



BOARD OF DIRECTORS:

- **PRESIDENT**
- Larry Ryan
- **1st VICE PRESIDENT**
- Jay McCarthy
- **2nd VICE PRESIDNET**
- Bob Gubitosi
- **SECRETARY**
- Rick Bennett
- **TREASURER**
- John Hughes
- **DIRECTORS AT LARGE:**
- Bernie Byrns
- Chris Bennett
- Larry Strauss
- **FOUNDER:**
- Marty Krzywicki
- **COMMITTEES:**
- **MEMBERSHIP**
- Jay McCarthy
- **VETERAN AFFAIRS:**
- Bernie Byrns
- **AUXILIARY LIASON:**
- Bob Gubitosi
- **PHOTOS and VIDEOS:**
- Chris Bennett

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U.S.sues shipwreck divers in bid to recover artifacts

by Shelly Murphy Boston Globe (with permission)

The US Justice Department had filed a civil suit alleging that divers belonging to a group called the Boston Sea Rovers salvaged items last year from the Lightship Nantucket (Vessel 117), even though the Coast Guard had warned them in 1999 not to disrupt the underwater gravesite.

The vessel, which belonged to the US Lighthouse Service and flashed a beacon to warn ships that they were approaching Nantucket Shoals, was rammed in heavy fog on May 15, 1934, by the British White Star luxury liner SS Olympic, the sister ship to the Titanic. Four sailors went down with the ship, and their remains were never recovered. Three people on the Olympic died.

During a court hearing yesterday, the Boston Sea Rovers agreed to stop working at the site and to turn over all the artifacts by March 25 to the court, which will hold them until the case is resolved.

But one of the Boston Sea Rovers named in the suit, Eric Takakjian, said last night that the divers had voluntarily turned over most of the artifacts to the US Coast Guard and were planning to give them the rest.

"Our intention is to give them everything and resolve the matter, and we seek nothing in return," said Takakjian, who captains a research vessel called the Quest.

In court papers, a Justice Department maritime lawyer, Matthew Glomb, contended that the divers' "personal ambitions led them to run roughshod over the requirements of the National Historic Preservation Act."

The government contended in the suit that Takakjian had notified the Coast Guard in March 1999 that he had located the wreck and wanted permission to salvage items. According to the suit, the Coast Guard sent Takakjian a letter three months later denying his request, saying the wreck was the property of the federal government and a gravesite.

The suit says that in September, the founder of the US Coast Guard Lightship Sailors Association alerted the Coast Guard that the Sea Rovers had issued a news release announcing that they had conducted a series of dives and salvaged the Nantucket bell, helm, engine order telegraph, binnacle, signal light, and several portholes, and they planned to put them on display. David Morton, one of the divers and President of Boston Sea Rovers, asserted yesterday that the government is trying to portray them as "grave diggers and thieves," when they are of a nonprofit group that spent money to salvage and preserve part of the shipwreck with the intent of turning the artifacts over to the Coast Guard.

Writings of The President

Larry Ryan

To say the least, the first five months of my term have been busy, and I think, productive. Two of your Board Members traveled to Portsmouth in February to visit the facilities for our '05 reunion. While it is still coming together, it is without a doubt one of our best yet (details in another section) My concern is how are we going to manage to have each successive reunion better than the last. If you miss this one, you will regret it. Please, make plans to be in Portsmouth in October.

In order to be in compliance with both our By-laws of Incorporation as non-profit organization, as well as meeting the requirements of the IRS, we realigned some of the duties of the Board of Directors and brought on board some new talent that will need to be ratified at our next General Meeting.

As most of you know, in the past a few of your elected Board of Directors did most of the work. A resolution was offered in Astoria to include more of our members and Board Members into the daily operations of your LSA. Here is just a start.

We appointed a new Chairman of the Membership Committee which had been open, 1st VP, Jay McCarthy. This relieved Rick Bennett of some work. Rick still has plenty as Secretary and Editor of The Fog Signal.

We appointed Fred Pelger as temporary Treasurer, subject to a vote of approval by the membership. Fred has enjoyed a career in banking and brings that experience to The LSA. John Hughes continues as our Chaplin and Chairman of The Finance Committee. As most of you know, John has served as both Treasurer and Chaplin. John also has a full time day job as well as Pastor of his local Church. John felt like he was stretched pretty thin and requested that we try and find a replacement.

VERY IMPORTANT NEW PROJECT

**As we continue to grow, we see a larger role for us to play in preserving our history. From time to time, we see the results of grants being awarded to different 501 (c) groups. We have not made a concentrated effort to obtain any of these grants. We are seeking volunteers for a new committee with a single purpose to locate and write grants for Lightship Preservation. Please step forward, one more time. Contact Larry Ryan to volunteer.

Any member that has any question about the LSA, please do not hesitate to contact me. Thanks for your continued support.

****ANNOUCEMENT****

NEW HISTORIAN'S COMMITTEE

Chris Malloy has agreed to head up a new committee made up of a "Chief Ships Historians" From each individual Lightship, by hull number Chris will search out and select an individual sailor from each vessel to be referred to as an example, "Chiefs Ship Historian-LV#100", (or CSH-LV#100). Each CSH will then search for all known crewmen of that particular ship to collect data, history, photographs and memorabilia, reporting back to Chris.

Please, please, we all have information that needs to be compiled and preserved. Dig deep into your photo albums, contact Chris and assist him on this new effort.

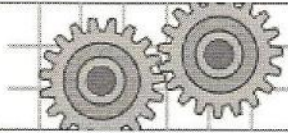
TRIVIA

Help compile a list of all the various derogatory names The USCG was called DURING YOUR TIME, add to the list.

Hooligan Navy
Shallow Water Sailors
Poor Boys Yacht Club
Puddle Pirates
Uncle Sams Confused Bell Boys

Astoria Business Meeting

Report by Rick Bennett Secretary



OCTOBER 8, 2004

0900 Meeting called to order in Astoria Oregon by President Dennis Cosmo Jr. who noted a QUORUM was present.

Reading of the previous minutes accepted as being on hand and on file and approved by membership

OFFICERS REPORTS:

Treasurers Report by John Hughes: financial statement passed to entire Board of Directors, accepted as on hand and to be filed. Approved by membership with balance of \$2003.

Hearing Loss by Bernie Byrnes: Several members took advantage of taking our hearing loss package for use with the Veterans Administration. Members were told to document all dependants due to disability, always get the name of the person you speak with on the phone, take notes, make copies, and keep records.

Membership by Rick Bennett: Membership has slowed to a crawl over the past year. We need to be actively searching for more members. All hands were asked to think of crew names we may not have in our rosters.

Bob Gubitosi: Briefly stated that our organization always gathered more and more information based on the input of our members at these reunions. We are currently trying to find more members of the Frying Pan Lightship.

Bylaws Committee by Larry Strauss: Offered five (05) updates to the bylaws to be voted on and accepted by the membership.

1. Mission Statement... Carried by Vote and will be updated
2. Article 4 Dues increased to \$25.00 carried by vote and will be updated
3. Board of Directors Article (D) Interested parties to sit on LSA Board of Directors with Full Voting capability, providing that LSA gets same authority on the other parties Board of Directors. Bylaw will be updated.
4. To create the Ladies Auxiliary, and to bring the Hearing Loss Chair to the Board of Directors, carried by vote, and will be updated.
5. Article 12 Good of the Order carried by vote and will be updated.

All members of the Board of Directors will receive a copy of the Bylaws when all updates have been completed.

Brenton Reef Lightship Dive by Marty Krzywicki: Membership was notified that parts have been brought to the surface and are being dated. A diver is on scene and that they are trying to gather more from the ship daily.

NEW BUSINESS

ELECTION OF OFFICERS OCTOBER 2004 TO OCTOBER 2006

President Dennis Cosmo Jr. chose not to run for President, the following were elected into office by membership vote.

President nominated Larry Ryan carried by membership

Vice President #1 Nominated Jay McCarthy carried by membership

Vice President #2 nominated Bob Gubitosi carried by membership

Treasurer nominated John Hughes carried by membership

Secretary nominated Rick Bennett carried by membership

At Large nominated were Larry Strauss, Doug Bingham, and Chris Bennett all carried by membership

National Ensign

Our Hotel ran into a problem providing an ensign for our meeting, it was decided by vote that LSA should purchase and have in its custody it's own National Ensign.

Reunion Patches

Membership decided by vote that the reunion patch for each reunion to be part of the reunion package and included in the price of the reunion.

11:20 Motion to adjourn, seconded, meeting closed.

Lightship Recipe

B.M.C Tim Pridham U.S.C.G.

NOTE: This is the first in a series of recipes sent to us by members and friends of Lightship Sailors. These recipes will sound familiar to some of you because they were actually used on Lightships. This recipe comes to us from B.M.C Tim Pridham who's Father was CWO Stanley Pridham and on the Boston Lightship from 1968 to 1970 as Commanding Officer. Tim's present duty station is the USCGC Eagle WIX-327.

1 package of dry pasta (spaghetti, fettuccini, or any type for that matter) cooked and drained.

1/2 to 3/4 pound ground beef, cooked

1/2 lb. Cheese diced

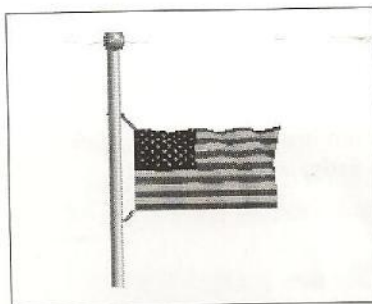
1 can stewed tomatoes, drained and chopped

1 can black olives, drained and diced

1 red, yellow or green pepper, seeds removed and diced.

After pasta is cooked and drained, and ground beef is cooked and drained, mix ALL ingredients in a baking pan, sprinkle with salt and pepper, and cook at 375 for about 45-60 minutes (until heated through and cheese is melted.) Cut into desired size squares and serve. It is VERY good cold or reheated, and freezes very well. You can add, delete, or substitute the ingredient according to personal preference.

Crossed Over The Bar



Our Brethren have joined
LSA, Heaven Branch. R.I.P

We are saddened to pass to you The Crossing of some of our Brethren.

1/31/05

IT IS WITH GREAT SADNESS THAT I REPORT THE PASSING OF BM1, BILL MCAFEE, THE LAST BM OF LIGHTSHIP 528, OUT OF BOSTON. LEFT US ON MONDAY THE LAST DAY OF JANUARY. ROBERT F MACLEOD, FOUNDING PRESIDENT LSA.
BMC JOHN A. TURCICH, USCG Ret. - Passed Over The Bar the morning of - 2/15/05.

Lindy Roller Crossed The Bar 2/22/05. Lindy served on both the Pollack Rip and CO on Nantucket Station. He is survived by another of our Brothers, Scott Roller, making them the only Father/ Son Lightship Sailors in our membership.

2/28/05 It is my sad duty to report the death of Dennis Cosmo's Mother. Past President Dennis Cosmo has been bracing himself for this day for a long time. For those of us who have experienced the loss of our Mother, we understand, we can prepare but can never understand the empty feeling we have until we experience it first hand. Dennis, our hearts are with you.

We were notified by Madeline Phetterplace that her Husband passed away last Monday, March 7, 2005. Larry had served on the 613, during 1976-1977. Larry has been cremated and his ashes will be scattered at sea tomorrow, Thursday March 17, 2005. USCG Station Port Canaveral, Florida is handling the honors.

BAKER, John "Jack" Deceased 23 February 2004 Notified 21 March 2005 Regular Member 112/534 Dec '54 - Jul '56

We were just notified of the Passing of Roger D Way. Roger Crossed 11/25/03. He served on LV-88 Umatilla in the 40's.

Notification has been received that Carson A. CONGER, Crossed Over, 8 June 2004 110/532 Vinyard '52 - '54

**News From
Our Friends
In Lewes DE.**



Successful Grant Applications

To meet the increased financial challenges of the projects in process on the ship and those planned, the Foundation has been applying for grant funding both for specific tasks and general ship restoration activities. Successful applications during the last year include:

- Delaware Tourism Office grant of \$4,000 to update and reprint our brochure created in the summer of 2004
- Carl M. Freeman Foundation award of \$10,000.
- \$50,000 Matching grant from the Community Redevelopment Fund. We must raise \$75,000 to get the full amount.
- Greater Lewes Foundation award of \$250 for an information kiosk at the ship's entrance
- Delaware Grant-in-Aid, \$3,000.
- Delaware River and Bay Authority, \$2,500
- City of Lewes, \$1,000
- Delaware Preservation Fund for installation of exterior ship's lighting, \$1,000.
- Delaware Tourism Office, \$5,000 to develop and print our brochure in 2004.

These funds are vital to our goal of saving the ship. Elaine Simmerman, Chair of the Board, emphasizes the importance of support from our members and the community. She said, "Granting organizations want to ensure that their resources go only to viable projects with strong grassroots support."

Major Electrical Project Underway

Electricians have begun work on the ship's wiring with an expected completion date early in the spring. The company doing the work, Artisan Electric, was selected for their electrical competence and their interest in working on a historically significant ship.

This project, commonly called, 'rewire the ship' has been discussed with the Foundation and the community at large for a long time. As that name may mean different thing to different people, Bill Reader, the Restoration Committee Chair, wants to clarify what will be done so that everybody understands the project. Specifically, he says, the project steps to upgrade the ship's electrical service and wiring are:

- Disconnect and isolate existing wiring that will not be used
- Run new wiring where needed
- Upgrade the service entrance to allow future improvements
- Ensure that adequate lights and receptacles are available for public safety and ship's maintenance, and
- Activate signal and navigational lighting to make the ship more historically authentic.

This will not include restoring all electrical capability originally on the ship, as that would be much more costly and serve no purpose. But this project will help visitors see what the ship looked like when she was on active duty and Artisan is taking care to ensure that their work meets that objective.

NOTE:

There is some exciting news coming up with reference to other Lightships.

We will be running this feature in each segment of The Fog Signal for the foreseeable future.

Special Sunday Bus Tour

This tour is not included in your reunion package because we understand some members need to be home on Monday. The tour was put together for Sunday because of the concentration of American History in the Portsmouth, Norfolk areas.

Depart via motor coach with you tour guide to tour the Norfolk Naval Station, the largest naval installation in the world. Home port to over 100 ships, 26 aircraft squadrons and headquarters of the Atlantic Fleet, the base occupies over 8,000 acres of land and is home to more than 100,000 military personnel. Your tour will take you past the piers, through the Naval Air Station and past the historic homes built for the 1907 Jamestown Exposition on "Admiral's Row" which now house the flag officers.

Next visit the Mariner's Museum in Newport News, which for more than 60 years has illustrated the spirit of seafaring adventure, assembling an internationally renowned and diverse collection of maritime artifacts, including figureheads, scrimshaw, handcrafted ship models, decorative arts, prints and paintings with a nautical theme. Browse in the Museum Shop, which features an extensive collection of maritime books and gift items. Currently on view is the historic steam engine from the USS Monitor, which was involved in the famous Civil War conflict with the Merrimac here in the Hampton Roads Harbor. One of the most exciting projects ever undertaken by this museum is the conservation, preservation and ongoing recovery of the USS Monitor, which was sunk off of the coast of North Carolina shortly after she was involved in one of the most famous battles in naval history with the CSS Virginia, The Battle of the Ironclads in 1862. These two ironclads changed the way that ships were built and battles fought, and even though they were both sunk, their legacy lives on. Although the wreck of the Monitor lies 240 feet beneath the Atlantic Ocean, much of the vessel is still intact. Over the last several years, divers have brought up several important artifacts from the USS Monitor, including most recently the gun turret.. Enjoy lunch (on own) as directed by Tour Guide.

We will collect for the Tour Line at the registration table, but we would like to know well in advance if your interested. There will be a minimum requirement of 35 people.

The package price of \$ 33.00 per person includes;

Motor coach transportation, tour guide service, admissions as listed, meals as listed taxes and gratuities.

Gratuities for guide and driver are not included, and are at the discretion of the individual.

Prices are based on a minimum of 35 people per tour. Last minute participants will be accommodated on a space-available basis only, and ticket prices on site will be an additional \$3.00 per person

All itineraries are subject to change. Every attempt will be made to include all sites mentioned within this itinerary Boarding times will be fifteen minutes prior to listed departure times in front of the Renaissance Portsmouth Hotel.



We Have A Request This Year

" This year's reunion is different,"

Each year we try to improve on the last years reunion. So far we have been successful.

This year we took a giant leap of faith and added a dinner cruise to our events calendar.

What makes this year's reunion different and difficult for your BOD is that for the first time since we have been having reunions we need up front money to pay a portion of our *Dinner Cruise*. We only have a very short period of time to come up with our deposit of we loose the ship. It seems that they have been burned to many times in the past with promises and no shows at the last minute.

Please DO NOT wait this year to pay your \$ 139.00 per person! PLEASE PAY IT NOW. We need the money in the treasury to pay our deposit. The cruise you save will be your own!

2005 Reunion Information

(continued from page 8)

5:00 PM Wine and Cheese followed by speaker from The Naval Museum, Mr. Corey Thornton.

Friday, October 28, 2005 Events

- 8:30 AM –3:30 PM Colonial Williamsburg: Depart via motor coach with your tour guide for the charming town of Williamsburg. Your guide will provide interesting and informative narration during your ride about the historic Virginia Peninsula and the Hampton Roads area. Once you arrive in Williamsburg, you will step back into the 18th century while strolling through the streets of Colonial Williamsburg. Your historical interpreter will guide you through the past and the events that helped shape America's history as you enjoy a one and one half hour leisurely walking tour through the restored area of this lovely colonial capital city (Actual distance is approximately 4-5 blocks).
- Following your overview tour, enjoy free time to shop and browse in the many unique specialty shops in Merchants Square. High quality apparel, gifts, jewelry, unusual quilts, beautiful furniture and holiday decorations are but a few of the offerings found in this quaint, picturesque shopping area. Enjoy lunch on your own in one of the Colonial Taverns or in Merchants Square. Your guide will point out all of the dining options as you pass through town.
- Following Colonial Williamsburg enjoy a narrated riding tour of Olde Towne Portsmouth, which encompasses, in a single square mile, one of the largest collections of antique homes found anywhere in Virginia. Architectural styles include Colonial, Federal, Greek Revival, Georgian, and Victorian and the homes help to tell the story which traces the roots of Olde Towne back to 1752, when the 65 acre plot was laid out to imitate Portsmouth, England. In addition to the fine collection of homes, drive through the grounds of the Portsmouth Naval Hospital, founded in 1829, and situated on the banks of the Elizabeth River, this complex is the oldest and largest naval hospital in the country. See the Norfolk Naval Shipyard, also located on the Elizabeth River, this is the oldest shipyard in the United States.

FOLLOWED BY 6:00 PM to 10:30 PM

Dinner cruise and dance aboard the Spirit of Norfolk.

Saturday, October 29, 2005

9:00 AM

The Portsmouth Naval Museum has requested Lightship Sailors to teach a knot tying class. Our resident knot man Rick Bennett has offered to teach the class. WE NEED VOLUNTEERS to walk around while the class is going on and check the trainees progress. Please offer your services to Rick by email coasty@comcast.net or by calling 1-508-583-3953.

2:00 PM Annual Lightship Sailors Memorial Ceremony

6:00 PM. Annual Banquet

Total Price for EVERYTHING was set by your Board of Directors at \$ 139.00 per person.

A Message From The Founder

Since I founded The Lightship Sailors Association in 1998 I have felt very pleased with the way everything was working out. Our membership grew, we developed an award winning website. We got lots of compliments at or reunions for a job well done. Things were GREAT right?

In retrospect things were NOT GREAT! Management failed the membership. It was NOT the sitting President at the time, or any member of the Board of Directors who did such a poor job and failed the membership it was the very person who came up with the idea of the Lightship Sailors Association. Your Founder failed you!

I NEVER saw it coming but when it did the message came from the Membership, Widows of Members, Sons and Daughters of Members both living and those who had Crossed Over The Bar. The message was loud and clear!

I would have never seen any problem if our sitting President, (Larry Ryan) had not decided to (a.) send out a quarterly newsletter and (b.) send out dues notices after the newsletter was sent.

Our Membership Director and First Vice President Jay McCarthy, took the brunt of criticism when in fact I should have. I am the one who did not understand that we needed to be in contact with our Membership more than once a year. I am the one who did not understand that we needed a newsletter quarterly. I am the one who did not understand that just because I worked year around arraigning the next reunion and on day to day business of the Association others would want to know what was happening.

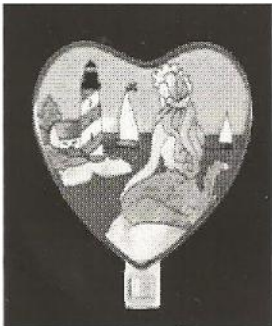
I may be the Founder but if Larry had not made the decisions mentioned above we would have over a period of time lost Members because of my lack of communication with the membership..

Please accept my apologies,

Marty Krzywicki

L.S.A. Mermaid's Move Ahead

By Betty Gill "Master Chief, Mermaids"



This message is to all the significant others of the Light Ship Sailors. With the reunion six months away it is time to get the Mermaids (that is the title bestowed upon the Ladies Auxiliary) into full swing, as we will be playing a significant role in the reunion this year. If you are interested in being a part of this illustrious group, please e-mail me at the following address or call me and I will return your call as I have unlimited long distance.

I look forward to hearing from all of you and I know we will have lots of fun being Mermaids and being an active part of the reunion.

THANKS !

e-mail address: seahagmj@yahoo.com

Phone No. 619-427-8501



Rick Bennett Secretary Writes

LSA Memorabilia in the form of photographs, flags from Lightships, and miscellaneous property have still not been returned to us as requested. Several letters were drawn up and sent via certified mail to ensure they were received and that there was absolutely no misunderstanding about the property that belong to LSA proper. Once again the requests fell on deaf ears.

Several members over the last few months have made statements that they wished they could let Mr. Bingham know just how upset they were over his decision not to return this property he has in his possession. Mr. Bingham has no moral or legal right to YOUR property!

As you know, I can NOT give out the home address for you to write to him. I can however FORWARD your letters unopened from MY HOME to his home. If you feel the need to communicate with Mr. Bingham over this issue, send your comments to me addressed in the following manner:

Mail your comments to:

Rick Bennett
25 Keswick Road
Brockton, MA. 02302-1518
FOR: Doug B

I will gather all letters written to me and send them to his home address 30 days after I receive my edition of the Fog Signal. I WILL NOT BE OPENING THESE LETTERS, so make no comments to me personally as I will not see the comment. I am just the means to deliver your thoughts on this issue.

Airlines and Medications:

Some of you will say, "I never had a problem before", but there is always that first time. If you plan to fly on ANY airline to be at the reunion, and you require medications during your trip on the airline you should have a doctors NOTE for the medications you plan to carry onboard. It will take only a few minutes to obtain that Doctors note, but that may make your trip easier for you. It was reported in the Tuesday edition of the Boston Herald that a man flying home out of Hawaii was removed from the plane due to his hypodermic needle he needed for his insulin to control blood sugar levels. This man caught a later flight, and his return home the next day was uneventful. Don't let things like this ruin your trip, get a note before you leave.

Hearing Loss Package:

Our hearing loss package has produced 120 percent so far to members of LSA. Got a hearing problem or ringing in the ears, contact me by the address above or by email at coasty@comcast.net and get your VA claim started today. Our hearing package has grown to 14 pages to support your hearing loss due to engines and fog-horns. Don't waste a minute, it can take a year or more to complete your claim, and every month gone by is a month you might have received that VA compensation check due to you. Of course there are no guarantees your hearing loss will be awarded as service connected but why take that chance? Do it now! Time is slipping by on us.

A Message About Membership

Jay McCarthy Chairman

To All Hands,

By now most of you will have received your "Annual Dues Renewal Notice".

Judging from the response, quite a few of you have been most generous. A number of members have not only sent in a check for their dues, but have also included a donation.

The donations have been of two types:

Place my donation in the LSA General Fund to be used best as the Board sees fit. Or Apply my donation to The Lightship Preservation Fund. We are adhering to all requests that members make, for their much appreciated donations.

If for any reason, a member has failed to receive an "Annual Dues Renewal Notice". Please contact me at:

E-mail - jfment@bellsouth.net

Via US Mail -

Jay McCarthy

15276 Lake Wisteria Road

Delray Beach, FL 33484-4651

A Renewal Notice Form, along with a Self Addressed Return Envelope will be mailed out to you.

Once more, Payment may be made to the "**USCG Lightship Sailors Association, Inc.**", by either Check or Money Order.

As the Dues are collected, we will mail out to all paid up members, a Membership card signifying that your 2005 dues are paid. This card can be used for your 2005 Income Tax return, as the \$25.00 is Tax Deductible. The Lightship Sailors Association, Inc., is a "not for profit" organization.

On a personal note, I wanted to take a moment to comment on the Astoria, OR reunion, last October. I was very proud to see the recognition given to the survivors of the collision and sinking of the Relief LV78 / WAL505 on 24 June 1960. During the Memorial Wreath Laying Ceremony, Anne Marie Tamalonis, widow of the late Joe Tamalonis, Oinc at the time of collision, was presented a U.S. Flag by RADM Nelson and LTJG Frayar, while LSA President Larry Ryan and LSA Founder Marty Krzywicki, conducted the ceremony. Survivor Bobbie Pierce, stood on the deck of the Columbia Lightship, and tolled the ships bell, once for each LSA Member that has Crossed Over The Bar. At the Banquet Dinner the following night, another survivor, Ed Rothaug was introduced. That evening was the first meeting of Pierce and Rothaug since the sinking, over 44 years ago. Happily, we have received word that Bobbie Pierce, Anne Marie Tamalonis and family, among others, will be attending the Portsmouth, VA reunion this October.

NOTICE:

Due to a printing error on the "Dues Renewal Notice," that was mailed out. The Dues, "Due by Date" was wrong. If you have not sent in your dues because you thought you missed the deadline, please do so now. We will gladly continue to accept ALL dues payments, as the error was ours.

Fair Winds and Calm Seas,

Jay McCarthy

Membership Chairman



VETERANS AFFAIRS

Bernie Byrnes Chairman

GENERAL INFORMATION RELATING TO SERVICE CONNECTED DISABILITIES:

Service Connection Requirements:

- 1- Medical evidence of a current disability.
- 2 - Medical or in certain circumstances Lay Evidence of an in service incidence or aggravation of a disease or injury.
- 3 - Medical evidence of a nexus between the claimed in service disease or injury and the current disability.

Hickson v. West, 12 Vet.App.247,253 (1999)

Hensley v West

5 Vet.App.155 (1993)

1 - Establishes that a hearing loss under 38 C.F.R. 3.385 does not have to be shown during service to establish service connection (38 C.F.R. 3.303(d).

2 - 15 to 30 decibel loss in recorded thresholds indicate hearing loss.

3 - Court noted that threshold for normal hearing is 0 to 20 decibels; higher thresholds show some degree of hearing loss.

Presumptive Service Connection:

October 1995 VHA Memorandum: "it would be appropriate to consider high frequency sensorineural hearing loss an organic disease of the nervous system and therefore a presumptive disability."

Rating Tinnitus:

1. Diagnostic Code 6260 - recurrent tinnitus warrants a 10% evaluation.

2 - Important! Recurrent does not mean constant or continual. According to Webster's Dictionary, recurrent is defined: "Occurring or appearing again or repeatedly"

3 - Current regulations in effect as of June 13, 2003 bar separate compensable evaluations for bilateral tinnitus. We believe that regulations in effect as of June 13, 2003, bar separate compensable evaluations for bilateral tinnitus, We believe that regulations in effect prior to this revision authorized separate compensable evaluations consistent with 38 C.F.R 4.25(b). Presently we are contemplating court action to resolve this matter.

* The VFW, DAV, AL, AMVETS and other organizations have brought court action to resolve this injustice.
Bernie Byrnes VFW/Boston

NOTE: If you are denied of any disability claim and feel that you should of been granted, you should appeal the decision by a DRO (Decision Review Officer) at the regional office level, if it is still denied and again you feel an injustice you then can ask for a VBA (Board of Veteran Appeals). This can be done at the Regional office with a travel board or in Washington, D.C.

These are the reasons for going through one of the service organizations for one thing it cost you nothing but I do ask that you consider membership.

Again if you have any questions feel free to contact me.

Bernie Byrnes

home - fridel1@galaxy.net

VFW - bernardb@vba.va.gov

copy both addresses

on you e-mail let me know your address, phone number and if you have a claim number.