



Writings of The President

Larry Ryan

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- Larry Ryan

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- Jay McCarthy

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- Marty Krzywicki

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MEMBERSHIP

- Jay McCarthy

VETERAN AFFAIRS:

- Bernie Byrnes

SPECIAL PROJECTS

- Bob Gubitosi

CHAPLAIN

- Rev. John Hughes

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To my Brother Veteran Lightship Sailors, LSA Members and Friends:

I had the honor in representing The LSA at the funeral services of Ken Black, CWO USCG (Ret) in Rockland, ME on February 1, 2007. I doubt there is any one here that does not know a little about his efforts to preserve artifacts from The USLHS, and The USCG Lighthouse era. He was a leader in this effort.

Ken also served as CO of the LV114/536 Relief in the first district in 1956 and 1957. While the tributes were numerous and more than appropriate, the fact that he was a Lightship Sailor was barely mentioned at the service. We recognize the museum in Rockland was his lifes dream and ambition after retirement, but he was a Lightship Sailor to us. We presented an appropriate plaque to his widow, Dorthy.

Bob Gubitosi and myself made yet another trip to Lewes, DE this month. While we had hoped to receive the title to The Queen Anne Rail road Building as our museum building, dedicated to All Lightship Sailors, we met with a minor setback, and left disappointed and frustrated. The Town Council has yet to rule on our application for a location. The City owns the property around the Lightship, which is leased to The Overfalls Maritime Museum Foundation. We want to be located as near the Lightship as possible.

We still have every reason to expect this to be accomplished before the reunion. Plans for the reunion are moving ahead with or without the museum location being confirmed.

As most of you know, The LV114/536 most recently known as 'New Bedford', recently rolled over in New Bedford, MA. The City has tried to sell it twice without success. The ship has been stripped of any meaningful artifact and most likely will be scrapped. This has been a 30 year old debacle without anyone stepping up to the plate to take charge of restoring this historic vessel. An effort of this magnitude is terribly expensive, but without money coming in, all efforts are in vain, resulting in another Lightship lost forever. The same thing can happen to the history of Lightship Sailors unless we make it happen. There is not a single group anywhere that is working to preserve our history and the contributions we made. Please keep the stories and pictures coming as this is our history.

Your Board of Directors joins me in expressing our gratitude for the response from our members in sharing their mementos with the rest of our organization. In the last 60 to 90 days we have received some precious pictures and stories that will help us preserve our history, that of Lightship Sailors. Thank You!

Fair Winds,

Larry Ryan

A Message About Membership

Jay McCarthy Chairman

A Message From Membership

To All Hands,

By now most of you will have received your "Annual Dues Renewal Notice". The USCG Lightship Sailors Association, Inc. needs you. Won't you please take a moment now to reply, while it's still fresh on your mind?

The Mission Statement for the Lightship Sailors Association, Inc. is to preserve Lightships and Lightship History. \$5.00 from each Dues payment is dedicated to Lightship Preservation.

Dues: If for any reason, a member has failed to receive an "Annual Dues Renewal Notice" or has difficulty with the attached Membership Form. Please contact me at the address shown below. A Membership Form, along with a Self Addressed Return Envelope will be mailed out to you, if needed.

We are attaching a 2007 Membership Form for your convenience. Please check the Dues Level off on the attached form as it applies to you. Take a few moments to fill out the form completely. This will enable us to update our records with all your current information. If you move during the year, please notify us (You don't want to miss the "Fog Signal"). Also, update us on e-mail changes. Please print, so we don't make any mistakes.

Dues are to be paid with the submission of this Membership Form. Dues Payment may be made by either check or money order to the "[USCG Lightship Sailors Association, Inc.](#)". Please mail your payment and completed form to:

Jay McCarthy
LSA Membership Director
15276 Lake Wisteria Road
Delray Beach, Florida 33484-4651

The Annual Membership Dues calendar year runs from January 1st. through December 31st.

Please direct all Membership questions to Jay McCarthy. (561) 495-1761, E-mail - jfment@bellsouth.net

The picture on this years Membership Form is of **OVERFALLS Lightship # 118, host of our 2007 Reunion to be held in Lewes, Delaware on October 11, 12 & 13th.** Please take a moment, mark your calendar and make plans to join us for this years Reunion. In addition to the outstanding Reunion activities planned, we will also be **Dedicating our NEW LSA Museum in Lewes, DE.**

Donations: Full details on our **NEW LSA Museum** are posted elsewhere in this Newsletter. We are currently seeking donations for our Museum from our Membership. If YOU can help out in this endeavor, any amount large or small donated, will be greatly appreciated. Donations can be returned to me along with your 2007 Dues payment using the attached form, **OR,**
If your 2007 Dues are already paid. Mail Museum Donations directly to:

Fred Pelger
LSA Treasurer
1107 East Saquaro Drive
Globe, AZ 85501

Note: The Lightship Sailors Association, Inc., is a "not for profit" organization.
ALL Dues and Donations are tax deductible.

Thank you.

Fair Winds and Following Seas,

Jay McCarthy

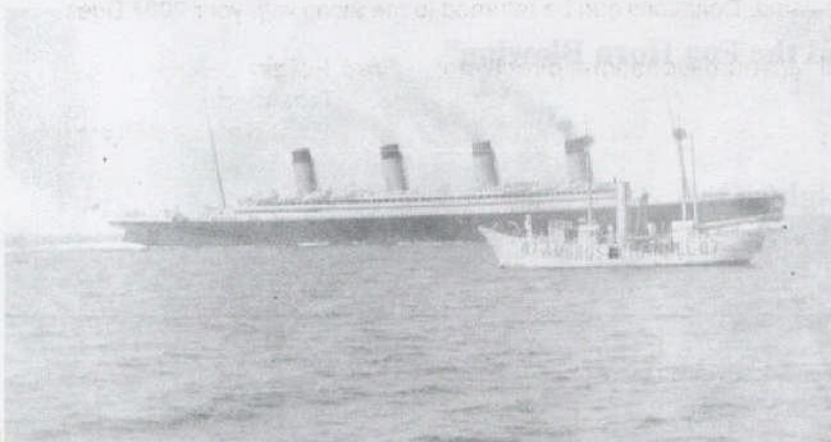
USCG Lightship Sailors Association, Inc.
1st. VP & Membership Director





Top Left- Main Light on #83 TOP RIGHT- New Board of Directors at the swearing in ceremony

BOTTOM LEFT- Part of the crowd at the annual Memorial Service. BOTTOM RIGHT- Rev. John Hughes and Roy Dash conducting our annual fund raiser at the banquet.



White Star Liner, January 5 1912
Close by The Ambrose, and she ain't exactly coasting!

SECRETARIES REPORT

Roy Dash

Your Board of Directors voted to accept the Queen Anne Railroad Building from the present owner, to be re-named USCG Lightship Sailors Museum.

The **acceptance was contingent** on finding an acceptable location in Lewes, DE

The LSA must also provide a document to the present owner accepting the building as-is where-is, as a donation to a non-profit organization upon securing a location.

The motion was made by Larry Ryan, seconded by Dennis Cosmo, the motion carried with all in favor.

The LSA is now a legal Delaware Corporation effective January 7, 2007. The attorney that handled the paper work is acting as our registered agent. This will allow us to take advantage of any local maritime grants that may become available in the future.

Roy Dash, Secretary

Willard Flint, in his book on Lightships, stated that the four flag indentifiers for Lightships was authorized in 1912.

From my own research, the two flag signals indicating a Lightship **“NOT ON STATION”** were:

From 1912 to 1936 was Q over E.

From 1936 to 1967 was P over C

From 1967 to the end of the Lightship era was L over O

Submitted by Bob Fraser
Belfast, ME

FROM TIME TO TIME WE RECEIVE COMMENTS, RESPONSES AND EVEN BITS OF ADVICE, FROM MEMBERS, HERE'S A COUPLE:

“Keep the water under the hull, and the Fog Horn Blowing”

V.L. Green

Coeur d' Alene, ID

“Keep the Light Burning and the Lights On”

An Old Snipe, and Founding Member

Hyannis, MA

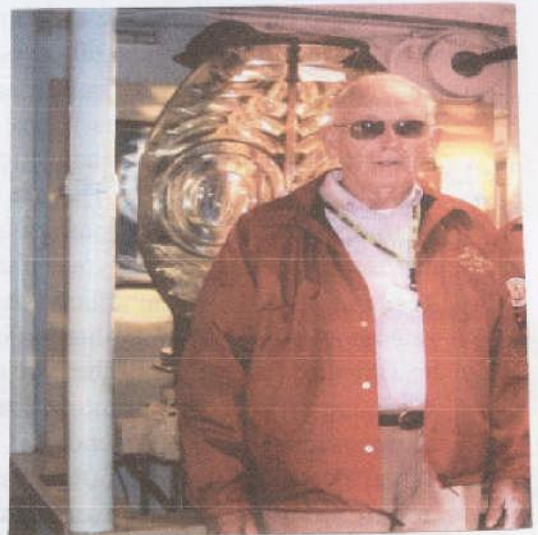
He, who loses money, loses much. He who loses a friend, loses much more.
He, who loses faith, loses all.

LIGHTSHIP SAILOR OF THE QUARTER

BENJAMIN R. MARLEY USCG 1942-1945

**SERVED ON LV #105/WAL 527 1942-1944
LV#107/WAL529 1944-1945**

**Picture taken on board LV#101 (Portsmouth) during
The LSA reunion in 2005**



**Your Board of Directors preparing a long range strategic
Plan for the future of The LSA.
Seattle, 2006**





VETERANS AFFAIRS

Bernie Byrnes Chairman

WHAT EVERY VETERAN NEEDS TO KNOW

- There is no time limit to file a claim for VA compensation or pension benefits. veterans serving more than 60 years ago are being awarded benefits every day.
- The number one and two disabilities granted are bilateral hearing loss and Tinnitus (ringing in the ears). Any veteran who had a military occupation consistent with exposure to acoustic trauma (fog horns-engine room-gun fire) should file a claim.
- Tinnitus is capped at 10%. There is no cap on hearing loss.
[various service organizations are trying to get each ear rated separately, that is why when applying you should use the term bi-lateral.
- Receiving compensation affects what you are entitled to from the VA. Any veteran awarded a 10% evaluation is entitled to free inpatient and out patient care, eye glasses and hearing aids, regardless of the type of disability.
- A veteran rated at 30% or more disabled they are entitled to additional compensation for their dependents.
- When a veteran is rated at 50% or more, they are entitled to free medication for all conditions, whether service connected or not.
- When rated at 70% or more, veterans who are not gainfully employed because of being disabled can apply for a 100% evaluation. Age is not a factor.
- All wartime veterans are potentially entitled to a pension (not to be confused with a service connected disability) based on their income. This benefit is based on being totally disabled (or) over 65 years of age (or) entitled to Social Security benefits, may be entitled to a VA pension depending on income and medical expenses. "THIS ALSO APPLYS TO THE SURVIVING SPOUSE". You should official advice on this information if you suspect you may qualify.
- If you are denied a favorable opinion by the VA examiner, get another opinion From your doctor. Disagreeing with the VA decision with only a negative opinion In the record will not get you very far unless you can show them the VA examiner Did not take into consideration solid facts.
If you have any question, contact me and I will direct you in the right direction.

PRELIMINARY 2007 REUNION INFORMATION

The dates and room rates are set. The dates are October 11,12, and 13, 2007.

We will headquarter at the Beacon Motel in Lewes, the room rates have been confirmed at \$85.00 each.

Motel Phone number 1-800-735-4888

A reunion registration form and additional details regarding activities will be in the next edition of *The*

Fog Signal.

Block the dates on your calendar-NOW

GENERAL QUARTERS

Chiefs Corner

THE NAMING AND NUMBERING OF LIGHTSHIPS

As the maritime industry continued to grow in the first half century of The U.S. Light-House Establishment, confusion was starting to build in clearly defining which 'Light Boat' was on what Station. Early on there were few such vessels and they tended to stay on the same station for their entire existence which did not generally present a problem. After the Civil War it was found that having permanent names on Light Vessels was creating problems in preventing the relocation of vessels to other stations in the event of the permanent vessel being out of service. Prior to the Civil War nearly all 'Light Boats' were designated with letters from the alphabet, "A" "AA" "AAA", this proved to be burdensome. In 1867 The USLHS assigned permanent numeric designators to each Light Vessel as Hull Numbers that they would carry for it's entire career regardless of station assignment. This policy was never changed in The USLHS and carried over into the Coast Guard in 1939. The only change was the ship type designator from LV to WAL in keeping with the classification of ships under the Coast Guard. [1965 the designation was changed to WLV.] The Coast Guard also assigned permanent radio call signs to each vessel for it'd entire career.

To further clarify the designation of a particular Lightship, as an example: The Lightship commonly referred to as 'The Barnegat' now in Camden, NJ, was periodically the LV-79, The WAL-506 and before de commissioning the WLV-506.

She also served on Five fathom Bank, as Relief, as an examination vessel and a second tour as Barnegat. (over history a total of 6 different Light Vessels served on Barnegat Station)

As a general rule, old hands refer to previous duty on board a Lightship either as the station served on or the LV hull number. As we can see, either reference without the other does not define the time period. Most of the last Lightships served on at least 3, if not 4 or more different stations, some on both the East Coast and the West Coast.

To clearly define the time period under discussion, reference should include both the station name and the hull number, especially on any photographs.

Regardless of the ships number or station name, a Lightship Sailor's duty stayed the same, providing safe passage to all other sailors.

**** NOTICE TO MARINERS ****

Did you know Robert J. Yered, MKC, USCG, (Ret) served on the Boston Lightship,
AND
Was awarded The Silver Star for heroism in Vietnam?

"The difference between death and taxes is, death doesn't get worse every time congress meets"
Will Rogers

Updated: 01-19-07

CROSSED OVER THE BAR 2006

Lightship Sailor Veteran

	<u>Crossed Over</u>	<u>LSA Notified</u>
PRINE, Jack Sumner, WA 92/516 Relief (West Coast) 1949 -1950	unknown date	02-14-2006
BOCANEGRA, Tom St Clair Shores, MI 100/523 Relief (West Coast) 1960	May 26, 2005	03-2006
CLARKE, Skip Apache Junction, AZ 83/508 San Francisco 1950	unknown date	05-15-2006
LANDON, John T. Milford, DE 101/52 Overfalls '47-'51 605 Overfalls '51-'53	March 30, 2006	07-25-2006
SULLIVAN, Orville O. "Ollie" Vancouver, WA 604 Columbia , Dec '52 – Mar '55 83/508 Relief (West Coast) Jul '56 – Jun '58	August 2, 2006	08-12-2006
William R. King Columbia River Lightship 1939	Sept. 16, 2006	
Lionel (Greg) Dickerson Relief 114/536 1956-1957	August 1, 2006	11-29-2006
John Louis Carlucci Pollock Rip 114/536 1962-1964	April 24, 2006	1-19-2007

**YOUR RELIEVED OF THE WATCH,
REST IN PEACE**

