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Larry Ryan

Brother Lightship Sailors, Members and Friends,

Since our last conversation, the USCG Lightship Sailors Association has experienced our share of disappointments, and we have also shared some truly exhilarating moments.

The most striking disappointment has been with the Lewes, DE City Council regarding our future museum. They have rejected each of our proposals for establishing our USCG Lightship Sailors Museum in their city. A building was donated to us requiring us to move it to another location and do some renovations, when that failed we approached the City with an alternative site, which was also rejected. Mayor Jim Ford has encouraged our patience as he still is optimistic on other alternatives. At this time, all we have to add is "Your Board of Directors are working on it".

Reunion planning: We will be making a day trip to Cape May Receiving Center for a tour of the base on Friday. We will not be able to attend the graduation ceremonies as another group reserved first. This is the second disappointment. Please see page 3 for more details for our reunion in October. **This is a heads up notice:** We will have a cutoff date this year for reservations as our activities will require an advance count. Any last minute 'walk in's" might possibly be turned away from our activities primarily the Cape May base tour and the annual banquet.

Your Board of Directors have decreed that all of our members should be in the LSA uniform, Red Cap and Lightship Sailors Assoc jacket. As such, they have lowered the price as an encouragement, please see details in Ships Stores. Please keep in mind, we don't have all sizes, some will need to be ordered, so please allow time for delivery to Lewes, **SO ORDER EARLY!**

The good news is we have received an extra ordinary amount of pictures and newspaper clippings from so many of our members, I can't possibly list each one of you. This information will be published as time and space allows in this publication, with credits to the donor. Please continue to search your old albums and shoe boxes for anything related to Lightships. All of the donated pictures and articles will be on display at our annual meeting for now, our museum later. Time to turn to,

Thanks for all the nice comments received, This is your newsletter.

Fair Winds,
Larry Ryan



THE BERNIE WEBBER STORY

In 1952 World War II veteran BM1 Bernie Webber was stationed on Chatham Lifeboat Station, Cape Cod, MA. On the night of February 18, 1952 a violent winter gale with winds in excess of 70 knots, snow squalls and seas running 40-70', the tanker SS Pendleton had grounded off Chatham Bar and had broken in two. With no radio, the tanker was located on radar, the order came down to attempt a rescue. With most of the crew absent, Bernie was directed to perform a rescue of the crew of the tanker. Bernie asked for volunteers to man the Coast Guard motor lifeboat CG-36500, now consisting of Andrew J. Fitzgerald, EN2 as boat engineer, Richard P. Livesay SN, Ervin E. Maske SN (not attached to the LBS, a crewman off the Stonehorse Lightship). They departed the Lifeboat Station to render assistance, with the CG motto ringing loud and clear.. **"You have to go out, you don't have to come back".**

After crossing the hazardous Chatham bar where the 36 footer lost nearly all of the rescue equipment including the boats compass, the CG-36500 rounded up the stern section of the SS Pendleton, where 33 survivors were waiting to be taken off. Numerous passes were required to take off all the survivors, with no lights except one spot light on the CG-36500, and as the SS Pendleton rolled, the 36' motor lifeboat darted in and out, sometimes under the keel of the tanker, taking off a few men each time. Shortly after the last man was aboard the seriously overloaded motor lifeboat, the stern section of the tanker capsized.

Only one man was lost, with the crew of the CG-36500 returning to Chatham. All four crewmen were awarded the Gold Lifesaving medal. Both Bernie Webber and Ervin Maske (crossed over the bar in 2003) are long time members of the LSA. Bernie went on to serve on both the 112 and the 101.

This is still, over ½ century later, still recognized as the greatest small boat rescue in the history of The USCG. It's never too late to say....."Well Done".



The crew of the 36500 - Bernard Webber, Andrew Fitzgerald, Richard Livesey and Irving Maske

A Short Sea Story

(Continued from the last edition)

After recuperation from the July 20th 1944 sinking of *LV 105/WAL 527*, I was reassigned to *Winter Quarter LV #107/WAL 529*, where I was to stay till the end of the war.

The 107 served out the war as an examination vessel, without any armament.

September 14th, 1944 was a sad and tragic day for the USCG Coast Guard. A hurricane with winds estimated to have been over 150 MPH, now called a 'force five' came up out of the capes.

We were on station off of Virginia when the storm hit. It was necessary to let out most of the anchor chain and keep the engines running so as not to drag the anchors. The ship received some damage such as spring plates with oil leaking out.

John Cherrick, MMC and another machinist mate Walter Stark and Pearly Farrow, BMC had a lot to do with the ship surviving the storm. All three stayed on watch for the entire duration of the storm.

A report went out the liberty ship *George Ade* had been torpedoed by a German submarine, two 125' cutters *The Jackson* and the *Bedloe* were dispatched to hunt for the submarine and search for survivors.

The *George Ade* had been torpedoed, but survived with all hands. A day later we took some men off a passing ship that had survived the sinking's of the two cutters. They were later picked up by an 83 footer.

On September 14th, 1944 The USCG lost three ships and 59 Coast Guard. *The Bedloe*, *The Jackson* and The *LV 73, Lightship Vineyard Sound* lost with all hands.

The US Navy also lost the destroyer, *Warrington* with many lives.

All of us on the *Winter Quarter* knew that we were very fortunate to have come through that storm when so many did not....

There are many more stories and incidents, however I think this covers it and gives you an idea what went on with Lightships during the war.

Ben Marley, Member USCG Lightship sailors Assoc.

Pipersville, PA.

CREED OF THE US COAST GUARD
HONOR-RESPECT-DEVOTION TO DUTY
INSCRIBED ON THE GUARD SHACK, CAPE MAY, NJ



**There aren't any great men
There are just great challenges that ordinary men like you and me are forced by circumstances
to meet.**

Admiral 'Bull' Halsey, USN 1945

LIGHTSHIP OF THE QUARTER

LONG ISLAND/OYSTER BAY

Mutiny in the Harbor: One Ship Too Many

By LINDA F. BURGHARDT

WITH one ship on the way and another one in the way, Oyster Bay Harbor is as full of conflict as it is of boats.

Next Saturday, a 134-foot-long brigantine called the Corwith Cramer will arrive from Woods Hole, Mass., to offer a day of free tours, and visitors are expected to line the pier waiting their turn. But a 150-foot lighthouse ship, the Nantucket, which tied up to the pier in 2003, seems to be making no move to leave, even though it has been ordered to.

The ship's supporters say it needs money and repairs; critics say it is an eyesore and is damaging the dock.

"The ship was just dumped here," said Joan Rosa, who works at Oyster Bay Optics near the harbor. "It would be fine fixed up, but it's just a derelict ship where kids could get hurt."

Tom McGee, who works at Oyster Bay Marine Supply, said of the lighthouse ship: "We thought it was really cool when it first arrived, but not anymore. Someone should do something about it."

Exactly what that something may be is a problem, said Gaye Verdi, the executive director of the Oyster Bay Waterfront Center, the marine education group that is organizing the Corwith Cramer visit. The town and the State Department of Environmental Conservation, which have jurisdiction, have not always acted in concert.

"Oyster Bay Harbor is a nationally protected estuary, because of our active oyster farm," Ms. Verdi said. "The pier is administered by

the town. The underwater area is the responsibility of the state. It makes it harder to get anything done."

The state told the Nantucket's owners in November to leave the harbor, two years after the ship arrived from Connecticut for a harbor festival.

"The problem is the Nantucket is virtually stranded here," said William Shepard, a retired Northrop Grumman engineer who has volunteered to help refurbish the ship, which needs a paint job, roof repair on the deck houses, a new boiler for heat in the cabins in winter and the repair of two of the three generators. "It can't leave unless it's towed, and the owners don't have the money."

The Nantucket, the largest lightship ever built in the United States, was retired in 1975 and is a National Historic Landmark. It is owned by the National Lighthouse Museum in Staten Island, but the museum has no actual home yet and is struggling financially.

Gerald Roberts, the executive director of the museum, said it was working to raise money to repair and remove the Nantucket and was negotiating with the state. "We just need a safe place for this ship to stay until the deal goes through," he said.

But State Senator Carl L. Marcelino, whose district includes Oyster Bay, said the Nantucket's owners were taking advantage of the town.

"The dock is tied up with this boat," he said. "It's seriously in the way. This is a pier for the public, a place to go fishing, to tie up a sailboat, not to store someone else's property. Yes, the Nantucket could be of historical and educational value in the right place, but this is not it."



Vic DeLuna for The New York Times

The Nantucket, tied in Oyster Bay Harbor. Its supporters say it needs repairs, but others want it gone.

LET'S HELP SAVE THIS LIGHTSHIP

The LV 112 is currently for sale to any not for profit group...for \$1.00

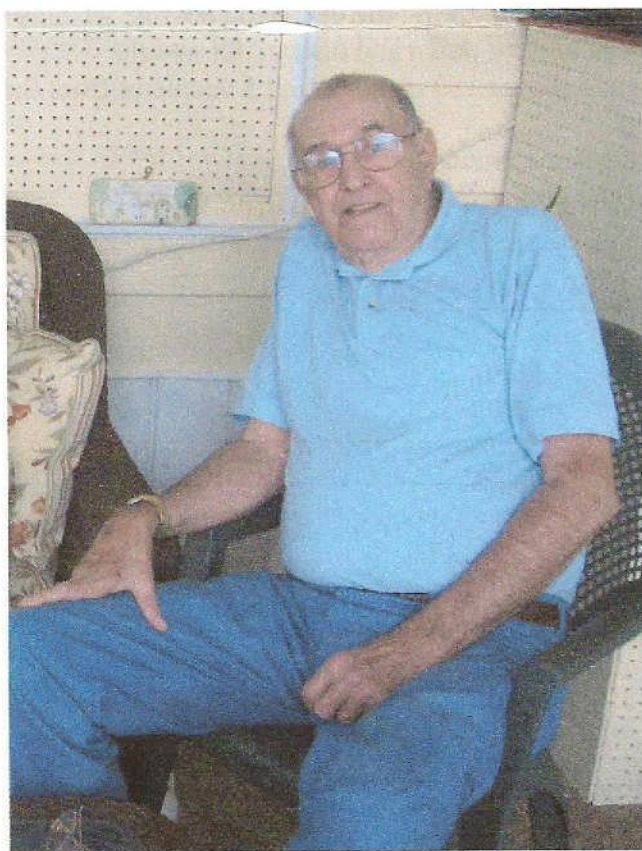
Efforts are underway to form one group comprised of existing groups of not for profit 501C (3) Corporations. If this can be accomplished, possibly the LSA Museum could be placed on board.

We need everyone's help. More information later

LIGHTSHIP SAILOR OF THE QUARTER



Publishers Note: Morgan Evans was identified in the last edition as Ben Marley. This is the real Ben Marley. My apologies to all, your highly skilled and trained publisher, LRR



BERNIE WEBBER, BMCS USCG (RET)
Awarded the USCG Gold Life Saving Medal
Veteran WWII and Vietnam- Lightship Sailor on
112/534 and 101/525
At home in Florida, 2007





VETERANS AFFAIRS

Bernie Byrnes Chairman



To All My Fellow Veterans:

We continue to be successful in securing well earned disability payments for almost all that apply. Sometimes it takes more patience than what some of us have, but we must keep trying. Keep in mind, if you have hearing loss of any kind, it probably was service connected, therefore, you earned the compensation. If you have any question, Please don't hesitate to contact me at emjobyrnes@verizon.net OR 781-762-2348 or you can write to me at 32 Sexton Ave., Westwood, MA 02090-2821

FROM THE RADIO SHACK

As the newly appointed Chairman of Communications, I am responsible for all radio and communication efforts on behalf of the USCG LSA at our events. I hope to form working relationships with responsible clubs and organizations dedicated to our cause., including getting the radio equipment back in operating condition as it did during active duty.

I realize that we may well have talent amongst us, so I'm asking you, the members who are currently licensed amateur radio operators to please contact me.

I have also made arrangements for ANY of you that might want to operate a station. You may do so during the Lewes convention. We will have stations operating around the world during the event and anyone wishing to "talk" on the radio may do so. If your licensed, you may sit down and operate for awhile.

During the Portsmouth meeting Bob Zabot and myself worked over 150 contacts and 5 countries from the Lightship.

Please contact me to share some interest;
Rick Gryder K9WED Rick@grider.com 262-652-2269

SPECIAL SALE—LSA UNIFORM

Red Lightship Sailors Jackets, includes signal flag collar pins	\$32.50
Red Baseball Caps	5.00
Nantucket lapel pin	10.00
Set of 8 patches	8.00
Specify Size	

Please place order, do not send cash, with:

Larry Ryan
3813 Nuevo Circle
Colorado Springs, CO 80918
Lryan8@aol.com
719-440-7280

GENERAL QUARTERS

Chiefs Corner

TWO LONG MISSING LIGHTSHIPS FOUND

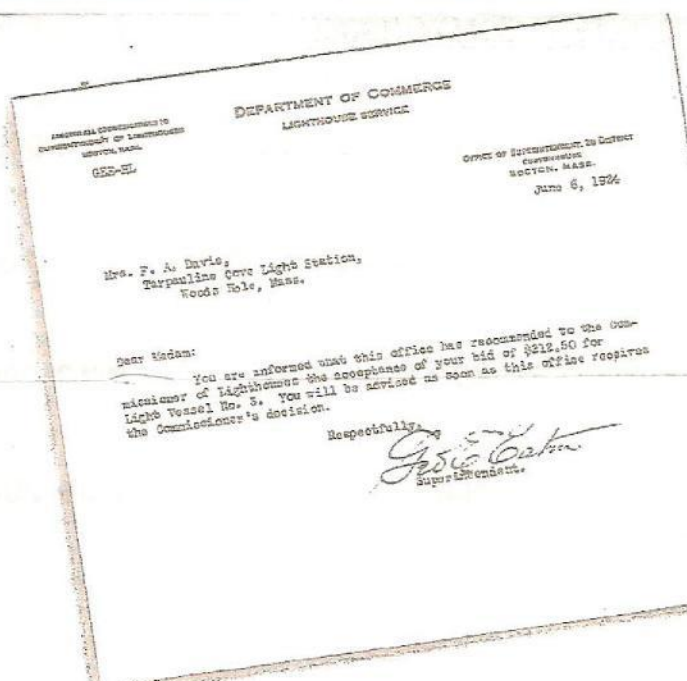
LV 106 and LV109, both built in Bath, ME in 1923 found decaying in the mud of the Suriname River near the City of Paramaribo, Suriname (formerly Dutch Guiana).

The 106 was a relief ship in the 1st District, and an examination vessel during WWII.

The 109 served at Savannah, GA and Relief for the 6th CG District.

Both ships were sold in 1968.

Information brought to us by Founding Member Doug Bingham



COPY OF BILL OF SALE LV#3

Provided by Bob Fraser, Belfast, ME

WEEKLY COAST GUARD NEWS CHANNEL

For those of you not aware, please sign up for a free weekly news channel reporting everything Coast Guard. They also carry all reunion notices submitted without charge.

They depend on hits to pay their way and need for all interested parties to sign up.

www.Coastguardchannel.com

DO YOUR DUTY IN ALL THINGS—YOU CANNOT DO MORE, YOU SHOULD NEVER
WISH TO DO LESS
General Robert E. Lee, CSA

Updated: 05-17-07

CROSSED OVER THE BAR 2007

<u>Lightship Sailor Veteran</u>	<u>Crossed Over</u>	<u>LSA Notified</u>
John Louis Carlucci Pollock Rip 114/536 1962-1964	April 24, 2006	1-19-2007
Leon DeRosia Lake Huron WAL 103/526 1962	June 20, 2006	3-11-2007
Harry C. Robidoux Delaware LV-116/538 1963-'65	July 4, 2006	03-14-07
Ken Black Relief LV114/536 1956-'57	January 30, 2007	01-30-07
John O. 'Ollie' Woodworth Columbia WAL 604 1951	February 24 2007	3-07-2007
David A. Fase Blunts Reef WAL 605 1964-'65	2007	3-12-2007
James "Jim" Kane Relief LV-78/505 1946-1948	March 18, 2006	4-30-2007

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

Please keep us posted on the Crossing of our Lightship Brothers
Larry Ryan, President and Publisher