

USCG LIGHTSHIP SAILORS ASSOC.
INC.
Larry Ryan, Editor
3813 NUEVO CIRCLE
COLORADO SPRINGS, CO 80918
Phone 719-440-7280
Email President@uscglightsailsors.org
Website: www.uscglightsailsors.org

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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.

2011 2012 **MEMBERSHIP DUES 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 |

Last Name: <u>or</u> 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:

<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 September30.

LSA Donation (Optional):

General Fund, Lightship Preservation or LSA Museum \$ _____

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

"USCG LIGHTSHIP SAILORS ASSOCIATION, Inc." **Total Submitted** \$ _____

THE LSA IS A 501 C (3) CORP, ALL DONATIONS ARE FULLY TAX DEDUCTIBLE

Please mail to:

**Dave Orszak
Membership Director
7 Ridge Road
Palmer, MA 01069-2258**

Thanks,

Dave Orszak
Membership Director



THE FOG HORN



I WILL NOT ABANDON YOU

LIGHTSHIP NOT IN
CORRECT POSITION

Volume 3 Issue 33 Newsletter of The U.S. Coast Guard Lightship Sailors Association
SPRING 2011

Writings of The President

Larry Ryan

INTERIM PRESIDENT

- Larry Ryan

1st VICE PRESIDENT

- VACANT

2nd VICE PRESIDENT

- Bob Gubitosi

SECRETARY and MEMBERSHIP

- Dave Orszak

TREASURER

- Fred A. Pelger

DIRECTORS AT LARGE:

- Roland Holloway

- Rick Gryder

- Dave Addicott

- Dennis cosmo

SPECIAL PROJECTS

- Bob Gubitosi

ARTS AND GRAPHICS

- Dennis Cosmo, Past Pres.

VETERANS AFFAIRS

- Roland Holloway

WEB MASTER

- Rick Gryder

CHAPLAIN

- Rev. Adrian Van Houten

My Brother Lightship Sailors, Members and Friends:

Since our last writing, our organization has been very busy, some for the good, and some packed with sheer disappointment. I'm sure everyone has been as proud of our accomplishments in establishing a repository for the preservation of Lightship Sailor History as I have been. Well, it is no longer in Barnstable, MA. We received notice on January 15 to vacate the building, which was completed on April 4th and 5th. Rick Gryder joined me in packing and supervising a professional moving company doing the heavy lifting out of the building and into storage.

All of our artifacts are cataloged and placed in a secure climate controlled storage unit for the time being.

Since I consider this a personal failure, let me start from the very beginning:

We started searching for a suitable location early on in our existence, we were contacted in 2007 by Doug Bingham, Curator of The CG Heritage Museum, and invited to explore the possibilities of establishing our museum as part of theirs. I traveled to Barnstable, invited to a board meeting by Al Manning and Doug Bingham where in time we were overjoyed in reaching an agreement.

We had a great meeting at the museum in 2008 with a dedication, and the collection of artifacts and memorabilia started to grow. The organization paid a significant stipend each of the three years we were there, that exceeded the terms of the agreement.

We all were totally shocked to receive the notice to immediately vacate, with no reason being provided. For those of you planning to attend our annual meeting in Hyannis in October, the complete correspondence file will be available for your inspection, which should answer any pending questions. Please additional information and pictures in this edition.

In the meanwhile, we are searching for a new home and location, we hope to have an announcement when we meet in October.

As part of our General Membership Meeting we will select by a vote of the members the final location of our 2012 reunion. Nominations were taken in Savannah, a request for proposal has been sent to each, with only 2 replies at this writing, New Orleans, LA, Mobile, AL. We have also received an invitation to both Eugene, OR and Washington, DC. WHICH WERE NOT ON THE LIST OF NOMINEES.

As we have reported in the past, we will also be taking nominations from the floor for locations for our 2013 meeting location, be sure and be present to cast your vote for your favorite city.

I would like to take this opportunity to express an appreciation that in my opinion should be recalled, and often. In this edition we are paying our final respects to five of our Lightship Sailor Brothers that have Crossed the Bar in the past several months. Three of the five are veterans of World War II. As we all know, we are losing our heritage with each passing of members of the greatest generation. As most of my fellow members are products of this generation, I want to pay tribute to those that served so heroically these many years ago, to those that have Crossed Over, and to those that still reside with us, To The Greatest Generation responsible for our strengths, our values and our characters.....Bravo Zulu Help us Keep the Light Shining

Larry, Interim President



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REGISTRATION FORM

USCG LIGHTSHIP SAILORS Association, Inc. [501(c) (3)Corp]
2011 REUNION to be held in HYANNIS, MA. October 13, 14 & 15.

BADGE NUMBER- _____ Rec'd. at registration desk Please check your Category:

MEMBERS

NAME: _____

USCG LIGHTSHIP VETERAN:

SHIP NAME / HULL # _____

ADDRESS: _____

LSA MEMBER:

GROUP MEMBER:

LIFE MEMBER:

NEW MEMBER:

PHONE: _____

E-MAIL: _____

Other Info. you may wish to add:

REUNION FEES:

NAMES: _____ @ \$100.00 ea.

_____ \$ _____

_____ \$ _____

REUNION FEES TOTAL: \$ _____

DUES for 2011
(optional at this time)

NAMES: _____

_____ \$ _____

_____ \$ _____

DUES TOTAL: \$ _____

Note; Dues Period: Jan. 1 thru Dec. 31

Three Membership Levels:
Full @ \$25.00 ea.

Group @ \$50.00
Life Time @ \$300.00 ea.

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."

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

The USCG Lightship Sailors Association, Inc. is a "not for profit" 501 (c) (3) Corporation. ALL Dues & Donations are Tax Deductable.

NOTE: Please make ALL Hotel Reservations Directly with the Hotel. 1-508-771-1700

To be completed by Reunion Committee:

TOTAL AMOUNT RECEIVED: \$ _____

CHECK # _____ DATE: _____ RECEIVED BY _____

CAPE COD CENTRAL RAILROAD MEAL CHOICE: (Show total in each)
Breast of Chicken _____ Pan Seared Salmon _____

ADDITIONAL SEA STORY

[This submitted story got lost in last years shuffle, our apologies for the delay in the posting]

July 21, 2010

My name is David Mason, and these are some memories of the Lightship that I was on.

I joined the Coast Guard February 2, 1960 from Ft. Worth, TX I weighed 129 lbs, and the recruiter told me I did not weigh enough for my height of 5'9". He told me to bring one dozen bananas the next morning and eat them during the drive from Ft. Worth to Dallas for my physical because I needed to weigh 132 lbs. When I got to Dallas I weighed 132 lbs, so the dozen bananas worked. Four of us were sent to basic boot camp at Cape May, NJ. When we got our shots, they weighed me, and I weighed 129 lbs again. The guy at boot camp asked me how I got in because I did not weigh enough. I told him I must have lost weight on the way from Texas to New Jersey.

After finishing basic training, I was assigned to USCG Lightship WAL-515 in Portsmouth, VA. I was taught that when I went up the ladder to salute the flag and to salute the officer in charge, so I saluted the flag but there was not an officer to salute. I had to go looking for someone. I found a seaman first class and asked who was the officer in charge. He told me the officer was a first class boatswains mate, so surrendered my paperwork to him. This is how I first arrived on the lightship.

My first trip out, we went to relieve a lightship in the Chesapeake Bay. There weren't any waves but the swells were high and I got sick in my stomach. I thought, oh my God, is this the way it is going to be? We relieved the ship for two months and by the time we came in I had gotten over my seasickness. While we were in the Chesapeake Bay, the older crew wanted to go swimming, and they always picked on the seaman apprentices. They wanted to know how bad the swells in the ocean were before they would go swimming, so they would grab the youngest seaman apprentice, tie a line around his waist and throw him overboard, even though he was scared and crying. Unfortunately they would just laugh because they thought it was funny at the time. If the swells weren't bad, everyone would go swimming, but they kept one man that was a marksman to keep guard over us in case of sharks were around. When the ship would sway back and forth, some of the older guys would dive from the mast, but I never would do it because I was too scared. That night I was on first watch and the chief petty officer caught a 9 ft blue shark. He made a homemade rope and hook and caught this shark. The next morning we pulled the shark up on the davit. His mouth was so big, that I could have crawled to his stomach on my hands and knees. After two months, we went back to Portsmouth. Our first class boatswains mate, Pat Patterson, made raisin jack wine off the fan tail. We drank raisin jack on the way back to Portsmouth. The chief came to the bridge and told me to keep the ship straight, but I could not tell him that we had been drinking raisin jack wine.

Our next trip was to relieve Diamond Shoals Lightship. We did a lot of fishing there, but the barracuda were so bad that if you caught a fish, by the time you pulled it in, all you had on the end of your line was a fish head.

Our next trip, we relieved several lightships including Frying Pan. While we relieved one of the lightships, I was chipping and red leading on the bow of the ship. I looked over the rail and saw an empty whiskey pint floating by. This happened for several days. Then one morning the chief petty officer, Sidney Tolar, came to the mess hall and was not feeling well. He asked me to go make his bunk up in the ward room. When putting his mattress cover on, I raised it up and it was lined with whiskey pints. Then I knew where all those bottles were coming from.

CONTINUED ON PAGE 8

"If there are no dogs in heaven, then when I die I want to go where they went"

Will Rogers

Secretary's Report

Dave Orszak

Secretary and Membership Director Report

Secretary

The Coast Guard Heritage Museum terminated the Memorandum of Understanding with the LSA. Details are provided by the Interim President elsewhere in this issue. The Board of Directors voted in the majority to vacate the museum prior rather than after the Reunion.

Membership

2011 Memberships are proceeding with 158 paid to date including six new Life memberships. Total life members is now 46. Other than life members, there are 90 Veterans and 22 Members. We are six months into our annual membership and still have a number of past members who have yet to renew. Please continue to support us. Renewal reminders were sent to almost 90 2010 and 2009 past members.

Again I ask you to 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:

- Going to: www.uscglightsailors.org Press ENTER
- Scroll down to ENTER and click on the CLICK button for Join the LSA.
- Scroll down to Contact Lists and click on the CLICK button.
- 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.

Dave Orszak

Secretary and Membership Director

OFF YEAR ELECTION REMINDER

We have two board positions to fill during our General Membership Meeting in Hyannis.

Both are officers of the corporation, president and 1st Vice President. This election will be limited to the two positions and for one year only to fill out the current term. The association needs volunteers to serve the members.

THE QUALIFICATIONS AND RESPONSIBILITIES

Be a member in good standing, be computer competent to send and answer e-mails (all of our business is via electronic except for the annual meeting) and agree to check for messages at least every 24 hours.

THE COMPENSATION

In addition to being able to write off 100% of your expenses incurred in attending the annual meeting you will have the satisfaction of knowing you have contributed to the effort in keeping our history alive and preserved (is there a greater-reward?)

Fraternally Yours, Bob Gubitosie, 2nd VP



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

"Courage is what it takes to standup and speak. Courage is also what it takes to sit down and listen"
Winston Churchill

A Short Sea Story

A Genuine LIGHTSHIP Sea-Story

Once-upon-a-time, and this ain't no s---t...I was an EN-3 on a 36 footer, out of Quillayute River Lifeboat Station, on a chow and mail run to Destruction Island Light Station, WA. It was a clear and nice winter day with a medium lump running. On the return trip, suddenly, with no warning whatsoever, the GM 4-71 diesel engine made a loud bang and immediately stopped running. When we radioed the station to come and rescue us, the OinC, BMC, spent considerable time chewing me out for breaking the engine. After he finally got done, I went below to check out the engine, (and stay away from the radio). I found that the engine would only rotate a few degrees back and forth. I removed the left side air box cover and found a broken cylinder liner around the figure eight intake ports and the lower half of the liner was gone! This was my proof that I was innocent! The damm thing just broke all by itself. The piston crown, with all the rings snapped out was visible below the broken liner. Eventually the BM-1 towed us back to the station and the District sent out a civilian mechanic, who also proclaimed my innocence, to the OinC. I was used as the civilian's slave for the duration while we renewed the liner, piston and rod. I learned a lot, and we had it running in about a week.

That was my total 71-series diesel experience when, about a year later, I was assigned to the Umatilla Lightship WAL-196. WO-1 Colson was the CO and ENC Gene Ringo was the EO. After about another year, Chief Ringo made me an EN-2 and some time later announced "Lloyd go down and do a 7000 hour overhaul on the #1 GM 6-71 generator."

O-Boy! Great fun. I had a fireman to wash parts, the GM book and occasional supervision from Chief Ringo. Things went real well. We hand lapped the valves, all new rings, and bearings. After about a week or so, we fired it up! It sounded pretty decent. We ran the engine at various speeds, but not on the line. We were on station. Someone called down to the engine room and said "you guys are blowing smoke rings!" Chief Ringo headed up on deck, with me in tow, and sure as can be.....SMOKE RINGS !!

Chief Ringo said real quietly, (When Chief Ringo got quiet, you were in danger) "Lloyd, shut it down, pull the Head, pull the pan, and all the pistons. Find the upside down oil ring !"

CWO Anthony D Lloyd USCG Ret.

The next trip we made was to Savannah, GA. This was a special trip we had never made before. The weather was real stormy. Our radar went out and we could not contact anyone on radio. We had no idea where we were but luck was with us. When the storm cleared, we saw the Savannah Lightship. They pulled anchor and we dropped ours. One week later came hurricane Donna and I was on duty on the bridge. All of a sudden, the waves came and they looked like they were 8 stories high. We went under water and then on top of the water, and this repeated for what seemed like an eternity. We were all scared to death. Then the water got calm. And after awhile came mountains of waves again. We were going through the other side. I never thought I would ever get to see my family again. Our cook, George Williford, was so sick we had to feed him crackers and water for almost a week. The crew thought they would starve to death because they had to live on cold cuts, no one knew how to cook. When we got back to Portsmouth, our warrant officer retired and a new one replaced him. I can only remember his last name, Terhune, and if I can remember correctly he was from Pennsylvania and loved his drinking. One night while docked, I was on watch and heard a commotion on the gang plank. I walked out on the bridge and saw two SP's who had had one of our crew members between them with his arms on each of their shoulders. They told me they needed to talk to our commanding officer and I told them they couldn't. They asked why not and I said because you are carrying him. They looked at each other, shook their heads, and asked where he bunked. They threw him on his bunk with hat, shoes and all, and then left mumbling. I heard one say it looked like McHales Navy. While we were docked, there was a naval base next to us. Only three of us would be left on the ship on the weekend. On Sunday morning I could hear the bugle blowing at 8:00 and the three of us argued who would put up the colors. I got up with my underwear on and walked out on the fantail and raised the colors. I looked up and the navy sailors were in their blues. The sailors were saluting the colors but the navy lieutenant was looking at me and shaking his head in disbelief because I was in my underwear.

Michael Hancock was a slim man and our first class boatswain mate, Pat Patterson, weighed about 300 lbs. He bunked on the top bunk and Hancock bucked on the bottom. Pat would not climb up his bunk but would grab the rail and swing up on his bunk. The eyes gave way on the canvas and we heard this loud holler. Pat went through the canvas and landed on top of Hancock. We ran to the noise and thought Hancock was dead but it turned out he was all right much to our relief. Michael Hancock was seaman first class and he was trying for 3rd class boatswain mate, but we did not require one on our ship, so he had to transfer to a buoy tender. He is also a member of the association, retiring as a CWO-4.

The night before our ship was decommissioned, our skipper took us out and bought our dinner and all of our drinks. The next morning, we watched the tugboats taking our ship away

These are some highlights that stand out in my mind.

David Mason, Cleburne, TX

Editors Note: David's Sea Story got lost in the shuffle sometime between July 2010 and February 2011, We were late in running it, this is the reason we doubled up on Sea Stories in this edition.

Thank for your patience, David.

For the rest of our members, send us your recollections of your lightship duty days.



Just because you can't see God, doesn't mean He is not there.
"For we walk with faith, not by sight"
Cherokee Indian Legend

INFORMATION FROM OUR WEBMASTER

As most of you already know, the USCGLIGHTSHIPSAILORS.ORG is and has been our domain name since our founding in 1999. We acquired the name and control when our founder relinquished his rights and handed it over to our association in 2008. I was elected as a Director at Large the same year and appointed under the By-laws as Web Master.

Also according to the By-laws, I try and co-ordinate the Web Site with our official newsletter, *The Fog Horn*. We continue to find information and links to subjects related to The USCG and Lightships, I hope everyone finds them as interesting as I do.

We realize quite a few of our members do not have access to a computer which prevents them from being able to surf the website, and therefore have not been able to see what has transpired as it has evolved. This year in Hyannis, we will be dedicating some time to assist those without computer access, by providing an opportunity to show our website in a class room setting. We plan on using a projector and a big screen in advance of our General Meeting for those interested.

For those of you interested, please don't hesitate to let us know of any special items you may be interested in seeing. Thanks,

Rick Gryder, Web Master

ADDITIONAL REPORT TO THE MEMBERS ON THE CLOSING OF OUR MUSEUM

All inventoried items have been accounted for in the packing and moving, I repeat, all items are in safe storage.

Prior to our arrival for the move out, we received a request from the daughter of the late George Rongner requesting we return George's uniform that had been donated to The LSA, which we were happy to do. On our arrival, we were disappointed to find the room we had occupied in total disarray with some items having been moved to the basement without our knowledge, including our "Welcome" sign and our "door greeter" along with our interactive pedestals proclaiming this room being dedicated to and by The USCG Lightship Sailors Assoc.

Dennis Cosmo donated a set of flare pistols from the Nantucket Lightship 112 to our host museum at our dedication in 2008. He made a formal request for this set to be returned to the custody of The Lightship Sailors Assoc, after some hassle, this was accomplished.

We are extremely saddened by this unfortunate chain of events.



Picture and mannequin courtesy of Ron Janard.



Previously on outside wall by entrance to our collection of artifacts



Room as found on our arrival April 4, 2011



Flare Pistols returned to Dennis Cosmo





DRAWING FOR FREE ROOM

BACK BY POPULAR DEMAND—We will again this year have a drawing for a free three night stay for some lucky member (Directors and Officers not eligible). The only requirement is the member must have been a registered guest in the hotel for the three nights. The drawing will be part of the auction at the conclusion of the annual banquet.

Please keep in mind we always enjoy our annual fund raising auction conducted by our Chaplain, Adrian Van Houten.

Should you have items of interest that you would like to donate, please bring them to the meeting.

For additional advertising, if you would let us know prior to the next published edition of the newsletter, we will include details. Below only two of the many items donated for our annual fund raiser.

Always keep in mind, all donations made to the organization are tax deductible as we are a not-for-profit 501 © (3) corporation. We provide the receipt for the item (s) to you for your records

Models built and donated by Russ Helberg
2009 Annual Meeting and Auction



Hand crafted serving tray constructed and donated
by Adrian Van Houten 2010 Annual Meeting
Shown with Native Indian hand made pottery.



PUBLICATION SCHEDULE OF THE FOG HORN

According to our By-laws, we will publish our newsletter four times per year, as near as possible to this schedule

WINTER EDITION: FEBRUARY
SPRING EDITION: MAY
REUNION EDITION: AUGUST
FALL EDITION: NOVEMBER

The newsletter will be posted on line by our Web Master, always delayed by one edition.
As we are granted the privilege of mailing under our "Not for Profit" status, the newsletter is treated as excess mail and is delivered by your local post office on a space available basis. This can take as much as three weeks from mailing to receipt.

C
CONFORM TO THE RULES

P
PERFORM

R
REWARDS

By Bosun Joe Burgess

GENERAL QUARTERS Chiefs Corner



CAPE COD CENTRAL RAILROAD LUNCH TRAIN

252 Main St. Hyannis

(right turn out of hotel, .2 miles, right turn on Yarmouth Rd, right turn on Main St for .2 miles)

We will be touring the Cape to Cape Cod Canal and return to Hyannis on Friday October 14, 2011.

We suggest car pooling to the nearby station, arriving no later than 11:00 AM.

The seating will be traditional railroad style with four per table, each car seats 64. Any overflow will be in the next car made up of public guests. When making your reservation please check the box for your menu choice:

“Breast of Chicken Francaise” or “Pan Seared Salmon”

Our choices **MUST BE PROVIDED** prior to the meeting.

.....

MEMORIAL SERVICE WITH LAYING OF THE WREATH

On board THE Nantucket Lightship 112 @ 1:00 PM

We will be traveling to Boston Harbor on Saturday, October 15, 2011 for our annual memorial service.

We will be traveling on a rest room equipped Coach style bus, departing the hotel at 9:00 AM.

Arriving prior to 11:00 am, we will have a sack lunch; tour the Lightship prior to the memorial service at 1:00 PM. We will depart immediately after the memorial service in order to allow time to freshen up prior to the Saturday evening banquet.

PLEASE NOTE:

Any overflow will be on a standard 27 passenger bus, not rest room equipped. Bus assignment will be in order of receipt of reunion reservations.

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HEREFORD INLET LIGHTHOUSE FESTIVAL

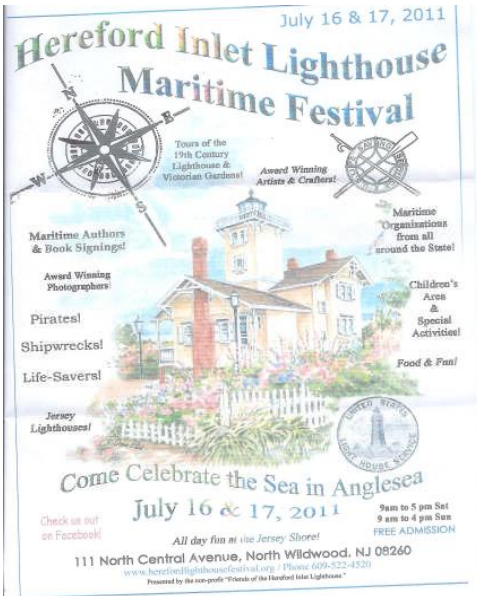
July 16 and 17th, 2011

Our friends of Hereford Inlet Lighthouse have invited all of our members to attend their second annual festival. For those of us within driving distance that can attend, should. Check out their flyer for the details.

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“When injustice becomes law, then rebellion becomes duty”
Thomas Jefferson





Updated 04-21-2011

CROSSED OVER THE BAR

2011

Lightship Sailor Veteran

George Rongner
86/511 Buzzards Bay 1955-1957

Crossed Over
February 15, 2011

LSA Notified
February 15, 2011

Gene Murray
Relief 78/505 1960

July 22, 2010

December 16, 2010

Charles Reed
Relief 106/528 1943-1949

July 6,, 2010

April 14, 2011

Lowell Holmes
Relief 110/532 Feb 1944-1945

August 31, 2010

February 25, 2011

Joseph Cody
Delaware 116/538 May 1966-'67

October 11, 2010

April 21, 2011

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



A MESSAGE FROM OUR CHAPLAIN

Rev. Adrian Van Houten

From the Chaplains Corner

Hello friends and brothers of the LSA. First of all I want to relay to you. Sharon and I have just returned from Israel. A trip of a life time for us. To experience the places our Lord walked, taught, suffered bleed and died for our sins. Everything else seems so small and insignificant compared to what we felt and saw. But reality of life goes on. The past few months have been very trying to say the least. I guess being an old farm boy when a person's word meant something you forget it and you move on. I thank the Lord for the stable leadership the LSA has, and led us back to sanity. I wasn't around when the deceit of former individuals were. I only remember hearing the hurt it caused. Gentlemen, lets continue to move forward with remembering want we are all about. Preserving the memories of the Old Girls. Our Lightships and her former crews. I shed many tears on my knees over this and continue to remember all of you. Keep looking up, your faith will follow, and you will be surprised so will your chin. Sharon and I are looking forward to our visit to New England with joy in our hearts. Will you do the same? May The Lord Bless and keep you till we meet again.

Your Chaplin Adrian

"Only God get His To-Do List done everyday, We are not God, We are finite beings with serious limitations"
C.J. Mahoney

