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***MISSION STATEMENT***

TO ASSIST IN THE PRESERVATION OF ALL EXISTING LIGHTSHIPS  
TO PRESERVE THE HISTORY OF LIGHTSHIPS AND THE SAILORS THAT SAILED  
ON THEM, TO HONOR THOSE LIGHTSHIP SAILORS THAT HAVE PERISHED IN  
THE PERFORMANCE OF THEIR DUTIES



# USCG LIGHTSHIP SAILORS ASSOCIATION, Inc.

## [ ] 2013 MEMBERSHIP DUES FORM

[ ] New [ ] Renewal

Please PRINT your information (even if you submitted it before); we will then update our database.

### Check all Applicable:

- [ ] USCG Lightship Sailor Veteran [ ] Other Associations [ ] CG Active Duty  
[ ] LS Veteran's Family Member [ ] Former CG (non-Lightship) [ ] CG Reserve  
[ ] LIGHTSHIP Interest, Friend, Association [ ] CG Retired [ ] CG Auxiliary

<b>Last Name or</b> Group / Business Name:	First Name:	Middle Initial  Nick Name:
Street Address:	City:  State: Zip:	Spouse/Other:
E mail Address or Web Site:	Telephone Number:	Year Born:

### Membership Level, and Dues Rate:

- [ ] Full Membership – VET or MBR. \$25.00 Annually  
[ ] Group / Business \$50.00 Annually  
[ ] Life Membership \$300.00 (1x life time fee)

\$ \_\_\_\_\_

### USCG Lightship Sailor Veterans

#### Please fill in below:

Lightship Name	Hull #	LS Service Dates (From - To)	Your Rank/Rate: Aboard	Commanding Officer:
Other Info:				

### LSA MEMBERS / GROUP or BUSINESS / LIFE MEMBERS

Fill in as it applies to you:

[ ] Family / Friend: [ ] Lightship Interest: [ ] Other USCG: [ ] Other Groups, etc.:
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We are desperately searching for pictures of our members for posting on our web site under "Then and Now" "THEN" means when either in Boot Camp or on board the Lightship, "NOW" means recently. Return with your Dues or send to either [Rick Gryder](#), Web Master or [Larry Ryan](#), President.

Submit any additional information you may wish, on the back of this form, or on a separate sheet of paper.

Annual Dues period runs on the fiscal year; October 1 thru September30.

### LSA Donation (Optional):

- [ ] General Fund, [ ] Lightship Preservation

\$ \_\_\_\_\_

Enclose this form with your check or money order, made out to the:

"USCG LIGHTSHIP SAILORS ASSOCIATION, Inc."

Total Submitted

\$ \_\_\_\_\_

Please mail to:



# THE FOG HORN



I WILL NOT ABANDON YOU

LIGHTSHIP NOT IN  
CORRECT POSITION

## Volume 4 Issue 41 Newsletter of The U.S. Coast Guard Lightship Sailors Association SPRING 2013 EDITION

### PRESIDENT

- Larry Ryan

### 1st VICE PRESIDENT

- vacant

### 2nd VICE PRESIDENT

- Bob Gubitosi

### SECRETARY

- Debra Dasch

### TREASURER

- Fred A. Felger

### DIRECTOR OF MEMBERSHIP/HISTORIAN

- Ron Janard

### DIRECTORS AT LARGE:

- Dave Addicott
- Rick Gryder
- Roland Holloway

### SPECIAL PROJECTS

- Bob Gubitosi

### Arts and Graphics

- Dennis Cosmo, Past Pres.

### Web Master

- Rick Gryder

### CHAPLAIN

- Rev. Adrian Van Houten

### Founder Emeritus

- Marty Krzywicki

My Brother Lightship Sailors, Founding Members, Life Members and Friends:

It has come to our attention some of you have not been receiving our quarterly newsletter delivered through the USPS. We can only assume the post office considers our bulk "non profit" mailing as unimportant. As a result of our request for 'ADDRESS SERVICE' we do pay for return postage, and have determined at least two of our members never receive the mailing, and yet their mailing address is correct. Should anyone fail to receive 4 editions per year, Winter Edition by February, spring in June, Reunion in September and The Fall Edition by December, please contact us and let us know.

Plans are all but finalized for our annual meeting in Buffalo, NY. Please see the meeting overview on page 6. You will find far more interesting sites around the Buffalo area than we are going to have time to take in, plan on a couple of extra days if you can. The hotel has extended our room rate for two days in advance and two days after our meeting dates.

We will be busing to The Falls on Friday, for those of us that want an experience of a lifetime, be sure and take in The Maid of The Mist boat ride up under the falls to really get a sense of the power of the falls. This will be an individual expense of about \$21.00 each. On Saturday, we will visit the Pierce-Arrow Car museum and then the Naval & Military Park that has among many other displays, the USS Little Rock CLG Guided Missile Cruiser, and the USS The Sullivans DD-537, Fleet Type Destroyer. Proceeding then onto our annual Memorial Service where we will pay special recognition to The LV82, Buffalo Lightship.

In addition to all the dedicated efforts in preserving the few Lightships left, in addition to the Nantucket 112, Portsmouth 101, Overfalls 118. We received confirmation the LV 84 Swiftsure in Seattle will be by now in the dry dock having the wooden deck replaced among other measures. In the process of preparing for dry docking, several historical artifacts have been recovered. As most of you know, the LV 84 is the last of the steam powered, still equipped with the original steam engine.

Please see the following taken from our Web Site, which we try and update on a regular basis.

~THE SPRING 2013 Web Site Greeting:

Greetings to all my Brother Lightship Sailors, Founding Members, Life Members and LSA Friends. It is hard to believe that 2013 is here, particularly so as your humble servant considers the fact my first enlistment expired exactly 1/2 century ago---- 50 years, where did it go?

Then we consider there has not been a new Lightship Sailor created as a result of serving on a Lightship for the past 30 years, again, the accepted span of an entire career for some.

Thoughts such as these serve to remind us of the pressing need to continue to do everything in our power to preserve Lightship and particularly, Lightship Sailor History. Which brings us to the importance of this web site, and the efforts of our Web Master in posting and preserving some of our history.

Take a look at the section "When we really were Lightship Sailors", 'then and now'. Look at the roster of where and what Lightship we served on. Some poses are with spouses, others with ship mates that remain life long friends.

If you have not sent in your pictures, please consider doing this, just remember the criteria..... **THEN** ( means boot camp or Lightship Duty ) and **NOW** (means a recent picture limited to a period of 1999 to present). This is very important, as our service is not recorded elsewhere ( even on our DD214 in some cases).

Again, It's been a Great Life, Help Keep the Light Shining.

Larry Ryan

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# MEMBERSHIP REPORT

Director of Membership

Hello to all Lightship Sailors, their Family and Friends. Hope everyone is enjoying the Winter months. Membership renewal has been slow but steady the past two or three months. No new Members as of this writing. However, We would like to give a special Thank You to our 57<sup>th</sup> New Life Member!

Congratulations to Norman Krumpe. Norman served on board the LV 530, Five Fathom Bank, N.J. ,during the years 1965 – 1969. Norman is the first, LSA Life Member for 2013. He was also thoughtful enough attach a couple of photo's , WITH DESCRIPTIONS, to add to the LSA Web Site, Photo Section. Thank You Norman! Much appreciated!

As Membership Director, I cannot stress enough, the importance of renewing your membership in such an elite organization. Please, Show your support, If you haven't sent in your Renewal yet, Please take a moment to do so. There is always a Renewal Form attached to the Fog Horn.

While you have the thought of renewing your LSA Membership, As your LSA Historian, I ask you to, PLEASE, take a moment or two, dig out those old photo albums you have socked away, and mail a couple of photo's along with the Renewal! Whether the photos are of Boot Camp, or aboard Ship, Please share them. The photos are not doing any good tucked away. We realize your photos are precious memories of some good times, and you want to pass them on to Family. If you send photos to Myself, or Rick Gryder, your Webmaster, we fully understand. their importance. Once received, Rick nor I do not mail them to anyone. We scan them to our computers. I forward the scans to Rick, not the photos. Once scanned, which is completely harmless, we return the photos directly back to You.

IMPORTANT: Regarding Photos If you do participate, and send any photos, PLEASE send a note with Names, locations or any caption or information you may recall.

I would like to Thank, a couple of gentlemen, for their Time and Diligence:

Rick Gryder, Webmaster. Rick spends untold hours organizing and adding to the LSA Website. This is no easy task. Larry Ryan,

LSA President, EDITOR of the FOG HORN, Also, no easy task, time consuming.

The Website and Fog Horn, two important tools to keep the line of communication open, not just for the LSA, but to keep information available for Public Awareness regarding Lightships and their Sailors Worldwide.

Sincerely,

Ron Janard LSA Historian / Director of Membership  
Director of Membership  
1 Melvin Ave.  
Beverly Massachusetts  
01915

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### APOLOGIZING

Does not always mean you're wrong and the other person is right. It just means that you value your relationship more than your ego.

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## ANOTHER Short Sea story

An ancient philosopher (I think it was Chief Ringo) once said, "If you don't ever do anything, you probably won't ever screw anything up!" That wise man must have stood a lot of mid watches on station. In any event I was the EN-3 on the mid-watch in the Umatilla Lightship on station in 1962. For the few of you who don't know, the WAL-196, built in 1946, had a B-1 and B-2 engine rooms. B-1 has two GM 6-71 generators, a donkey boiler, the evaporator, and a big compressor for the foghorn. B-2 had the main engine, a GM V-6 278, a generator, and another foghorn compressor. Also in B-2 were the bulk of our spare parts, stored in heavy duty steel boxes of various sizes, secured in angle iron racks welded to interior hull frames.

On that particular night, the seas were a little lively, with a big sneaker wave now and then. The ship would do a clumsy lurch, causing everyone up to hang on to something. I really do not recall what I was working on, but it involved going to B-2 to get a pretty good sized parts box, and take it to B-1. The box was in a rack at the very back of B-2. Just as I had it in both hands, and was heading for B-1, the ship caught a big wave, the parts box headed to port, dragging me across the reduction gear. The only thing that stopped this little jaunt was when my head hit a pipe flange. I am not sure how long I "rested" on the Main Reduction gear, but there was a pretty good quantity of blood on the clean light machinery grey paint.

As I made it up to the 2<sup>nd</sup> deck, I was going to wake up my relief, the EM-3, and once he saw how ugly I was, he agreed to relieve me early. I washed my face and hit the rack, fast asleep. Early in the morning, the BM-1 checked on me and saw blood ALL OVER my face and pillow, he screamed bloody murder, scared me to death. I lurched up and hit the bunk above mine opening the cut much more. By then the whole crew was up including the CO, WO-1 Colson and ENC Ringo. We all got our asses chewed out for not waking the bosses in the middle of the night.

It was decided to radio Neah Bay Lifeboat Station to Medivac me to the CG Air Station at Port Angelus. Before lunch the 40 footer arrived and I was to go down the Jacobs ladder under my own power. The seas had laid down somewhat and the transfer was done without any further damage to the 40 boat or me. The next morning I was sewn up and trying to hitch a ride back to Neah Bay. I somehow got back to the lifeboat station and they returned me in the 36 footer. The Chief welcomed me back with another ass-chewing, and I was instructed to soogie all the blood off the main engine's reduction gear. I received very little sympathy.

CWO 3 Anthony D Lloyd USCG (Ret)

For those of us that know the difference between a 'fairy tale' and a 'Sea Story' (if you don't know the difference please ask in private), plus have had the privilege of knowing Gene Ringo ENC this is a "true Sea Story"



**USCG LIGHTSHIP SAILORS ASSOCIATION, Inc.**

**2013 ANNUAL REUNION**

*October 17,18, 19.*

*Millenium Hotel Buffalo, NY*

Call hotel direct for reservations: 1-800-323-3331

You must make sure they understand you are with

The USCG Lightship Sailors Assn.

Thursday October 17, 2013

06:00 am... Hospitality Room opens

08:00 am – 2:00 pm: LSA Registration in main lobby, receive ID Badge.

2:00 pm – 4:45 pm: Annual Membership Meeting.

5:00 pm... Lightship Sailor Social

Friday October 18, 2013

9:00 am- Board Bus for Niagara Falls site seeing

*Maid of the Mist* boat ride is optional

Saturday October 19, 2013

9:00 am..Board bus for lunch and tour of Pierce Arrow Museum

Tour the Naval & Military Park

12:00 noon Lunch Brown Bag

1:00 pm... Annual Lightship Sailors Memorial Service and Wreath Laying

Ceremony in memory of all lost Lightship Sailors

5:00 pm... Annual Banquet Dinner with cash bar, and annual auction.

**Note:** As a courtesy to our guest speaker, the bar will be closed during his/her presentation.

*The Hospitality room will remain open for those unable to attend our day trips, coffee & soda will be available.*

**Note:** Unless otherwise noted, Lunch and Dinner are on your own. Saturday of course, is the Banquet Dinner.

Sunday October 20, 2013

09:00 am ... After the official program closes, Southern Gospel Country Style Music by LSA Members, Adrian and Sharon Van Houten. Please join us for this wonderful Mini Chapel Service.

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Victory has a hundred fathers. Defeat is an orphan.

JFK



# GENERAL QUARTERS

## Chiefs Corner



### REMOVAL OF ARTIFACTS FROM SUNKEN LIGHTSHIPS

H.R. 4200

TITLE XIV—SUNKEN MILITARY CRAFT (condensed for space)

#### SEC. 1401. PRESERVATION OF TITLE TO SUNKEN MILITARY CRAFT AND ASSOCIATED CONTENTS.

Right, title and interest of the United States in and to any United States sunken military craft—

- (1) shall not be extinguished except by an express divesture of title by the United States; and
- (2) shall not be extinguished by the passage of time, regardless of when the sunken military craft sank.

#### Sec. 1402. PROHIBITIONS.

(a) Unauthorized Activities Directed at Sunken Military Craft- No person shall engage in or attempt to engage in any activity directed at a sunken military craft that disturbs, removes, or injures any sunken military craft, except—

- (1) thru (3) as authorized by permit, regulations or law.

(b) Possession of sunken Military Craft- No person may possess, disturb, remove, or injure any sunken military craft in violation of—

- (1) this section; or
- (2) any prohibition, rule, regulation, ordinance, or permit that applies under any other applicable law.

#### Sec. 1404. PENALTIES.

(a) In General- Any person who violates this title, or any regulations or permit issued under this title, shall be liable to the United States for a civil penalty under this section.

(b) Assessment and Amount- The secretary concerned may assess a civil penalty under this section, after notice and an opportunity for a hearing, of not more than \$100,000 for each violation.

#### NOTE

##### Section 1402- (b)

**Possession** of any artifact covered under this HR Bill above is subject to a substantial penalty, as it should be.

#### IN AN EFFORT TO ASSIST YOU IN UNDERSTANDING A CHIEF PETTY OFFICER

- 1) The Chief frequently donates blood to the Red Cross, just never his own
- 2) The Chief can slam a revolving door.
- 3) The Chief's tears can cure cancer. Too bad he's never cried.
- 4) The Chief has never paid taxes. He just sends in a blank form and includes a picture of himself.
- 5) The real Chief never uses a question mark. He believes that the interrogative tense is a sign of weakness.
- 6) Real Chiefs think Ensigns should be seen and not heard, and never, ever be allowed to read books on leadership.



Updated 5/19/2013

## CROSSED OVER THE BAR 2013

### Lightship Sailor Veteran

S. William Haney  
101/525 Brenton Reef 1949-1951

Crossed Over  
Sept 9, 2011

LSA Notified  
March 20, 2013

William B. Coe  
189 Diamond 1947, 107 Winter Quarter 1950, 84 Relief (Charleston, SC) 1954

Nov 6 2012

May 19, 2013

Richard Kilroy  
95/519 Relief ( 4<sup>th</sup> Dist) 1962-1964

March 17, 2013

March 18, 2013

Arnold G. Holt  
83/508 Relief 1957

April 13, 2013

April 16, 2013

**DUTY WELL DONE,  
REST IN PEACE**



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### REPORT FROM OUR WEB MASTER

We realize a lot of the members do not use the computer, or in some cases only very marginally. We would encourage you to have someone in your family or neighbor log on to our website for you and explore the enormous amount of information now available and more importantly, preserved as part of The Lightship Sailor History.

It really is easy, log onto to [WWW.USCGLightshipsailors.org](http://WWW.USCGLightshipsailors.org) and click onto

ENTER then click  
All Things Lightship

Under this, there is a wide variety of subjects, just click on those that are of interest.

A few of the subjects: Our Crew Lists, Crossed over the Bar, and the best of all:

Lightship Sailors "Images from when you really were Lightship Sailors" I would hope this will inspire you to send us your pictures. We have two places, one is under our crew lists, the other is here. To be posted here we require both "Then and Now". THEN means either boot camp or lightship duty, and NOW means something in the last 10 years.

Thanks, Your Web Master

**Rick**

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CREED OF THE US COAST GUARD  
**HONOR-RESPECT-DEVOTION TO DUTY**

