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• PHOTOS and VIDEOS:

• Chris Bennett

Presidents Report 2

Secretaries Report 3

Sea Story &
Tin What? 4

General Membership
Meeting Agenda 5

Registration Form 6

Readers Requests 7

Founders Message 8

Crossword Puzzle 10

Membership Report 11

LIGHTSHIP OF THE QUARTER

LV101/524 'PORTSMOUTH'



LV 101 was launched in 1916 in Wilmington, DE, under the orders of The USLHS to. Pusey and Jones Shipbuilding CO, the builders of many of the vessels for the USLHS reportedly for \$110,000.

She measured 101' 10" with a beam of 25' 8" and a displacement of 360 tons, (a little more than 1/2 of the displacement of the last of the Lightships built for the USCG) for a max draft of 12' 2". While not the only LV equipped, she is equipped for navigation outside on top of the wheel house.

One of the first of a class to be equipped with an internal combustion engine, a 200 HP Meitz & Weiss 4 cylinder 2 cycle direct reversing kerosene engine, driving a 4 bladed propeller, speed 8 knots. In 1944 she was re powered with a Cooper-Bessemer 315 HP diesel raising the top speed to 8.2 knots.

The 101 and her sister ship, LV 102/525 had a very unique hollow mast with a ladder mounted inside for servicing the kerosene light, which was changed in less than a year to acetylene.

In 1931 the illuminating apparatus was converted to duplex 375 mm electric lens, 13,000cp each, the fog signal was changed to 10" 'Air Whistle'.

She served proudly on several East Coast stations including, Cape Charles Station, VA from 1916 till 1924 Overfalls, DE 1926 -1951 Stonehorse Shoal, MA 1951-1963 Relief -First District Cross Rip Station

She was decommissioned 23 March, 1964 and retired from active Lightship Duty at age 48. The 101 now sits ever proud in dry berth in what was for many years the old Portsmouth 5th District bouy yards at the foot of High street. Not far from the exact berth she would have occupied while off station during her first 34 years of active duty.

She is the center piece of the "Portsmouth Naval Shipyard Museum", and is tastefully furnished with period artifacts depicting Spartan life aboard that really did not change much in the 48 years of active duty.

Following maritime tradition of naming the Lightships after their permanent station, The 101/524 is now known as Portsmouth: May she continue to serve The City of Portsmouth well, for at least another 50 years.

Well Done Faithful Servant!

Writings of The President

Larry Ryan

Greetings One and All,

It's time to make your reservations for our reunion in October, if you haven't gotten around to it yet. Your entire Board of Directors joins me in sharing some of the planned activities, and it appears to be an exciting, and a bit busy, weekend. There has been a lot of time spent by all hands in making the preparations.

Be sure and bring your copy of *The Fog Signal* with you as it will have the only printed Schedule of Events and General Membership Meeting Agenda. Your Board of Directors have spent a considerable amount of time in trying to find ways to get the biggest bang for the buck in the operations of The LSA. We all feel by including such things as the Schedule of Events in the newsletter we can eliminate the cost associated with the printing of a handout at the door. Management of limited resources will remain a challenge to all in The LSA.

The General Business Meeting will convene at 2:00 PM on Thursday preceded by Registration where a Badge Number will be assigned. All of our activities this year will be by badge number, this is another effort to better control record keeping of one the most important aspects of our organization.

There will be several announcements of new pending projects at the General Membership Meeting, I believe everyone will be very pleased.

The annual General Business Meeting is your meeting, please plan on getting involved in the discussions. And if you have any question, please do not hesitate to contact me.

As we have in the past, we will close our official meeting with a banquet and the auction. The auction promises to be lively, please be prepared to bid aggressively.

Immediately after the auction some lucky Lightship Sailor will win the lucky ticket to have his room rent paid, Sorry---Must Be Present To Win!

In closing, I would like to leave you a thought that I feel like best describes the brotherhood of Lightship Sailors: The tradition, the camaraderie, a sense of engaging in an activity not measured in dollars, anonymous

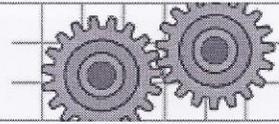
Fair Winds,
Larry Ryan

SHIPS STORE

Items for sale in our SHIPS STORE

The following items are available for purchase in the SHIP'S STORES. If you are interested in any item (s), please contact Larry Ryan, Jay McCarthy, Rick Bennett or Fred Pelger with your request. Please send your check, made payable to The USCG Lightship Sailors Assoc., and mail to Fred Pelger.

Windbreaker lined Jacket \$45.00
Ball Caps \$15.00
Patches \$ 5.00
3 in. USCG Lightship Mem 2002
Pens & Notepads
Pen \$1.50
Notepad \$.75
1 Pen & 1 Notepad \$2.25
1 Pen & 5 Notepads \$4.50
5 Pens \$7.00
5 Pens & 10 Notepads \$14.00
Book "Laughs & Limericks on
Aging in Large Print"
by Reggie The Retiree \$10.00



A few words from your Secretary

Well, here it is once again, time for our annual Reunion. We all hope that many of you will have an opportunity to join us, and share with us your stories and hear some of ours too. Some of you may live near one of the existing Lightships that remain, and if you do could you take a look at it and let us know what you saw. Take a moment to write down a story of something that happened during your tour onboard your Lightship. Many of you experienced near misses, incoming vessels on radar in the fog and the likes. It is your stories that we are trying to preserve. Unfortunately our numbers get smaller each and every year, and some of those stories will never be told again. Share your photographs if you can, bring copies if at all possible. But most of all come to have a great time visiting with past shipmates, make some new friends, and just enjoy some great times with others that share the same type of experiences no others in the Coast Guard will ever do again. I hope to see you there.

OUR THANKS TO THOSE WHO HELP

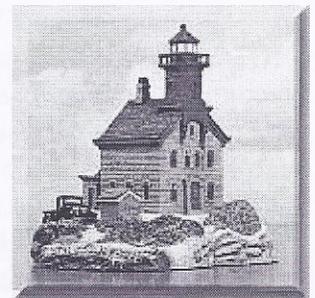
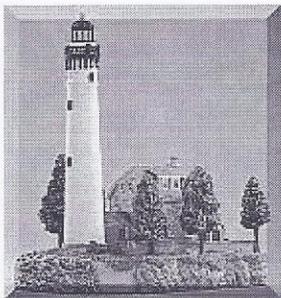
Call them sponsors, call them friends, they HELP L.S.A. !



UNITED STATES LIGHTHOUSE SOCIETY



Harbour Lights



Thank You For Your Help Over The Years !

A Short Sea Story

As far as sea stories this happened after a Northeaster in 1956 while I was aboard the Boston Lightship. BMC Bennie Leonard from Bristol RI was in charge and when we got word of the impending storm possibly at hurricane strength, he asked for permission to secure the station, up anchor and come in to Boston harbor. At that time permission was refused and by the time it was granted it was too late as the seas were about 60 ft and growing.

The Northeaster lasted what seemed about 24 hr., the clinometer pegged out from one side to the other as we rolled back and forth bucking the seas.

I was in the engine room keeping the generators and air compressors going, when I heard the screws of an oncoming ship growing louder and louder, I went up topside we were at that point in Gods hands.

The freighter at the last moment turned and almost broadsided us ending up aground on the beach at Scituate,

I have a newspaper clipping showing "the Atrusco an Italian freighter", with no mention of us the Boston Lightship.

The seas washed through the bridge, we lost our rafts and life boats, every thing breakable broke, even bent steel rails.

After the storm we were relieved and went into the Monrow Shipyard in Chelsea for repairs.

While we were in dry-dock one of our two cooks, Pete Petersen from Baltimore tossed the garbage off the fantail landing on a few yard workers who chased him around the ship. Pete was hoping to get off this red target but it didn't work.

Bernie Byrnes

TIN WHAT?

Well the answer to that is Tinitis. Maybe you have Tinitis and are not aware that you do. So listen up. I mean really listen up to yourself. Go to a quiet space in your home and listen. Hear that high pitched tone in your ears. If your like me, you have had that for so long that you don't actually hear it unless you listen specifically for it. So maybe it doesn't bother you. What is it doing to everyone around you? You turn up the radio, or the TV. Now it is blasting everyone else and you can finally hear it comfortably.

Hearing loss and ringing in the ears is all too common to Lightship Sailors. The Veterans Administration recognizes hearing loss as a disability, and if your hearing loss can be proven to be caused by your service you rate a service connected percentage of a disability. Any percentage including ZERO is a big deal. How can zero percent be a big deal? If your hearing got worse and you required hearing aids they pay for them.

Lightship Sailors Association has put together a seventeen page document that can be electronically transmitted in the Adobe Portable Document Format commonly called a pdf file, or we can mail it to you. With this file you can begin a VA claim using the file to document your claim. Not everyone has a hearing loss now, but you might soon enough. Bernie Byrnes will be speaking about hearing loss, the Veterans Administration and other things for your benefit at the reunion. Join us if you can. Request the hearing loss package if you cannot be there and begin your claim. The process from start to finish can take upwards of a year so don't delay!

**GENERAL MEMBERSHIP MEETING
AGENDA
27 OCTOBER 2005**

1400 CALL TO ORDER-Larry Ryan, LSA President

1) Patriotic and Religious exercises By designated Asst Chaplain

2) Welcoming Remarks: Larry Ryan, LSA President

Reading and approval of minutes: Rick Bennett, LSA Secretary

Treasurers Report: Fred Pelger, Interim Treasurer

Membership Report: Jay McCarthy 1st VP, Chairman Membership

Special Committee Report: Bob Gubitosie 2nd VP, Ladies Aux.

By-laws Committee: Larry Strauss, Chairman

Veterans Committee: Bernie Byrnes, Chairman

Arts and Graphics: Dennis Cosmos, Chairman and Past President

Founders Report: Marty Kyzwicki, Founder and Life Member

**3) Old Business: Rick Bennett, LSA Secretary
Review of pending By-law amendments: Larry Strauss**

4) New Business: Rick Bennett, LSA Secretary

Ratify Fred Pelger as Treasurer

Introduction of proposed By-law Amendments: Larry Strauss

Report on grant application and proposed use: Larry Ryan

Reunion 2006: Larry Ryan

5) Remarks from General Membership: Larry Ryan, President

Comments, suggestions, remarks from the floor.

Due to limited amount of time, remarks must be limited to 2:00 minutes

Each, maybe addressed to any member of the Board.

6) Adjournment

REGISTRATION FORM
USCG LIGHTSHIP SAILORS Association [501(c) (3)Corp]
REUNION – 2005 PORTSMOUTH, VA.

MEMBERS NAME: _____
BADGE NUMBER-_____

To be assigned at registration desk
ADDRESS: _____

PHONE: _____

E-MAIL: _____

SHIP NAME: _____

HULL # : _____

REUNION FEES:	MEMBER	\$139.00
_____	_____	_____
_____	_____	_____
_____	_____	_____

TOTAL: _____

2006 DUES (optional at this time) USCGLS Veteran \$25.00
Dues Period: Jan. 1 thru Dec. 31, 2006
ALL 2006 DUES will be \$25.00

TOTAL: _____

TOTAL AMOUNT PAID: _____

CHECK # _____ **DATE:** _____ **RECEIVED**
BY _____

OTHER: _____

Readers Requests For Information

From: Gary Ellis" bluemoose@capecodchannel.com

Subject: Searching for information on LV1 crew.

Has a Lightship Basket made by his Great-Great-Great Grandfather supposedly on board the South Shoals Lightship around 1859. Not sure if it was LV11 or LV1. Charles Myrick Stackpole was lost at sea on a whaling vessel in the 1860s so we know it was before then. He would have been my Great Uncle Edouard Stackpole's Great Grandfather. Nobody in the family including Cousins Renney or Christopher Stackpole has found a record of him actually serving aboard the ship, but we have no reason to believe it wasn't made aboard ship either. With 3 maritime historians in the family you would think someone would have come up with something to document it.

If you know where I could track down any information to help me confirm or deny the story behind my Lightship Basket it would be greatly appreciated.

From: Ann C." anniegoat@hotmail.com

Subject: Looking for info

Hi There,

My father served on lightships in the Coast Guard and I am trying to get some information. Maybe you can help me. He sailed the Brenton Reef from Newport, RI in October of 1962 where I believe it went to Woods Hole to be repainted and commissioned as the Cross Rip. My Dad skippered her until she was decommissioned in 1965. I would like to get the Cross Rips' number and find out what happened to her. If you can point me in the right direction to get that info I would be most appreciative. My Dads name was Edward Godlewski.

Thanks so much.

Sincerely, Ann M. Chalifoux

From: Mrs. Seamond Ponsart Roberts email Ldottir@aol.com

I was at Cuttyhunk Lighthouse when the Vineyard went down in the 1944 hurricane. My father and I were in the lighthouse tower and we were the last people to see the lightship's lights out there. It was a horrible knowing feeling for this then little girl to know all my lightship uncles had perished. It stays with me now and always will. To me, to have the Lightship Memorial in New Bedford done was a final tribute to them and I so appreciated it.

I know all the Vineyard guys are gone with the death of my dear friend, Harold Flagg. . It hurts (still) so much. Whenever I get back to Cuttyhunk I (still) put flowers afloat for them as I did when I was a little girl.

(CONT PAGE 9)

A Message From The Founder

Larry Ryan's Leadership

Under Larry Ryan's leadership we have moved in many new directions. All of them good! Changes and corrections to our course were warranted and implemented with a minimum of in fighting among members of the B.O.D. due to Larry's insisting that communications between members of the B.O.D. is essential.

A change that the membership has noticed, I am sure, is that the news letter comes out in a timely manner four times a year and is packed with information.

My Plans

Since the Association is on such a steady course now and for the foreseeable future and because Larry is planning to retire late this year it is time I step into the background with the L.S.A. and become just the founder and forget about the day to day operation.

I just finished the complete re model of a four bedroom house we own. It included complete gutting, all new wiring, plumbing, new sheet rock, painting etc. Although I gave it the nick name of the "House from hell" now that I am finished I realize the job was a blast! I am set up to test to get my General Contractors License and move on with life. I have a retirement home to build on property we own 12 miles south of the head waters, of the Mississippi, on the Mississippi. There is also a dandy 40 acre plot that would break up into about 16 home sites just begging me to build on. The best feature of the property is that it is very level and is LOADED with 70 foot pine trees.

Problems Booking Your Hotel Room?

It has come to our attention that some members are having trouble making Hotel reservations. In some cases men are told that there are no rooms available. If this happens to you call Larry @ 1-719-440-7280 or me @ 651-488-6166 rather than argue with the hotel. Both Larry and I get perverse pleasure out of handling things when we are right and someone else is wrong.

Membership Cards and Certificates

Touchy subject for some members because of the slow service. I can assure you that the problem is NOT with The Membership Chairman. In the past we have used regular mail (37 cents per member or \$ 92.50. We are now using bulk mailing for everything (15.5 cents per member or \$ 38.75. Bulk mailing takes 4 to 6 weeks to get to you.

Plus, it takes a while to get all of our timing right with this new system please be patient. Bottom line, we do our best. If you think you can do better,, RUN FOR OFFICE within the L.S.A. !

Readers Requests For Information

Continued from page 7:

We also had the Coasties at our home that were from the HEN & CHICKENS and I am looking for any of them from the 1940's era who would remember my family (The Ponsart Family) and maybe who might have stayed with us while storm bound. We had bunks in our living room the Coast Guard had placed there for this purpose and Coasties from both lightships stayed with us and often. I am looking for one in particular, know to me only as SACKO, and of whom I have a picture. I don't know what his real name was . Maybe a Polish name that you could get SACKO out of, or maybe they called him SACKO because he bunked in a lot. Still, because I have this picture, he is the prototype in my mind of all my uncles all mixed up into one memory. Even if I can't find him, if I knew of someone who knew him and where he was from, a name, a name, and maybe I could locate his family. How I'd love to have this happen!

Marjorie Rooney 9998 308th Street North Branch MN 55056 (Phone 651-674-8879) writes this request.

If you were stationed in Duluth Minnesota during WW II awaiting your ship to be completed at Duluth's shipyard, it is likely that you visited our U.S.O. If so, it is likely that you sat for a pencil or charcoal portrait sketched by "MARGIE." If so and if your portrait we want to include it in a Home front Warfront book being compiled by Margie and her Navy Air Cops Husband.

Based on the 1000 plus letters we exchanged during 1942 to 1945, the book records the joys, sorrows, humor, hopes and dreams of our home front and warfront, including the fun of sketching these brave young men. A few of these precious drawings would be invaluable.

If you- your buddies- your Father still has a Duluth USO sketch, please send it of copy and send that to:

Ronald and Marjorie Rooney
9998 380th Street
North Branch MN 55056

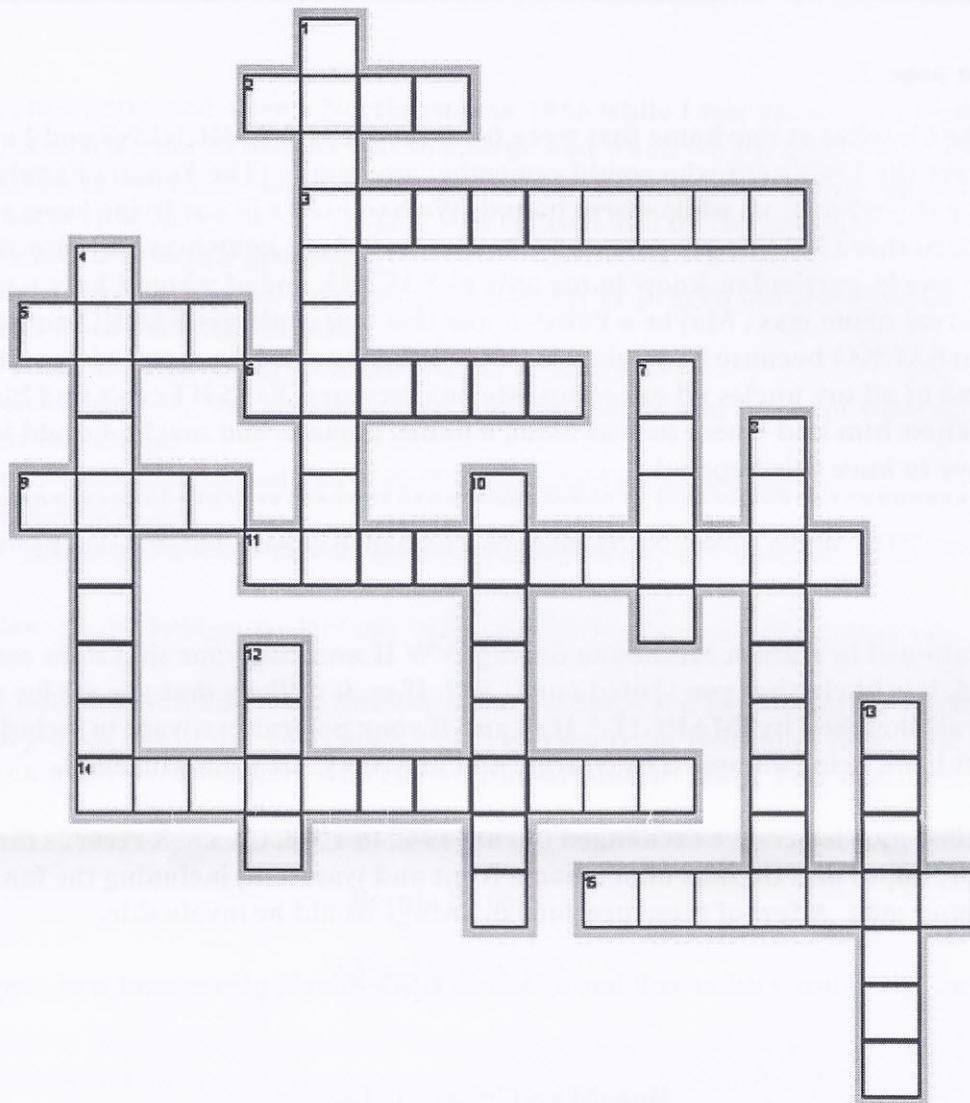
IT WILL BE RETURNED, PLUS A FREE COPY OF THE BOOK.

About Marjorie Rooney

She was only 20 years old when she became a Junior Hostess at the USO in Duluth MN., and offered her skills as the USO artist, also doing posters for their dances, and the USO news letter.

Most of the men she sketched were Coast Guard.

Lightship Sailors Puzzle



Created with EdgeCrossword - www.edgecrossword.com

ACROSS

2. Boatswain's
3. SCOTT PRICE
5. CHOW
6. LIQUID GOLD AT MIDNIGHT
9. TRAIL
11. SOUTHERN LIGHTSHIP (TWO WORDS)
14. REPLACE LIGHTSHIP (TWO WORDS)
15. NAVIGATION TOOL

DOWN

1. OPPOSITE OF LIGHTSHIP
4. Big Boss
7. PROP
8. NE Lightship
10. SHIPS HOME
12. OLD FUEL
13. GET TO GETHER

Answers Next Addition of the Fog Signal

A Message About Membership

Jay McCarthy Chairman

Wow, a lot has been accomplished and major improvements have been made in the LSA since last October. Our commitment to improve communications with our membership, support of Lightship Preservation, and the first ever mailing of Annual Dues Renewal Notices, are but a few of our achievements. Dues renewal is a very intricate part of keeping this organization alive and functioning. Expenses (just like at home) keep increasing, and we need everyone to do their part.

Many members responded with their dues payments, and quite a few were most generous in sending in donations to be applied either to our general fund or to Lightship Preservation. Thank you for your most appreciated generosity.

We had a problem in getting our Membership Cards out in a timely fashion. We do apologize, and thank you for your patience while we ironed out these problems. By now most of you (Dues paying members) will have received your "2005 Annual Membership Card" and a "One Time Membership Certificate", suitable for framing. 2006 Annual Dues Renewal Notices will be mailed out in January, and hopefully we will get the 2006 Membership Cards out to you in a timelier manner.

In order to continue our improvements and make the LSA more open to all Dues paying members. We have some changes that are in the works for 2006.

Regular and Associate member categories will be eliminated. Replaced by **USCG Lightship Veteran** (this will help us to identify on our Roster, which Military Discharged USCG Veteran was assigned duty on a USCG Lightship) and **LSA Member**. Both categories will pay the same \$25.00 dues and share equal responsibilities. This includes having the opportunity to attend and be heard at all meeting, vote on all matters that come before the general membership, be part of a committee, in addition can be nominated and voted onto a Board Of Directors position. There will be **NO** distinction between the two categories other than their titles.

REUNION: A moment to speak about our upcoming reunion in Portsmouth, VA. From what I can see, this will be by far the best one yet! Please take the time to read all the Reunion information provided in this publication.

Personally, at this time I'm reaching out to members of my old ship, **Relief LV 78 / WAL 505**. In my capacity as Membership Director, I have had the opportunity to speak with many men that have served on the 78/505. A number have said they will be attending the reunion. They span many years, such as Jim Kane '46-'48, John Biermaas '48-'51, (possibly) Lee Burbage '57-'58, myself '57-'59, Bobbie Pierce '57-'60 (till 24 June, the night she was sunk), Anne Marie Tamalonis (widow of the late Joe Tamalonis, Commander USCG Ret., then a BMC & Oinc the night she was sunk) and several others. Hopefully some of the "survivors of the sinking" will attend this year's reunion. We would like to meet you, & share you memories. Posted on our web site http://www.uscglightsipsailors.org/ambrose_channel_lightship_sunk.htm is a story I wrote while helping Bobbie Pierce recall his memories of the collision & sinking. Of course, your memories might vary a little bit from Bobbies (45 years later). I met Ed Rothaug at last years Astoria, OR reunion. He had several memories that varied from Bobbies, he recalled telling Sullivan to stop cutting through the "small boats" lines (was attempting to free her), as her starboard side was "stove" in from the collision, and she was rendered "not seaworthy". If you can't make the reunion, e-mail me or drop me a line, and share your memories. If you don't have a computer, I'll be happy to send you a copy of the story. Life is short, and many old shipmates have Crossed Over The Bar, including Mr. Wicks, BMC Fulcher, BMC Carter, and ENC Thrush, status of Mr. Brower & Mr. Young unknown. Bud Fairfull, retired from the NYPD as a Sergeant, moved to New Mexico and passed away in 2000. Buds daughter Erica, contacted me and is anxious for any pictures or memories of her dad on the "Relief". As she was young when her parents divorced, she had lost all contact with Bud. You can e-mail Erica at Efairfull@aol.com or just contact me, and I'll get the information to her. As I said before life is too short, why not take the time and come to the reunion, and meet up with old shipmates before it's too late. Bobbie Pierce, Lee Burbage, and myself had dinner together for the 1st. time in 45 years at the Lewes, DE (Overfalls) reunion back in 2003. At that time I found out that Pierce had never gone "aloft", and Burbage, a BM1 in '57-'58 (BMCM USCG Ret.) used to send Ray D'Urbano & myself aloft in the Bosun chair to paint the masts. I asked Lee why, and he replied that "you two guys" were smaller than Pierce & easier to handle in the Bosun chair. Lot's of good memories & stories to share. We do hope to see as many "Relief LV 78 / WAL 505" crew members as possible at the Reunion!

Continued on Last Page

THE ONE SIGNAL
I WILL NOT ABANDON YOU
LIGHTSHIP NOT IN
CORRECT POSITION
Volume 2 Issue 7 Newsletter of The U.S. Coast Guard Lightship Sailors Association Fall 2005

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We're on the web!
www.uscglightsailors.org

*United States Coast Guard
Lightship Preservation*



|||||
T3 P1 *****AUTO**MIXED AADC 555
Kermit Morgan Evans
1512 Hopkins Dr
Elizabeth City NC 27909-6624

Membership Information

Should anyone need a "Membership Application Form", either use the form attached to this Newsletter, or contact me at:

E-mail:
jfment@bellsouth.net
1-561-495-1761

OR Via US Mail:
Jay McCarthy
15276 Lake Wisteria Road
Delray Beach, FL 33484-4651

The \$25.00 Dues payment may be made to the:
"USCG Lightship Sailors Association, Inc.",
by either Check or Money Order.
Please include with the Application Form.

Fair Winds and Following Seas,

Jay McCarthy

Membership Director