



THE FOG HORN



I WILL NOT ABANDON YOU

LIGHTSHIP NOT IN
CORRECT POSITION

Volume 1 Issue 23 Newsletter of The U.S. Coast Guard Lightship Sailors Association
WINTER 2009

Writings of The President

Larry Ryan

PRESIDENT

- Larry Ryan

1st VICE PRESIDENT

- George (Skip) Coleman

2nd VICE PRESIDENT

- Bob Gubitosi

SECRETARY and MEMBERSHIP

- Dave Orszak

TREASURER

- Fred A. Pelger

DIRECTORS AT LARGE:

- Bernie Byrnes

- Rick Gryder

- Peter Marx

VETERAN AFFAIRS:

- Bernie Byrnes

SPECIAL PROJECTS

- Bob Gubitosi

Arts and Graphics

- Dennis Cosmo, Past Pres.

Web Master

- Rick Gryder

Chaplain

- Rev. Adrian Van Houten

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My Brother Lightship Sailors, Members and Friends:

We have a lot of information for you in this edition as we are combining the regular edition and the Special Dues Renewal into one mailing. If you have not renewed for 2009, please take a minute and fill out the form on the inside cover and mail it to Dave Orszak, Membership Director and Secretary.

The details for our 2009 (11th Annual) Reunion is included in this edition with the overview of the meeting. We will have the registration form in the next mailing, this for your planning purposes and to allow you to make your hotel reservation. Pete Marx and myself visited with the hotel and the manager of the WAL 605, John Byrne. If the newest Legend Class cutter The Berthoff is in port, we hope to be able to take a tour of the latest and best for The Coast Guard.

The web site, under the care of Rick Gryder, is something to see and to make us all proud. Rick started on this right after our meeting in Hyannis, at the last count we have over 600 hits from North America, and 300 from Europe. We have received 3 inquiries from the International Lightship Sailors, one which resulted in us receiving a picture of a skipper dated 1897-1899, serving on the LV53/WAL 501. The information and picture courtesy of Goran Lindegardh of Sweden.

You need to check the site often for the latest news as the newsletter is only printed 4 times a year. We are working on a electronic mailing list in order to contact as many members as possible by e-mail. As soon as this is completed, we will send out a test message to verify e-mail addresses, we need your e-mail address on the renewal form, if you have already renewed and did not provide your e-mail address, please send it to Dave Orszak-information on renewal form.

We continue to receive items for our museum in Barnstable, we can use more, if you have old pictures or artifacts you would like to either loan or donate, please let me know or send them direct to me.

Our fellow member Bob Fraser, a close friend and associate of the Late Willard Flint and Colin Mackenzie, has donated some drawing of lightships from the 60's and 70's. These were to be included in Mr. Flints next book, that sadly will not be completed. Our thanks to Bob.

We lost a true hero on January 24, 2009, when Bernie Webber unexpectedly crossed the bar. See his obit inside.

Bill Collette is planning on starting a annual memorial service at the Coast Guard Heritage Museum in Barnstable on the anniversary of the USCG birthday. This memorial service will be in honor of all Coasties that have crossed the bar in the previous 12 months. All will be invited to attend.

Update on the Nantucket Lightship 112/534. Please see the information inside regarding the efforts of a newly formed group, The United States Lightship Foundation.

The other good news regarding saving Lightships comes out of Lewes, DE. As most of you know they moved the ship in October from Lewes to the shipyards in Norfolk. They have successfully replated the hull and have coated the hull with three different layers of colors of paint. This will be a guide as the paint oxidizes. They have placed a temporary seal over the shaft, as the prop will be used as a dockside fixture. In the future should they want go operational, the seal can be removed and the screw reinstalled, all for just a bit over 1 million dollars. Our congratulations to a bunch of hard working historians.

Keep a Good Light,

Larry

A Message from the Secretary and Membership Director
by Dave Orszak

The new Board of Directors has been busy after the Reunion. Because of circumstances, the Membership Director was reassigned to me which sort of makes sense as a responsibility of the Secretary. However, Jay McCarthy is a very tough act to follow.

The **Fog Signal** Newsletter name has been changed to **The Fog Horn** as explained elsewhere in this newsletter.

The LSA awards two different certificates: Honorary Lightship Sailor, and Certificates of Appreciation. Honorary Lightship Sailor Certificates went to: Ron Janard, David Neal and Commander John Kondratowicz. In addition, Rick Gryder is our most recent Honorary Lightship Sailor for his efforts and the results to date on the new updated web site.

Certificates of Appreciation went to: Bob Trapani, USCG Station Chatham, Jay McCarthy, Larry Strauss, and Bill Collette, President of the Coast Guard Heritage Museum.

A special belated Certificate went to Alexander Cass recognizing his contribution from 1999 for the original painting of the Lightship Sailors Memorial in New Bedford. Alexander was working on his Eagle Scout Badge, our sincere appreciation to Alexander and our belated congratulations

A year end summary of items placed in our museum was required. Any item either on loan or donated that belongs to the LSA was itemized. This is for insurance and tracking purposes.

A motion introduced by Bob Gubitosi to support Lighthouse Action and Mobilization Planners (LAMP), seconded by Rick Gryder, carried with unanimous consent of the Board of Directors. This Group, amongst other things, is helping to preserve the Nantucket, LV112.

Membership

It has been fun, to say the least, in converting all the membership data from 2008 to 2009. As the nubie, I am learning how complicated the record keeping and publishing can be. Understand if your 2009 membership renewals take a while to process. The website contains the forms for your renewal as well as this issue. The earlier issue contained the wrong address and should not be used. I am located in Massachusetts, not PA.

We currently have 98 2009 paid members including life memberships. Please send in your renewals as soon as possible. I am enclosing a listing of membership renewals received to date including the new life members.

Fair Winds and Following Seas,

E-mail: pdorszak@comcast.net

Dave Orszak

Dave Orszak

7 Ridge Road

Palmer MA 01069-2258

It's not the price you pay to belong, It's the price you paid to belong

413 283 2841

USCG LIGHTSHIP SAILORS ASSOCIATION, Inc.

*2009 ANNUAL REUNION ... To be Held in
CONCORD, CA ... October 22, 23 & 24.*

Hotel: Concord Holiday Inn
1050 Burnett Ave
Concord, CA 94520

Reservations call: 1-925-687-5500

Our LSA Special Rates are: \$89.00 per night plus tax.
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; I-680 North Exit 51 (Burnett Ave). Second driveway on right. NOTE: From San Francisco Airport The Bay Area Rapid Transit (BART) runs direct to Concord, \$7.00 per person, Call when passing Walnut Creek Station and Hotel Shuttle will meet you at the concord Station. Car Rental available in Lobby.

LSA Reunion Tentative Schedule:

Thursday October 22, 2009

07:00 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. Room TBA
5:00 pm... LSA Social Gathering. Room TBA

Friday October 23, 2009

On your own-Free Day or suggested local tours

Saturday October 24, 2009

9:00 AM... Buses **Depart** for CG Base Alameda
12:00 PM...Buses Depart for Jack London Square, WAL 605 Lightship
2:00 PM... Wreath laying ceremony, dockside WAL 605
3:00 pm... Buses Depart for Hotel.
5:00 pm... Annual Banquet Dinner with cash bar, in the Ball Room.
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 \$ 100.00 per head fee.

PAYMENTS: Hotel:

Make reservations and payments directly with the hotel. 1-925-687-5500
SPECIAL NOTE: Reservations must be made prior to October 1st for \$89.00 rate
After October 1st, rates increase to \$129.00

Reunion Functions:

Please fill in the attached reunion form. Enclose this form, with your check or money order, made out to the:

Please mail to our LSA Treasurer:

"USCG LIGHTSHIP SAILORS ASSOCIATION, Inc."

**Fred A Pelger
1107 East Saguaro Drive
Globe, AZ 85501-2047**

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

Sunday October 25, 2009

09:00 am ... After the official program closes, Southern Gospel Country Style Music by LSA Members, Adrian and Sharon Van Houten (LV 196). Please join us for this wonderful Mini Chapel Service. (location TBA)

NANTUCKET 112/534 UPDATE

As most of you know, the Nantucket 112 has been tied to the City Warf in Oyster Bay, NY for several years after efforts were abandoned to establish a National Lighthouse Museum on the old St. George Coast Guard Base off Staten Island. The 112 was to be the center piece of this museum. It would appear the root cause of the failure was due to big developers wanting to build condo's on the island.

In the past year, two competing groups have formed to try and save this historic ship, designated a 'National Historic Landmark' in 1989. Where virtually nothing has been accomplished in saving this ship. The LSA, as reported by Dave Orszak, has offered our moral support to the first group, 'Lamp'. The Lamp group wants to keep the 112 in New York, preferably as part of the proposed park on St. George.

The second group, 'United States Lightship Museum Foundation' which is in it's infancy stage of forming has prepared a 20 plus page Strategic Initiatives for Rescue and Preservation booklet. Their intention is to become owners of the 112, move it to the Boston area, preserve and honor her heritage and that of the lightship service through exhibits and education.

Some of our Lightship Brothers that served on the 112 have been contacted by Robert Mannino in search of sea Stories and information from their time on board. Robert is heading up this group.

A second vote was taken by your representatives to support efforts to save the Nantucket 112.

Bernard C. Webber (USCG Ret)
1928-2009

One of the Coast Guard's legendary heroes, Senior Chief Petty Officer Bernard C. Webber (USCG Ret) died at his home in Melbourne, Florida Sunday, January 25th. He is survived by his widow, Miriam (Pentinen) Webber, a daughter Patricia Hamilton and her husband Bruce, two granddaughters Leah and Hilary Hamilton of Shamong, NJ and North Eastham; a son, Bernard E. Webber and a grandson Shane Webber of California.

On February 18, 1952 he took the CG36500 out of Chatham Station with three volunteers—Seaman Ervin Maske, Seaman Richard Livesey and Petty Officer 3rd Class Andrew Fitzgerald, an Engineman when the tanker Pendleton broke in two off Chatham in a storm. Seaman Maske was at Chatham Station awaiting transport to the Lightship Stonehorse off Monomoy but remained ashore because the Coast Guard deemed the seas too rough to transport him. He volunteered along with the two Chatham Coast Guardsmen who also volunteered to accompany Mr. Webber who was then a First Class Bos'ns Mate.

The Coast Guard crew faced 60 foot waves, hurricane force winds and blizzard conditions to rescue 32 sailors who survived the shipwreck when their tanker broke in half off Chatham. When the CG36500 left Chatham Harbor, her compass failed and the rescue boat began shipping water because the engine kept quitting. But they persevered and by dead reckoning they finally sighted the stern section of the Pendleton where the ships crew was awaiting rescue. They only lost one man—the ship's cook, George D. "Tiny" Myers,

The four who manned the rescue boat all received coveted Coast Guard Gold Medals for their heroism in what is considered by maritime historians to be "The Greatest Small Boat Rescue in Coast Guard History." The 36 foot rescue boats were designed to carry a crew of six and 8 to 10 survivors. They went out short handed and rescued 32.

Of the four, only Engineman Fitzgerald is still alive.

Senior chief Webber was born in Milton, MA in 1928 the son of the late Rev. A. Bernard Webber and Annie Knight Webber. He was one of four sons --all of whom served in the U.S. Military during World War II-- Paul in the Army in Europe, Bob in the Coast Guard and Bill in the Army Transportation Corp.

When he was only 16 Bernie Webber joined the Merchant Marine Service and trained at Sheepshead Bay Maritime School in New York. When World War II ended, he enlisted in the U.S. Coast Guard and attended "boot camp" at Curtis Bay, MD. He was transferred to Cape Cod to serve Lighthouse duty at Highland Lighthouse in North Truro and later went to the Cay Head Lighthouse on Martha's Vineyard. His final tour of duty at Chatham ended in 1963 when was transferred to Cross Rip Lightship until it was decommissioned. Mr. Webber was reassigned to the CG Cutter Point Banks out of Wood Hole. From there he and the ship were ordered to Vietnam. When he returned from 'Nam, he was assigned to the Buoy Tender Hornbeam in Woods Hole and finally retired from the Coast Guard as a Senior Chief Petty Officer on September 1, 1966.

During his time in this region, he served at Nauset Lifeboat Station, Race Point Lifeboat Station, aboard a Coast Guard Tug out of Southwest Harbor, Maine and the Nantucket Lightship.

Chief Webber met his wife Miriam Pentinen, a native of Wellfleet, when he first served duty in North Truro. They were married July 16, 1950 in Milton in a ceremony performed by his late father, Rev. A. Bernard Webber.

His widow Miriam said that Mr. Webber will be cremated and his remains will be interred with military honors in a family plot in Wellfleet later this Spring.

Our generation did not own this freedom, we were merely it's custodians., *Loorn Ball*

A Short Sea Story

Hurricane Donna. August 29-Sept. 14, 1960

[Excerpts of a letter written by Peter Woods to his parents:]

On board the Boston Lightship 85/510

Sept 10 11:30 PM received a hurricane warning, at 11:30 AM Monday, with the seas 8' high and the wind at 40 MPH, we received permission to seek shelter... With the radar out, the Chief decided to ride it out as this barge only makes about 8 MPH... By 2:00 PM the seas were running 15-20' and the wind at 60 MPH with pouring rain and zero visibility... Between 5-7 Monday night it got bad, the winds increased between 75-95 MPH with the seas running 25-30'.... We had been blown off station, the CGC Duane came out and stood by until regained station.... Sept 13 at sunup the seas were running 1' and beautiful...

Quite an experience, but I would not want to do it again in a lightship.

[Excerpts from Virginian Pilot, provided by Robert Shingle]

On board the Chesapeake Lightship 538, Wednesday 5:45 AM, after seesawing at the anchor chain for 45 minutes, the anchor chain parted... The skipper, 37 year old Warren Barrett CWO, and four other men were in the pilot house when the storm threw a sneak punch, driving splintered glass deep into the hardwood wheel... The clock was torn from the bulkhead and thrown into a bookshelf, and kept on running... Much of the battle now rested down below in the engine room. 42 year old Willis Edwards EN1, he thought the ship was about to founder when he saw water pour down the open hatch...

All day Wednesday the crew struggled to make headway north, but she continued to drift south. At 6:42 PM Skipper Barrett changed tactics while only running on two engines and began to run before the storm... Chief Engineer 38 year old Andock Burnett was handicapped by the pitching, three of the four engines could not keep a suction on the sea chest for cooling water, began to overheat and had to be shut down. After about 30 minutes another engine was started and after they turned back south the last two were restarted. The ship docked at 6:40 PM Friday, operating on its own power.



Bernie Webber
BMSC, USCG (Ret)
On left as a BM1, 1952 On Right as
BMC on board LV 112/534 1960



LIGHTSHIP OF THE QUARTER



BARNAGAT LV79/WAL 506

Built in 1904

Had many modifications the last one in 1952 when the main lights were changed.

Built with Steam Screw, Single compound 325 HP engine, 10 knots.

Repowered in 1931 with a Cooper-Bessemer 310 HP diesel engine providing 7 knots.

The LV 79 served on two stations and four duties:

1904-1924 Five fathom Station (NJ)

1924-1926 Relief (3rd District)

1927-1942 Barnegat (NJ)

1942-1945 Examination Vessel (Edgemoor, DE) No armament provided.

1945-1967 Barnegat (NJ)

Barnegat Station established August 1927 approximately 8 miles E of Barnegat Light. Station established to provide a better reference mark for a course change required by coastwise shipping.

Originally equipped with a steam chime fog signal with a single blast every 20 seconds.

Retired from Lightship Duty in 1967, age 54

Sold to Heritage Ship Guild for a floating display at Penns Landing, Philadelphia, PA.

Note from Richard A. Brown dated December 11, 2008:

...."The ship (LV79/ 506) is in a marina in which the ship and marina are in terrible shape"...I could not talk to the owner, but did talk to a person that "works" there. They are trying to keep it afloat with pumps.".....Received no answers, just evasive answers to my questions. " They would not let me go aboard. Maybe only 5 years left to save it- probably from scrap"...

Editors Note: Richard served aboard 1954-1956, rode out Hurricane Hazel in 1954 as an engineman.

Richard makes his home in Bath, PA.

Our Thanks to Richard for his report.

LIGHTSHIP SAILOR OF THE QUARTER



Peter and Mrs. Lalik (2008 Reunion)
Barnagat 79/506 1964-1966

Peter Lalik, (Barnagat 1964-1966)
One of our long time loyal supporters,
Enjoying the meeting in Hyannis.



Above Left: Jack Hughes, ENC
Below Left: Booth, BM3

Above Rt: Quigley, CWO



'Ponzie' Paun, Native
Samoan Islands
EN2 on the Barnagat
(Lateral from cook)





VETERANS AFFAIRS

Bernie Byrnes Chairman



My Fellow Veterans:

It is now official, The National Personnel Records Center has provided the following website for veterans to gain access to their DD-214's on line. Military Veterans and next of kin may access the records but also request other documents including information on genealogy research. www.vetrecs.archives.gov/

Another subject that we would rather not face, Death and Burial benefits: You have earned these as has your spouse. Be sure your next of kin is aware of these and your wishes. If you need help on this, please let me know.

Best Regards, Bernie Home 781-762-2348 emjobyrnes@verizon.net

ROSTER OF PAID LIFE MEMBERS

(current at printing time)

RAINVILLE, Richard E. "Dick"	112/534 Nantucket, '73 - '74 LV-612 Nantucket, '74 - '75
PLETNICK, Jerome J. "J.J"	112/534 Nantucket Jul '50 - '52
COURSEY, Gerard H. "Jerry"	613 Relief (Boston) Oct '68-Feb '71
SCOTT, Gary B. "Earl"	612 San Francisco 1962 - 1964
COLEMAN, George H. "Skip"	189 Diamond Shoal 1965 - 1969
QUIGLEY, William "Quig"	106/528 Relief (MA) 1956 to Aug '57
JENNINGS, Richard W.	84/509 Relief (Frying Pan, Savannah)'59-'60
WALES, Howard E. "Bud"	118/539 Cross Rip '61 '62 102/525 Boston '62
COLLETTE, William Jr. "Bill"	LV114 / WLW-536/LV114 Pollock Rip '67-'68
<i>Founding member</i>	
RYAN, Lawrence "Larry" R.	WAL605 Overfalls, Blunts Reef '60-'61
WHALEY, Curtis L.	604 Columbia Aug '78 - Dec '79
WHALEY, Debra H.	Wife of Curtis above
RINGO, Gene C.	88/513 Umatilla, 5-22-52 - 6-9-52 113/535 Swiftsure, 6-11-52 - 6-14-54
	196 Relief/Umatilla, 7-61 thru 3-64
FLAGG, Marcia A.	LSA Member Family of Harold Flagg, only Vineyard # 73 Survivor
GUYETTE, Floyd E. "Sonny"	118/539 Cross Rip Jun '61-Sep '62
GARRAN, John W.	112/534 Nantucket Mar'63 to Oct'64
DeFRANCESCO, John M.	112 / 534 Nantucket Feb '73-Jun '74 <i>Decomish.</i>
	613 Relief (MA) TAD summer '74 612 Nantucket '74 - Jun '75
WEINBERG, Steven	WAL 605 Overfall & Blunts Reef July '60-December '60
ORSZAK, David	WAL 115/537 Frying Pan Shoals '60-61
Roland Bessette	WAL118/539 Boston June '63-Nov '65
Wendell Walker	WAL 84/509 Relief March '59-Aug '60

Our Special Thanks to our Life Members

A VETERAN IS...

Someone who, at one point in his life wrote a blank check made payable to the United States of America for an amount of up to and including my life.


(this is "Public Service", not a politician earning \$250,00 a year for 40 years)

GENERAL QUARTERS

Chiefs Corner

REUNION 2008 ACTIVITIES NOW AVAILABLE ON DVD

A DVD of our entire reunion activity is now available. It is a montage of pictures and video's all set to patriotic music professionally by Mary Lou Coleman. We are making this available at our cost as The LSA wants everyone to be able to share in not only a great reunion, but also the Lightship Sailors Museum Dedication. For those that have not been able to attend a reunion, this will allow you to see and feel what it is really like. We are indebted to Mary Lou for her excellent work. Please see the following order form.



Lightship Sailors Assoc.
2008 10th Reunion on DVD
Order yours today – only \$14.00

Name: _____

Address 1: _____

Address 2: _____

City/State/Zip: _____

Check or Money Order payable to LSA

Send to: Lightship Sailors Assoc.
% Skip Coleman
417 Finch Dr.
Satellite Beach, FL 32937
Please allow 2 – 3 weeks for delivery.



New header for 2009

CALLING ALL AMATEUR RADIO OPERATORS (hams)

Please help us up date our new website page @ http://www.uscglightsailsors.org/library/amateur_radio/.

I need your name and call, what ship you were on and the dates of service (if you were a lightship sailor)

If you know of a lightship sailor that does not receive this newsletter, please provide us their information and I will contact them. We welcome all Amateur Radio Operators that are interested in lightships, whether or not you served on one. Please contact me:

Rick Gryder K9WED
1828 74th Place
Kenosha, WI 53143-5323
Rick@grider.com

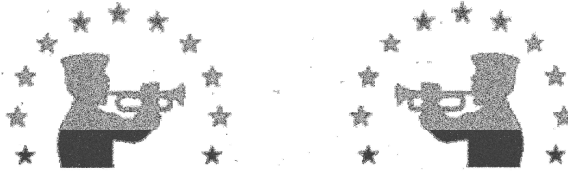
“THE FOG SIGNAL” Versus “THE FOG HORN”

As you noticed, we have changed the name of your newsletter from “The Fog Signal” to “The Fog Horn”, everything else stayed the same. The reason behind the change really was a matter of “What really defines a Lightship?”, Is it a Fog Signal or the Fog Horns that comes to mind?

Venturing an unscientific guess, by far a majority of our members called it “The Fog Horn” anyway. We just needed to get in step with our members.

Either way, your editor has been accused, humorously, of putting out a lot of hot air!

Our generation did not own this freedom, we were merely it's custodians., *Wern Ball*



Updated: 01-25-09

CROSSED OVER THE BAR 2009

Lightship Sailor Veteran

Crossed Over

LSA Notified

Parnell Perry
Cheaspeake 116/538 1968-1969

Aug 20, 2008

Dec 27, 2008

George Shutts
Nantucket 112/534 1954-1956

Nov 04, 2008

Jan 03, 2009

Bernard "Bernie" Webber
Nantucket/Relief 112/534 April '58-April '60
Cross Rip 102/525 Aug '63-Oct'63

Jan 25, 2009

Jan 25, 2009

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



MESSAGE FROM OUR CHAPLAIN

Dear Fellow Lightship Sailors: As we face 2009 with promise, let us keep in mind our goal of preserving the memories of The USCG Lightship Service and her Sailors with a great amount of love and pride in our hearts for having been able to serve aboard those "ships". As we departed the 2008 dedication and memorial services at Barnstable, I departed with my heart full of love and care for those that attended. There was such a wonderful spirit of unity displayed that makes our future look exceedingly great. I continue to remember the LSA and the individuals who labor so diligently for our cause. May God continue to bless our efforts as we look forward to our time together in California.

If you know of anyone who needs prayer, please let me know so I can keep them before our great God and savior Jesus Christ.

Your Chaplain to serve you,
Adrian Van Houten

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

