



THE FOG HORN



I WILL NOT ABANDON YOU

LIGHTSHIP NOT IN
CORRECT POSITION

Volume 2 Issue 27 Newsletter of The U.S. Coast Guard Lightship Sailors Association
WINTER 2010

Writings of The President

Larry Ryan

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- Larry Ryan

1st VICE PRESIDENT

- George (Skip) Coleman

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- Bob Gubitosi

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- Rev. Adrian Van Houten

Historian

- Ron Janard

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My Brother Lightship Sailors, Members and Friends,

The last three months have been busy for all of us, as it always is during the holidays of Thanksgiving, Christmas and New Years, it just seems like the time in between is shorter each year. I have been thinking about just leaving our Christmas Lights up and turned on the year around.

The last edition featured our remembrance of our 11th annual meeting in California, since then we have been busy confirming our plans for our 12th annual meeting in Savannah, GA. Over the past year or so, we have discussed reducing our meeting from three days to only two as some of us are tiring easier than we did only a few meetings ago. The general consensus seemed to be if we reduced the time we would need to jam more into the two days which would mean a solid schedule from morning till night, which really would be tiring. The decision then was to keep the same schedule we have been keeping since 2005 (see page 3) and find away to eliminate some of the walking. It seems that Savannah has the answer: For the site seekers a trolley comes to the hotel doorstep and allows unlimited off and on's at all of the various stops. A water taxi also stops at the hotel where we can board for the river cruise and our memorial service will on the river within a few steps of the hotel. The hotel it self is very comfortable and has ample conveniences where we are not required to leave except when we wish. Hotel and meeting registration forms will be in the next newsletter (our hotel account has not been opened at this writing).

I hope everyone will make plans to join the group as we do seem to have a good time together.

As I have reminded everyone in the past, the operation and management of The Association is a joint effort of The Board of Directors, our Members and many colleagues across the globe. Our association historian, Ron Janard has been dedicating a huge amount of time preserving our history, Rick Gryder, our Webmaster, likewise has revamped our website making it more user friendly and still keeping it fresh and informative. Fred Pelger, Treasurer, has completed our year end book keeping with all of the records that are required to maintain our not for profit status and Dave Orszak continues the never ending task of keeping the membership rolls up to date (please keep him busy with more membership work).

In this edition of your newsletter you will find a variety of articles and information of importance to most of us:

The preservation of The Nantucket 112 is a tremendous undertaking as evident by the turn out for our field day in early January. This is just a beginning and will require dedication and assistance. The preservation and refurbishing of this vessel has the potential to be the center piece of only a reminder of where we served as Lightship Sailors. The majority of our members served on Lightships that are no longer available to showcase our service, then The 112 may be the most logical surrogate from a historical view point. Besides, some of us got to pretend we were 20 again with no one laughing at us this time.

The US Lightship Museum will soon be soliciting membership, all are encouraged to support this effort.

Please see the short article regarding our Lightship Sailors Museum Collection in Barnstable, MA. As president of the Coast Guard Heritage Museum, Bill Collette has been totally absorbed in keeping the museum on track and interesting. As a Lightship Sailor himself (Pollock Rip 536) he has been more than generous with his time in managing our collection.

Until Next Time, Be healthy and Keep A Good Light,

Larry

TO ALL MEMBERS

All members are being requested to submit a letter to the U.S. Postal Service making a request for them to issue a commemorative Lightship Stamp.

Below is a sample letter in the correct format as received from Stephan Krawczyk. For those of you that may not recognize Stephen's name, he is the principal care taker of The Chesapeake Lightship in Baltimore. Please consider sending a letter to the post office.

Citizens Stamp Advisory Committee
U. S. Postal Service
1735 N Lynn St: Suite 5013
Arlington, VA 22209-6432

Dear Committee Members,

I would like to suggest that a series or group of five stamps on US Lightships be considered by the committee for approval. The USPS has issued at least three series or groups of stamps on US lighthouses in the past. Lightships are floating lighthouses and they were widely in the United States from 1820 until 1983. Of the hundreds of lightship used during that time, there are currently almost a dozen that have been restored and preserved in historic ship museums across the country.

Some suggestions of diverse styles for the five lightships to be included on the stamps are, by LS/LV number, the: 83/508, 103/526, 116/538, 118/539, 605 and 613. These are lightships that can be seen and visited. Other older ones can only be seen in old photographs.

More information on lightships can be found on the web site of the Coast Guard Historian: http://www.uscg.mil/History/Lightship_Index.asp or at the US Lightship Sailors Association web site: http://www.uscglightsailsailors.org/site_index.

I believe that this suggested series of stamps meets all the criteria established by the committee. Thank you for your time and consideration of this suggestion.

Sincerely,

Stephen G. Krawczyk

LIGHTSHIP SAILORS MUSEUM CG HERITAGE MUSEUM, BARNSTABLE, MA

Bill Collette, President

Bill, Ron Janard and Rick Parks helped move the Vineyard Sound mast lantern and the LV-1 rudder post from the first floor to our museum collection on the second floor on Saturday January 23. They were assisted by Dick Boonisar, Karen and Gene Hanson, Pete Fiske, Jack McGrath and



"If you would not confront your neighbor and demand his money at the point of a gun to solve every new problem that may appear in your life, you should not allow the government to do it for you."

William E. Simon

LIGHTSHIP SAILORS REUNION LOCATION

2010

SAVANNAH, GA

A GRAND AND BEAUTIFUL CITY WITH MUCH HISTORY AND MODERN DAY CULTURE

Founded in 1733 by General James Oglethorpe by direction of England's King George II, 40 feet above the Savannah River.

The town was laid out by Oglethorpe and William Bull of South Carolina to include more green open space than any other city in history.

Today the city has 24 squares that act as the city's living room, from festivals to locations for friends to meet for morning coffee. Many of the 24 squares have historical monuments honoring their namesake, in fact, it would be nearly impossible to see take in all of the history in the area.

Old churches (of every denomination), military forts, mansions, one of a kind railroad museum and then the islands. Hilton Head, Cockspur and Tybee Island with Tybee Island Lighthouse.

While the city retains and places a lot of emphases on old southern charm, it's worth noting an abundance of humor. When the city was founded in 1733 with 115 colonists, there were only four strict rules: No slaves, no Roman Catholics, no strong drinks and no lawyers (I'm opposed to rule 3, strongly in favor of rule 4).

Today public consumption of alcohol is legal (if not encouraged), they have the second largest St. Patrick's Day Parade in the country with Roman Catholics making up 7% of the population.

Culture and Education

Savannah has one of the few colleges offering a Masters Program in Historical Reconstruction, which is most obvious in the Railroad Roundhouse Museum where 50 paid employees labor to reconstruct buildings, railroad cars and engines in addition to machinery used in the heyday of The Central of Georgia Railroad.

There are several art, sculpture and photographic museums covering the entire range of the many talented artists.

As there is so much to see and do, be sure and allow time either before or after our meeting to take in the sights and sounds, as well as the southern cuisine.

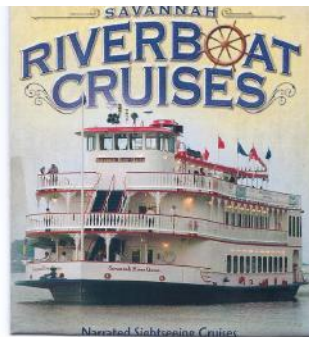
The dates for our 12th annual meeting in Savannah will be October 14, 15, and 16 2010.

We will be staying at the Marriott River Front Hotel with easy access to everything.

Our account is not activated yet, so you must wait until the next edition for the hotel information.

Plans are being finalized for a cruise on the river for Friday afternoon.

This meeting is shaping up to be one of our more memorable ones.



“As we express our gratitude, we must never forget that the highest appreciation is not to utter words, but to live by them”
John F. Kennedy, President

Secretary's Report

Dave Orszak

Secretary and Membership Director Report

Secretary

The only significant report is the request to participate in the securing of the 112 in preparation for towing to Massachusetts. This is covered in more detail elsewhere.

Members of the reunion committee, assisted by Chuck Jennings, traveled to Savannah, GA in January to finalize details for our 12th annual meeting in October. All expenses incurred were personal and not subject to reimbursement from the LSA treasury.

Membership

For the 2009 membership year, total life membership was increased to 30 and overall membership ended at 186. 2010 Memberships are proceeding with 83 paid to date including three new Life memberships. Total life members is now 33. Total 2010 membership is at 113.

Please check on-line at our website for confirmation of your membership status. In addition to receiving your membership card, check that I have updated our files correctly. The listing may be accessed by:

- a. Going to: www.uscglightsails.org Press ENTER
- b. Scroll down to All Things Lightship and click on the CLICK button.
- c. Scroll down to Lightship Crew Lists and click on the CLICK button.
- d. Scroll down to Listing By Name and click on the CLICK button.

Please let me know of any changes required.

Thank you to the members who have included additional contributions with their renewal dues.

The membership renewal form on the website and included in the Fog Horn has been modified to allow the member to designate if the Fog Horn should be received in electronic form or continue in paper form. The electronic form is less costly to the LSA and offers the advantage to the member of easier to copy any contents of the newsletter including pictures. Think about it.

Dave, Secretary and Membership Director

REUNION SITE SELECTION

The question has been raised again, "How is the reunion location selected?"

As part of our General Business Meeting, on Thursday afternoon, a two part response is requested from the members.

1. A short presentation is presented to the members on the locations nominated the previous year. The presentation consists of responses we received from either (or both), visitor bureau, hotels or a proposed host. They would have been responding to our "Request for Proposals" (called an RFP). The RFP would have specified our requirements, dates of our meeting and hotel room rates. Typically we would have 3-4 different locations requiring a vote. Last year in Concord we only had two locations under consideration, Mobile, AL and Savannah, GA, the members selected Savannah.
2. Then nominations are taken for 'LOCATIONS ONLY' for the meeting the year after next. Typically, 3-6 nominations will be made from the floor. An RFP will be sent to all nominated locations in midsummer following the meeting, with the results announced the following year. For a location to be considered, we require a full response to our requests. During our 2009 Business Meeting the following locations were nominated for our meeting in 2011: New Orleans, AL, Baltimore, MD, Cherry Hill, NJ, and New England. One of these locations will be selected during our General Business Meeting in Savannah. If you have any question on the process, please do not hesitate to ask.

A Short Sea Story

HAVE YOU WASHED YOUR RADIO TODAY?

On this summer day I had been to Gay Head LB Station on the 63 ft crash boat to work on their picket boat radio. I couldn't find the radio trouble so I brought it back the radio shop to work on. After we had tied up at Woods Hole. I started to pick up the radio to take ashore when my friend "Crusher" a BM!C grabbed it and said he would take it for me. I told him to please be careful. You had to know my reason for saying this. "Crusher" was a great fellow but he tended to be clumsy and didn't swim too well. As he went to step on the pier the boat swung away and he went in the "drink". I jumped down on the "camel" because I knew he would be in trouble and needed help. About that time the radio came out of the water with a hand attached. I grabbed his wrist and helped pull him up. He was sputtering and said "I didn't drop it" I said "No but you almost drowned" After we got on the pier I was trying to think what to do with the wet radio, I saw the garden hose at the back of the radio shop. While I was washing the radio down I heard someone say "Evans, is that the way you repair radio equipment?" It was Lt. Cmdr. Jordan, skipper of the base. I answered with "Sir, when its been swimming in salt water I thought a fresh water bath might help."

I took the radio into the shop and let it dry out for a month. I powered it back up and it went to work OK. Whatever the trouble was must have been washed out.

THE SWIVEL CHAIR

When I first started working at the radio shop at Woods Hole I found out that the station personnel at the lighthouses and light ships were used to helping repair radio equipment by telephone or radio communications. Most of the repair was replacing fuses or tubes under the direction of the ET.

I was on liberty this weekend in 1947 when LS 114 (I think that's the right number) on Pollock Rip station was going through a severe northeaster storm and both radio beacon transmitters failed. During this time period I was the only ET at Woods Hole so the Boston radio shop was called. The Lieutenant in charge proceeded to help the BM on Pollock Rip. He had him replace fuses a few times but each time they would blow. The last time he tried it fire shot out of the transmitter. The BM was pretty shook by now and he told the Lieutenant that nobody could sit in a swivel chair in Boston and tell him how to get killed. It was then that the BM told him the roof was leaking and water was running right down in the transmitters. The lieutenant said he wished he had told him at the start.

When I got back from liberty I had a message to call the radio shop in Boston. The lieutenant told me that he didn't blame the BM for telling him that. I was told to go check the equipment on Pollock. I went to Chatham LB Station and rode their 36 ft motor lifeboat to Pollock Rip. It was probably the CG 36500 that Bernie made famous a few years later with their fabulous rescue of 32 men. The equipment was too badly damaged by water to be repaired on station. The relief ship was sent out. I am not sure but I think the relief stayed on station until the new LS 196 was sent out. I remember that LS 196 went on station while I was stationed in Woods Hole. I have rode on and drove a 36 ft motor lifeboat many times. It is hard to imagine where 32 men and a crew of 4 could fit on this boat. To me this is one of the greatest rescues that the Coast Guard has ever made. This certainly puts in practice the old saying "You have to go out, but you don't have to come back".

Editors Note:

Above submitted by Morgan Evans, ET2, 1946-1949, Probably serving on more lightships than any other Lightship Sailor. Editors appreciation to Morgan for the stories and pictures More to follow in future editions.

I first met Morgan during our annual meeting in 2005 while on board the 101. Morgan served in the Us Coast Guard from August 20, 1946 to August 22 1949. He, unlike most of us, documented his career both in print and pictures. As an ET attached to Woods Hole, MA, he serviced all radio beacons in that group, and has retained the pictures covering his time from his basic training, ET school in Groton, and the various stations including nearly all of the Lightships off The Cape. While never attached as a crew on a lightship, he has had more boarding's than nearly any other Lightship Sailor.

LIGHTSHIP OF THE QUARTER



NANTUCKET LIGHTSHIP 112/534 on station 1946

Only 10 years old in this picture, built to replace LS Nantucket 117

Now under management of the newly formed 501 C (3) corporation The US Lightship Museum, Bob Mannino, President. After more than six years in Oyster Bay, NY, the ship will soon be towed to Boston where it will into dry dock for extensive rehab.

The long range program calls for the Nantucket to be used for education with an emphasis on school children in the Boston area. The USCG Lightship Sailors Assoc sends our sincere thank you to The USLS Museum for their efforts in preserving our Lightship and Lightship history, and for the invitation to participate in this gallant undertaking.

Edward Gosson, CWO
Commanding Officer Nantucket 112 1948-1950



Morgan Evans ET 2 1946-'49
On board Nantucket 112-radio shack port hole
All pictures this page courtesy Morgan Evans



“Who among us are meant to help bring forth the light?”

LIGHTSHIP SAILORS OF THE QUARTER



OYSTER BAY, LONG ISLAND SOUND, NEW YORK— NANTUCKET 112/534

January 9, 2010

The above crew reported on board on a cold Saturday morning to assist in getting the Nantucket ready to be towed to dry dock in Boston, MA. The 'to do' list was provided by the marine surveyor that required plain old dirty grunt work, all loose gear had to be stowed, rudder quadrant and shaft had to be locked as well as all sea cocks and ballast tanks had to be secured. It was a busy day with about 90% of the projects being completed.

We were well fed by Peter Bombard (former CS2 on the 112) and the ladies.

A total of 19 people comprised the crew, 10 were LSA members (5 prior 112 crew).

Lt to Rt

Pete Brunck, Bill Shapard, Ken Kubic, Mike Ninivaggi, Troy Dejesu, Bob Mannino, Ken Dejesu, George (Skip) Coleman, Jim Hewitt, Peter Bombard, Roland Holloway, Pete Penfield, Ron Janard, Rick Parks.

Photo by Larry Ryan

“He that will not sail until all dangers are over, must never put to sea”

Thomas Fuller



ROSTER OF PAID LIFE MEMBERS

(current at printing time)

RAINVILLE, Richard E. "Dick"	112/534 Nantucket, '73 – '74	WLV-612 Nantucket, '74 – '75
PLETNICK, Jerome J. "J.J"	112/534 Nantucket	Jul '50 – '52
COURSEY, Gerard H. "Jerry"	WLV613 Relief (Boston)	Oct '68-Feb '71
SCOTT, Gary B. "Earl"	WAL-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 / WLV-536/LV114 Pollock Rip	'67-'68
<i>Founding member</i>		
RYAN, Lawrence "Larry" R.	WAL605 Overfalls, Blunts Reef	'60-'61
WHALEY, Curtis L.	WLV604 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 Overfalls & Blunts Reef	July '60-December '60
ORSZAK, David	WAL 115/537 Frying Pan Shoals	'60-61
Bessette, Roland	WAL118/539 Boston	June '63-Nov '65
Walker, Wendell	WAL 84/50 Relief	March '59-Aug '60
Blakeley, Willis "Jack"	WAL 604 Columbia	'76-'78
Blakeley, Marie	Wife of Willis, above	
Burgess, Joseph Fred	101/524 Stone Horse & Cross Rip	July '63-'64
Holmes, William H. "Bill"	114/536 Pollock Rip	'60-'63
Byrnes, Bernard	91/515 Relief	Portsmouth, VA 8'54—8'55
Jennings, Charles "Chuck"	79/506 Barnegat	1954-1955
Marx, Peter	108/530 Five Fathom	1955-1956
Floca, Brian	Author/writer Childrens Books about Lightships	
Hellberg, Russell "Rus"	WAL 612 San Francisco	1962-'64
Penfield. Peter "Pete"	112/534 Nantucket	'61-62
Walkley, Edward	112/534 Nantucket	Jan '48-May 1950

Our Appreciation to all of our Life Members

Dave Orszak, Director of membership

"Society exists for the benefit of it's members, not the members for the benefit of society."

Herbert Spencer

GENERAL QUARTERS Chiefs Corner



REQUEST FOR RESEARCH ASSISTANCE

The Coast Guard Historians Office, Atlantic Region, has requested interested parties in the South Eastern area for input into a new project.

There has long been a rumor the first female commanding officer of a military vessel was in charge of a lightship off of the SE United States. Generally in an area south of Baltimore to as far west as Galveston, TX. The research would consist of researching local records, newspaper files, etc.

Anyone with computer and/or research skills interested in assisting in this project, please contact Larry Ryan for referrals to the Historians Office.

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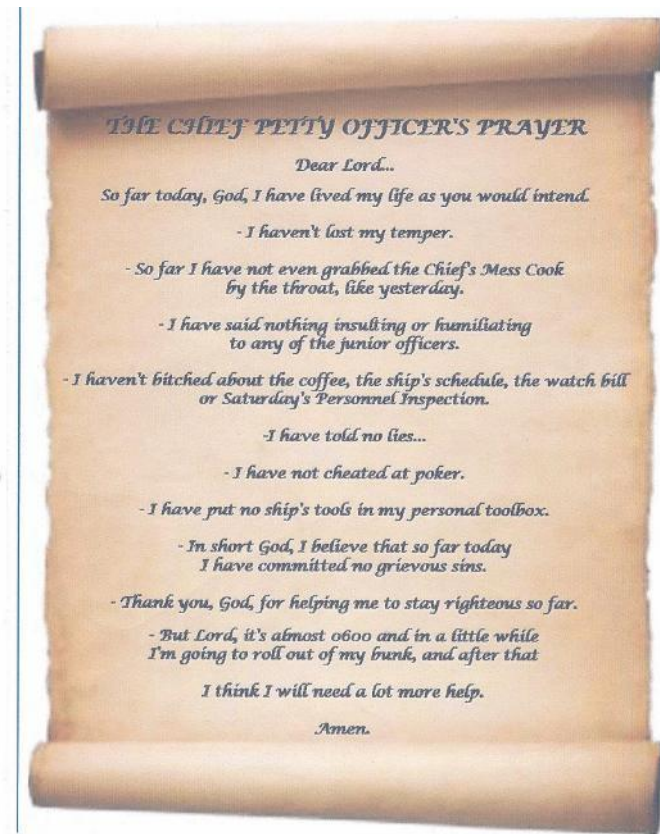
WEST COAST MEMBERS

The owner of The Relief WL605 in Oakland, CA is actively seeking comments and/or assistance in maintaining the 605 as a viable public attraction.

As we all know, funds for maintenance are crucial and any and all means to remain healthy will be considered, which would include the forming of a local group to help maintain and promote this vessel. As are all projects, this is extremely vital.

Suggestions, questions and comments should be directed to Larry Ryan.

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Submitted by Pat Wills CWO USCG (Ret)



ANNUAL MEMORIAL SERVICE

For those of you that have not attended our annual memorial to the Lightship Sailors that have lost their lives in the performance of their duties.

We have received a lot of compliments on the program, and we plan on keeping the same format for the future.

We made some minor changes to the program in 2008 in Hyannis when for the first time we did a dry land Laying of The Wreath, we added the names of all known Coast Guard men and women that have lost their lives during the past 12 months. We are carrying them on our Roll Call only for that 12 month period.

As you know, in late October there was a tragic crash off of Southern California between a CG Search and Rescue plane and a US Marine helicopter resulting in multiple deaths, these names will be placed on our roll call for 2010.

Should anyone hear of such a loss in their local area, please be sure to let us know so that we may add their name.

This service is very patriotic and moving, we hope everyone will join us for the memorial and wreath laying in Savannah.

As always, please keep our Guardians, both domestic and those serving in foreign lands in your prayers.

May God continue to Bless America.

Adrian Van Houten, Chaplain

A MESSAGE FROM OUR CHAPLAIN

Rev. Adrian Van Houten

To my Lightship Sailor family:

Here we are in a new year and it's been 3 1/2 months since we have been together in California. And what a fantastic time we had with all of the activities, the Memorial Service to our lost brothers and the hilarious time at our annual banquet and auction. We all enjoyed and appreciated the dedication to those that gave so much to restore the Blunts Reef Lightship to it's former condition.

As we face 2010 there will be new challenges we will have to face both personal as well as our organization.

There are always people who will try the back door in an attempt to upset the apple cart. Let us not forget there is one higher than us we can turn to for comfort and guidance. Let us continue to keep in mind the purpose and aim of The LSA, to preserve our history. Keep the faith, be honest and true to yourself and your God, and things will work out for the best.

Let us remember the work and dedication required for those who plan 2010 reunion to be held in Savannah, GA. May you all feel the presence of The Lord in your lives as we strive to serve Him throughout the coming months. If I can be of any assistance to anyone, please let me know.

Thinking of you always, Your Chaplain,

Adrian Van Houten

“We have staked the whole of all our political institutions upon the capacity of mankind for self government; upon the capacity of each and all of us to govern ourselves according to the ten commandments of God”

James Madison, 4th President of The United States

