

USCG LIGHTSHIP SAILORS ASSOCIATION, Inc.
 2012 2013 **MEMBERSHIP DUES FORM (Web Form)**

New Renewal

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

Check all Applicable:

- | | | |
|--|--|---|
| <input type="checkbox"/> USCG Lightship Sailor Veteran | <input type="checkbox"/> Other Associations | <input type="checkbox"/> CG Active Duty |
| <input type="checkbox"/> LS Veteran's Family Member | <input type="checkbox"/> Former CG (non-Lightship) | <input type="checkbox"/> CG Reserve |
| <input type="checkbox"/> LIGHTSHIP Interest, Friend, Association | <input type="checkbox"/> CG Retired | <input type="checkbox"/> CG Auxiliary |

Group / Business Name:	First Name:	Middle Initial
		Nick Name:
Street Address:	City:	Spouse/Other:
	State: Zip:	
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 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:

<input type="checkbox"/> Family / Friend: <input type="checkbox"/> Lightship Interest: <input type="checkbox"/> Other USCG: <input type="checkbox"/> Other Groups, etc.:

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 September 30.

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:

Thanks,
Everett St Louis

**Everett St Louis
Membership Director
522 S Canterbury Road
Canterbury Ct 06331**



THE FOG HORN



I WILL NOT ABANDON YOU

LIGHTSHIP NOT IN
CORRECT POSITION

Volume 3 Issue 37 Newsletter of The U.S. Coast Guard Lightship Sailors Association
Spring 2012

Writings of The President

Larry Ryan

PRESIDENT

- Larry Ryan

1st VICE PRESIDENT

- Everett St. Louis

2nd VICE PRESIDENT

- Bob Gubitosi

SECRETARY

- Debra Dasch

TREASURER

- Fred A. Pelger

DIRECTORS AT LARGE:

- Dave Addicott
- Rick Gryder
- Roland Holloway
- Dennis Cosmo

SPECIAL PROJECTS

- Bob Gubitosi

Arts and Graphics

- Dennis Cosmo, Past Pres.

Web Master

- Rick Gryder

Chaplain

- Rev. Adrian Van Houten

Historian

- Ron Janard

Membership Dues	2
Letter to Members	3
Reunion	
Registration Form	4
Membership Report	5
Secretaries Report	6
Short Sea Story	7
Veterans Affairs	8
Reunion Overview	9
Sea Story #2	10
General Quarters	11
In Remembrance	12
Chaplain's Message	

My Brother Lightship Sailors, Members and Friends:

Well, it has been abnormally busy for many of us this late winter (if you even had a winter) and early spring, especially for some of your elected leaders. Please bear with us as we will be putting the final touches on the reunion scheduled for Mobile, AL in October. The majority of our plans have already been confirmed which includes our annual memorial services and lunch in the ward room of the battle ship Alabama hosted by the local CPOA. As there is so much to see and do in Mobile, we will be trying something a little different this year for our activities. Bellingrath Gardens, which includes the tour of the Bellingrath home, would be of more interest to our ladies than some of our men, so we will be offering a choice of two activities, the Bellingrath Gardens and tours and of Base Mobile including tours of historic military forts.

Several significant Lightship news items to note: The Nantucket 112 is back to it's berth after dry docking and complete hull and upper deck cleaning and repainting. It has already regained its original appearance with more to follow. If you get the chance, try and visit. The scheduled public opening is on schedule for early summer. The Swift Sure #83 is undergoing a major overhaul in Seattle at long last, our sincere appreciation to these folks as the #83 is the last of the steam powered lightships with the original steam engine.

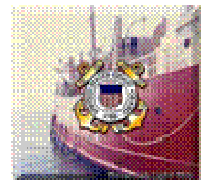
Please see page 5 with a report on the refurbishing of our memorial in New Bedford, MA.

For those of you that have posed questions regarding decisions made by your elected officers and directors in managing your association: The board of directors meets annually during the annual reunion, the balance of our meetings are all conducted electronically. Your secretary then reports business transactions four times a year in the newsletter and again at the annual meeting. Any business requiring amendments to our published set of By-laws then is reported to the General Membership for ratification. Routine business is handled in similar fashion of any other small business, example follows: We have been mailing the newsletters under a "Not for Profit" permit reducing our individual each costs to \$.16 each. To do this we have to purchase, in addition to the postage, an annual "Permit" which expired in February, plus deposits which are designated by zip code specific point of mailing, (in the past the post office of mailing was Colorado Springs). As the newsletter is the responsibility of the elected president, the "Not for Profit" mailing permit needs to dove tail with our semiannual elections, rather than have a possible overlap of two different permits every other year. The final decision was made to get in sync with our October elections, and mail the Spring Edition and the Reunion Edition by standard mail.-----That is the reason you see regular stamps on the cover sheet this time. This would also be an excellent time to remind all of the mail recipients of this newsletter to be sure and notify either the mailer or the Membership Director of any address change, as we, The LSA, will be charged postage on any returned mailed that cannot be forwarded.

The General Membership business meeting is always the afternoon of our first day of the reunion, all are welcomed and encouraged to attend and participate (only members in good standing are eligible to cast a vote on business matters). As every even year, this is an election year, where all current directors and officers are elected for a two year term, please give some consideration to assist in managing your organization.

Fair Winds, and Keep the Light Shining,

Larry



REGISTRATION FORM
 USCG LIGHTSHIP SAILORS Association, Inc. [501(c) (3) Corp]
2012 REUNION to be held in MOBILE, AL October 18, 19 & 20.

Please check your category:

NAME _____	[]	USCG LIGHTSHIP VETERAN
ADDRESS: _____	[]	LSA MEMBER
_____	[]	LIFE MEMBER
PHONE _____	[]	NEW MEMBER
E-MAIL _____	[]	GROUP MEMBER

Other Information you may wish to add:

<u>REUNION FEES</u> At \$110.00/person	<u>Dues for 2013(Optional)</u>	<u>Three Membership Levels</u>
		Full: \$25.00 Group: \$50.00 Lifetime: \$300.00
NAME: _____	FEE: \$ _____	DUES: _____ (Dues Period 1 Oct to 30 Sep Annually)
_____	\$ _____	_____
_____	\$ _____	_____
_____	\$ _____	_____
_____	\$ _____	_____
REUNION FEES TOTAL	\$ _____	DUES TOTAL \$ _____

Please fill in the above reunion registration form. Enclose this form with your check or money order, made out to the: **"USCG LIGHTSHIP SAILORS ASSOCIATION, Inc."**

Mail to our LSA Treasurer: Fred A Pelger
 1107 East Saguaro Drive
 Globe, AZ 85501-2047

All dues and donations are tax deductible.

NOTE: Please make ALL hotel reservations directly with the hotel: Marriott Mobile 251-476-6400
For the \$89.00 per night special rate you must call the hotel direct and specify USCG Lightship Sailors

To be completed by the Reunion Committee

TOTAL AMOUNT RECEIVED	\$ _____	
Check # _____	Date _____	Received By _____

Membership Directors Report

Being the Membership Director has enhanced my knowledge of the LSA and the great achievements we have accomplished as an organization. During February we launched a dues drive sending over 80 Dues Notice cards to members not current. Our 2012 Fiscal Year started October 1, 2011 and will end Sept 30, 2012. The response has been very good with nearly 50 members sending in dues, some who had not renewed for several years, and six for Life Membership. There are still about 20 folks who paid in 2011 that have yet to pay 2012 dues. This has become an enjoyable job for me even though it is paperwork intensive. Thanks to our hard working and innovative Web Master, Rick Gryder you can now get an online form to type in and print. It is not necessary to give us all the detail on the form unless something has changed. Fill in your Name, Check the appropriate boxes and the amount for dues and donations and include your payment. Become a life Member and be paid up for Life. We are in existence to preserve the history and Preservation of Light Ships. In that regard; sending a Picture from when you were in "Then" and "Now" in your golden years is an essential part of preserving your part in the story. Short story contributions are a good way to fill in the missing history of the ship you were on. You can see them on the Web Site. Thanks for trusting this Board function to me. Check on line for your status under Contact Lists. I do make mistakes and you can help correct the record.

Ev St Louis

estlouis01@snet.net

First Vice President, Membership Director



IN REMEMBRANCE

The LSA in general, and particularly those that served with him, offer our sincere condolences in the passing Capt. James H, Macdonald, USCG (ret) and grandfather of Corey Thornton, Curator of the Portsmouth Maritime Museum and the Lightship 101.

From our 2005 meeting in Portsmouth, VA, several of our members recalled Capt Macdonald and held him in high admiration. The Capt. Had a distinguished career serving aboard many of the cutters from our day as well as CO of Woods Hole and COTP Miami.

Our condolences to the family.

THE LIGHTSHIP SAILORS MEMORIAL

A special recognition to Everett and Cathy St Louis, Dave Orszak and Ron Janard for their combined efforts in bringing the memorial in New Bedford back to its original appearance. The group was organized by Everett where they first met to clean the entire memorial, then again to repaint the names that had faded to the point of being almost illegible.

For those that have not had the honor and privilege of visiting the memorial, this is the only memorial dedicated to Lightship Sailors that have perished in the performance of their duties. The memorial was conceived by Harold Flagg in memory of his fellow crewmen lost with the sinking of the LV 117.

This memorial now is considered the only memorial to all Lightship Sailors. The maintenance of this memorial has been transferred to The LSA by the authority of the City of New Bedford.

Please remember to express your appreciation to these dedicated members of The LSA for their efforts on our behalf.



Secretary's Report

Debra Dasch

Dear LSA Members and Friends,

Since the last newsletter, the LSA Board of Directors (BOD) has been busy with the following items:

We approved the design of the patch for this year's reunion in Mobile, Alabama. Thanks to Dennis Cosmo for another great job!

A tentative agreement was reached to transfer ownership of the LSA artifacts to the Overfalls Foundation in Lewes, Delaware. They have done a wonderful job as a dedicated Lightship preservation group in completely restoring the LV118, this is a natural combination of our two common interests.

It has not yet been finalized but it has been approved by the BOD. These items have been in storage since they were removed from the Coast Guard Museum in Barnstable, MA and it is cost prohibitive for us to continue to pay that monthly fee.

We have also agreed to make a donation to the Buffalo Lightship Memorial to be erected on the Canadian side of the Lake opposite the city of Buffalo. The Buffalo Lightship sank in 1913 with all hands, the Buffalo Station at the time was in Canadian Waters, this is a tribute from our Canadian Brothers to our own.

As the first female member of the BOD, some of you may be wondering how I got here – obviously, I did not serve on a Lightship! I'm not a Coast Guard veteran either, but my husband, Rick, is. He spent 4 years in the 1st Coast Guard district at various locations on Cape Cod, about 14 months of which was served on the Boston Lightship, LV 118.

We discovered the LSA quite by accident some years ago and additional research on the internet led us to the LV 118, now known as the Overfalls, in Lewes, DE. We got involved with both groups, attending our first LSA Reunion in Rehobeth/Lewes in 2003. We enjoyed the reunion, making some new friends, hearing innumerable sea stories, and we recognized the value of preserving this history of Lightships and the men who served on them. I doubt that any one of the Lightship sailors, at the time they served, saw himself as a part of maritime history, but they are all exactly that.

As the fiancée, and then wife, of an "Old Coastie" I became a member of the LSA to support its mission and to honor my husband's service to his country. When asked to consider serving as Secretary on the BOD I initially resisted, but a few years later agreed to do so. I was elected to the position last October.

May I suggest that wives, girlfriends, family members who are *not* currently members of the LSA consider becoming a full member? The cost is minimal and it gives you a voice and a vote at the general membership meeting. It also helps our treasury and our mission of preservation. If you're looking for a gift for the guy who already has everything, you might consider getting him a lifetime membership in the LSA.

Rick and I have attended every reunion since that first one, and as long as our health holds out we plan to continue attending. If you haven't yet attending a reunion please consider doing so. It's a wonderful opportunity to tell *your part of history* as a lightship sailor, and the story of your wife's life as the spouse of a Lightship sailor too. You will make new friends, possibly renew old friendships, and travel to and through some of the most beautiful areas of our country. Come and join us in Mobile!

Respectfully submitted,

Deb Dasch, Secretary

I predict future happiness for Americans if they can prevent the government from wasting the labors of the people under the pretense of taking care of them. Thomas Jefferson

A Short Sea Story

Some of my adventures as an EN-3 on the Lightship 531

I went aboard the Savannah Lightship just prior to a change in stations and heading to New Orleans. Two days before our departure I was chipping rust in the main engine room when the end of the hammer went right through the hull. I never thought so much water could come through such a small hole. I grabbed the damage control kit and was able to plug the hole. My superiors told me not to tell anyone of the incident because it might delay our departure.

We had a big ceremony with Admiral Roland and most of the 7th District's top brass, the mayor of Savannah, news media and many dignitaries to see us off. I was working at the controls in the engine room and given "full speed ahead", which wasn't very fast. About three minutes later I was given the command "full astern". Then I felt a jolt and a list. We had run aground. Nobody had pinned the wheel on the flying bridge so we had no steering. We had to get pulled off the shore by one of our escorts. It was quite embarrassing to say the least. The captain swore someone had sabotaged us.

We were now underway with a brief stop in Miami, which was two days before Christmas. Upon leaving Miami I finished a six hour tour in the engine room only to find out we were still right off Miami Beach. Apparently the Gulf Stream was running the same speed as we were. We changed course and finally started heading for New Orleans. Due to the fact that we had lost so much time in the same spot the captain decided to alter our course from following the shore line to New Orleans to cutting straight across the Gulf. About halfway across we burned out the main bearing and were adrift. We weren't sure where we were because we had no radar on board. We sent out a distress signal and a Coast Guard helicopter located us in the approximate location our captain had said we were. A commercial tug was dispatched, and we were towed into New Orleans. We were soon put in the yards to repair the hole in the hull and to have the main bearing replaced.

I soon found out our station was a long way from New Orleans. We were about 34 miles off the coast of Venice, Louisiana which about 80 miles south of New Orleans. There were only two buses a day travelling there after which we had a long ride to the ship on the oil rig mail boat which was contracted by the Coast Guard to take us there. We had no housing facilities in Venice if we missed the mail boat or if the weather prevented us from leaving on time. If the 82 footer was in port, we could stay there. Otherwise we were on our own to try and stay with one of the oil companies. Given our "huge" salaries, housing, food and bus fares were a problem because this was considered liberty and not leave.

On September 7th, 1965 we travelled to New Orleans to escape hurricane Betsy. On the way we ran aground and again were rescued by a passing tug boat. After the hurricane devastated New Orleans the ship became a receiving station feeding 429 civilian refugees and 122 military personnel. For this the ship was issued a commendation.

Look for other exciting adventures in a future article.

Roland Holloway

VETERANS AFFAIRS

Roland Holloway, Director of Veterans Affairs

I recently sent off VA benefit packets to those requesting them. I was hoping that more veterans with hearing problems would apply. I encourage everyone who has ringing in the ears or hearing loss to request a hearing loss packet which explains the process and information needed to receive benefits. You can request this packet via email to me at canukde@verizon.net or you via mail if you do not have computer access. My address is 9 Palisade Circle, Middletown, DE 19709.

It is also important to apply for benefits if you have any other disabilities that are related to your time in service. You should contact your local VA for help in obtaining information for these other disabilities. You can also get your time in service and service records from them. Also Google veterans on your computer and there is a listing of all forms and contact telephone numbers to assist you in your application process.

I know how frustrating it is to be turned down. Please keep trying as the benefits are retroactive to when you applied. The VA does not work very fast and often turns down applicants. This is why you should not give up. I was turned down twice before I was accepted into the system. Please use all available resources to assist you such as local VA groups, American Legion, VFW's and your local congressman.

After I received the 10% disability check I continued to apply to get hearing aids. In order to receive hearing aids you must be put into the VA disability medical system. More importantly, I receive hearing aids and batteries for life, a health physical once a year and am able to receive prescriptions from the VA.

I thank the LSA for providing me with the information that I was not aware existed as I went over 35 years without receiving benefits and only after becoming involved with the LSA was I able to get the information to apply for this compensation.

Roland Holloway, Director
LSA Veterans Affairs

LSA Reunion Annual Patch

The annual patch for 2012 is dedicated to the loss crewmen of the sinking of both the Blackthorn and White Alder as there were no Lightships at Mobile. As in the past, a patch will be included as part of our registration for the annual meeting.

Dennis Cosmo, Past President, Chairman Arts & Graphics



USCG LIGHTSHIP SAILORS ASSOCIATION, Inc.

2012 ANNUAL REUNION ... To be Held in
Mobile, AL ... October 18, 19 & 20.

Quick Overview of Basic Reunion Information to Help in your Planning!

Hotel: Marriott Mobile
3101 Airport Blvd.
Mobile, AL

Reservations call: 1-251-476-6400

Our LSA Special Rates are: \$89.00 per night plus tax (includes full breakfast for 2 per room).
Rooms must be reserved under "USCG Lightship Sailors Association" block for special rate.
Make certain to say you are with the USCG Lightship Sailors Assn. to get the \$89.00 special rate.

NOTE: Directions to Hotel;

Located 8 miles East of the Mobile Airport. Public transportation is available to hotel from airport.

Unlimited free

Parking on hotel property south side.

LSA Reunion Tentative Schedule:

Thursday October 18, 2012

07:00 am... Hospitality Room opens

08:00 am – 2:00 pm: LSA Registration on the mezzanine, receive ID Badge.

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

5:00 pm... LSA Social Gathering

Friday October 19, 2012

Ladies tour of Bellingrath Gardens (optional for men)

Men's tour of Base Mobile

Saturday October 20, 2012

9:00 am..Board bus for lunch and tour of Battleship Alabama

12:00 noon Lunch in the Ward Room, hosted by USCG Chief Petty Officers Assoc.

2:00 pm... Annual Lightship Sailors Memorial Service and Wreath Laying Ceremony.

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 presentation.

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

FEE: All of the above are included in the low \$ 110.00 per head fee.

PAYMENTS: Hotel:

Make reservations and payments directly with the hotel.

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

Sunday October 21, 2012

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. (location TBA)



Boston Lightship Adventure 2

There was little time for learning what might happen on the Boston. That was especially true in stormy weather or when seaman “Murphy” was around. During my first night on board, the Fog Horn went off. Not being ship smart I had chosen a vacant top bunk right under the horn. My body reacted to the blast by sitting me straight up. My head contacted the I-beam overhead with a loud crunch and it was light’s out for me. The crew heard the whack and came to my aid. I must have had a concussion because the vicious headache which followed lasted for many days. After a few weeks of trying to figure out the fuel and water systems, I asked for a schematic of the piping system. With a hardy laugh the chief said; ”we don’t have one yet”, “that could be your first extra duty assignment **Louie**”. So then I had a new name, *screwy Louie*, to the Deck Apes, probably an apt name for a lean and mean SNIPE. After crawling in bilges for many days, mapping every pipe and tagging every valve the job was complete. My new knowledge of the ship systems proved valuable for what was to come. The schematic became part of the ship records and I earned my first brownie points. We experienced several nor’easters noted among them were Tropical Storms; Cindy in May 1959 and Brenda in late July 1960. Hurricane Donna in September 1960 deserves a story. It was my second Hurricane experience on board the lightship. We had a new young W.O. onboard as our Captain. When the notice of the impending storm arrived his first comment indicated we are going into port and not riding out the H-3, which it was off the coast of No .Carolina. The new Skipper soon learned two facts; first, we could not pull anchor until a specific time before the storm was to hit and second, it was my pleasure to inform him and our new Chief, it would take about 45 minutes to raise the anchor. That was of course provided we could get the anchor out of the mud. I explained that the tender had to hook on and pull our chain the last time we went into port for repairs. The Captains order was firm, when we get the OK to head for “Safe Port in Boston” all hands better get us underway without delay. The wind started to blow and the notice allowing us to leave station (should we choose to) came one hour before the storm front. With two people in the chain locker, two men at the electric hoist motors and the Chief manning the main engine we started the blood and Sweat task of pulling the anchor. It took every second of the 45 minutes under full propulsion to get the anchor up and secured. Then underway we were. Slow is too fast of a word to describe our progress with an unfriendly tide and the wind driving against us. We needed to make it 6 miles to get past GRAVES LIGHT and the rain and spray blinded our vision. Then it was down to the engine room to relieve the Chief at the throttle. About 30 minutes later the Chief returned saying the Captain wanted me on the bridge. When I arrived the Chief Boatswain pointed out that they could see Graves Light but were not making headway. The Captain asked for more power and learned we were at full ahead. We tried a quartering maneuver to no avail. It was eerie to stand by and watch as we were blown away from the harbor entrance by high winds and an outgoing tide. I suggested to the Chief that we head back to Station away from danger of the shoals and rocks. The Captain was not pleased to hear such a ridiculous idea. I suggested we Radio for a tug. That also was not warmly received and the Captains’ face was in grimace mode. “How do you expect we can get back to our Station?” asked the Captain, “By reversing our course 180 degrees about sir,” I said. That smart remark later got me two weeks of extra duty scraping and painting bilges. Nevertheless, we turned around and headed for our station buoy. Somehow we got to the buoy and in shorter time then the trip to safe harbor which we never reached. We dropped anchor to ride out the storm. As many lightship sailors know, the anchor doesn’t hold well until it gets buried in the mud. This is especially true under the force of hurricane level winds and 30’ waves. Under full throttle we were unable to stay on station and radioed that fact to Coast Guard Boston. Again, I was summoned to the bridge where our highly stressed crew and Captain were trying to figure out what to do. It was obvious we were dragging anchor quite freely even after putting out more chain. My suggestion was, ask for a White Elephant to come out of port and stand by us in case we should need help. We were obviously dragging toward Co-hasset due to the Northeast wind. There was a strong reluctance to call for a Cutter to come out of their safe harbor and babysit us. The Captain knew he would get an ear full from the Skipper of the Cutter for doing such a thing. However, fear was the motivating force that caused the Captain to ask for assistance and within an hour the cutter was holding by us. **Cont next page**



Most Recent Crossing The Bar

Updated 05-1-2012

CROSSED OVER THE BAR 2011-2012

Lightship Sailor Veteran

Crossed Over

LSA Notified

Stanley Mansell SR
108/530 Five Fathom 1953

Sept. 3 2011

November 25, 2011

Neal Ross Campbell (founding member)
106/528 Relief 1961

Feb 12, 2012

Feb 13, 2012

Malcom Pullen
113/535 Swiftsure Bank 1948

unknown

Feb 24, 2012

**YOU ARE RELIEVED OF THE WATCH,
REST IN PEACE**

A MESSAGE FROM OUR CHAPLAIN

Rev. Adrian Van Houten

Chaplin's letter April 2012

Dear Gentleman and Lady; It is with great anticipation I write this to you. I am excited about the gathering in Mobile. The good Lord has brought us there to minister for several years. We went to the Battleship Park where the Alabama is docked and the museum of military aircraft are displayed. At the museum store there is a retired army officer who went through the Bataan Death march. You will well up with tears talking with him He has a book that he has written and a movie is being made of his war years. Also you can travel to New Orleans (about 1 1/3 hrs away) to the WWII museum, Straight West on Hwy 10. Much more to see and do. It is important that as many as can make it to be there. A time of remembrance for our fallen brothers of the Lightship service, renewing friendships and fellowship with each other. Remember we are the last of the living sailors who can testify about the battles on the seas in a Lightship. May the Lord Bless your plans and travels to arrive safely and bless our gathering. Your Chaplin, Adrian P.S if you need prayer please feel free to contact me.

Adrian

Paraprosdokian: defined "A figure of speech in which the latter part of a sentence or phrase is surprising or unexpected; frequently used in a humorous situation. Ex "Where there's a will, I want to be in it"
#15 Behind every successful man is a woman. Behind the fall of a successful man is usually another woman.
Bill Quigley, Lightship Sailor

