Tower
USCG photo 23 Aug 1967, by PH2 Douglass

http://www.uscg.mil/history/weblightships/Lightship_Photo_Index.asp



WLV-613 Nantucket II, moored Wareham, MA
Photo - courtesy Ron Janard collection



WLV-613 Nantucket - privately owned - moored Wareham, MA.
<https://www.flickr.com/photos/bobindrums/845830401/in/photostream/>

Courtesy of; <http://www.uscg.mil/history/cutters/WLV/WLV613.asp>

Year Built: 1950

Built At: USCG Yard, Curtis Bay, (MD)

Length: 128'

Propulsion: single screw,

Sister Vessels: WLV 612

Design: Steel hull, tripod foremast with large gallery; conventional mainmast with steel deckhouses, breakwater on foredeck.

Construction Notes –Used all-welded construction, high degree of watertight integrity maintained by transverse bulkheads carried to weather deck.

Station Assignments;

Ambrose (NY)

Relief (MA)

Nantucket Shoals (MA)

Designated Nantucket II, in 1979; thereafter WLV 613 & 612 alternated on the Nantucket Station, relieving each other approximately every 21 days from 1979-1983.

HISTORICAL NOTES:

1983: Dec 20, WLW 613 relieved WLW 612 at 0230 remaining on the Nantucket station until approximately 0800 when replaced by a LNB. Therefore, even though not completing a full duty tour,

WLW 613 was the last U.S. lightship to mark the Nantucket Shoals station.

RETIRED FROM LIGHTSHIP DUTY: 1983; AGE: 31

SUBSEQUENT DISPOSITION: After leaving station, participated in various law enforcement, security, and public relations missions; sold 7 July 1984 to New England Historic Seaport, for use as floating museum at Boston. Present at the Statue of Liberty rededication ceremony 3 & 4 July 1986 New York Harbor. There was very little interest in the ship, and in 1996 she was offered for sale. In 1998 she was cared for by Friends of the Lightship at Marina Bay in Quincy, Ma.

Jack Baker purchased her and put well over a million dollars of his own money into an overhaul. Her Exterior still looks 100% Lightship. Her Interior is basically original. She was berthed at the Wareham Steamship Corp. in Wareham MA.

Jack Baker was an outstanding steward of WLW-613 !

2015 NEWS FLASH: WLW-613 purchased by Bill Golden and his wife Kristen, owners of WLW-612.

Plans include restoring her interior to her original Lightship configuration. Propose to use her as a combination museum and restaurant. See BELOW for more details.

<http://www.ack.net/BillGoldenBuysLightship121814.html>

<http://wareham-ma.villagesoup.com/p/historic-nantucket-lightship-leaves-wareham/1275615>

<http://www.southcoasttoday.com/article/20141214/NEWS/141219694/101234/NEWS0301>

NOTE: 06-24-1960; WLW-613 (AMBROSE) was spared a tragic fate by being in port for maintenance at USCG Base St. George SINY, while RELIEF Lightship LV-78 / WAL-505 was rammed and sunk on her AMBROSE Lightship Station. See below:

<http://www.lighthousefriends.com/light.asp?ID=613>

Privately Owned Not open to the General Public

Report, JUNE 2015

One final note;

Now, that you have browsed through the information on these 15 surviving USCG Lightships.

Please take a moment and consider offering some assistance to these fine organizations.

They all would be most appreciative for any time you may wish to volunteer, or money you may wish to donate, in order to help keep these great Lightships from the ship-breakers yards. In our eyes, they are all "National Treasures"!

Simply contact the Lightship Organizations websites link, as shown with their information.

Let's all work together to save these fine Lightships for future generations.

Don't forget to please visit these great surviving Lightships, if you're in their area.

SEMPER PARATUS,

The USCG Lightship Sailors Association International, Inc.

*Again; If you have **ANY** further information or photos regarding these Lightships that you would like to share with us, please contact us by clicking here... president@uscglightshipsailors.org*