



THE FOG SIGNAL



I WILL NOT ABANDON YOU

LIGHTSHIP NOT IN

CORRECT POSITION

Volume 5 Issue 19 Newsletter of The U.S. Coast Guard Lightship Sailors Association Winter '08

Writings of The President

Larry Ryan

Brother Lightship Sailors, Members and Friends,

Except for you snow birds, it looks like winter pretty well has most of us in it's grip. Bernie Byrnes had a bad all on the ice, please remember him as he has done much for the organization and it's members. Jay and Barbara McCarthy lost a daughter-in-law this week, please remember them and their son Kevin in this difficult time, again no one has worked any harder than Jay in maintaining our membership.

Regarding a special category of membership, please see Page 9 with our up-dated roster of PAID Life Members. At the time we are preparing to establish our museum, the extra membership dues certainly helps (setting up a museum ain't cheap).

Our museum will be a reality this fall, it has been a long time coming. We must keep reminding ourselves, 'If our history is to be preserved, then we have to be the ones to do it'. It will take all of us, and most of our resources to bring this to life.

I will be traveling to Cape Cod in the next 60 days to sort out some details on both the reunion plans and the museum. I hope to have some real, up-to- the- minute concrete plans to report in the next issue.

At this time it is safe to report all of our official activities out of the hotel will be by provided bus transportation. Parking at the museum will be very limited with the number of cars required, as well as the memorial service on Saturday afternoon. As our normal free day Friday will be taken up with the museum dedication, you may want to plan on an extra day to see the local sites on the Cape, or put off your site seeing till the next reunion on the Cape.

Please make a note : Both my e-mail address and my telephone will be changing next month. My new telephone number will be 719-536-0366, my e-mail address will be Lryan8_84@Hotmail.com

Warm Regards to All, and Keep a Good Light, Larry

PRESIDENT

- L. R. (Larry) Ryan

1st VICE PRESIDENT

- Jay McCarthy

2nd VICE PRESIDENT

- Bob Gubitosi

SECRETARY

- Roy Dash

TREASURER

- Fred A. Pelger

DIRECTORS AT LARGE:

- Bernie Byrnes

- Larry Strauss

- Peter Marx

MEMBERSHIP

- Jay McCarthy

VETERAN AFFAIRS:

- Bernie Byrnes

SPECIAL PROJECTS

- Bob Gubitosi

Arts and Graphics

- Dennis Cosmo, Past Pres.

Chaplain

- Rev. John Hughes

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A Message from Membership by J. F. "Jay" McCarthy

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 Sailor 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 2008 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 Dues Form is of the **Coast Guard Heritage Museum located in the Historic Custom House, Barnstable, Cape Cod, MA.** Host of our 2008 Reunion to be held in Hyannis, MA on October 16, 17 & 18th. The Dedication



The Library Corner by Jay McCarthy with Pete Marx

Our Entire LSA Stock of these two fine books has been SOLD OUT... THANK YOU!

We were honored to have had these recently published books by 2 (two) of our USCG Lightship Sailor Association Members available to our Membership.

“Life Aboard a Coast Guard Lightship” by George E. Rongner CWO-4 USCG (Ret), Infinity Publishing.

George shares his memories while he served as CO of Buzzards Bay Lightship, LV 86 / WAL 511, 1955 - 1957.

You are still able to buy this fine book directly from any local book store, ISBN 0-7414-3862-3

Or contact INFINITY Publishing directly;

call: Toll Free 1-877- 289-2665

Mail: 1094 New DeHaven Street, Suite 100

Web site: www.buybooksontheweb.com

West Conshohocken, PA 19428-2713

it's item # 21

ELECTIONS

As you already know, nominations are due for the upcoming elections during our annual meeting in Hyannis this coming October.

Any member current in their dues with access to the internet is eligible for nomination

(a requirement to hold office is to be available to conduct Board of Directors Business via the internet as the BOD meets only during the annual meeting).

All Board positions are open, and all are encouraged to volunteer.

Please send your names to:

Robert Gubitosi, 2 nd Vice President, Chairman of Special Projects

LV112gubby@embargmail.com

SECRETARIES REPORT

We have received a request and a suggestion from one of our members inquiring about being kept informed on details of The Association Business meetings and an explanation of how we conduct our business.

All of our meetings are considered open meetings, where we require a quorum before transacting any business, and then a majority of the quorum must vote in favor before any action is taken. Except for the annual meeting, where a Board of Directors Meeting is convened, all other business is conducted by e-mail. The annual meeting is extremely limited on time, usually 4 to 5 hours in length. This is a closed meeting limited only to the Board of Directors, not because it's "secret", but due to the amount of business that must be conducted, all in one evening. In an attempt to provide the members with current business activities, a summary will be published in *The Fog Signal* in each edition under The Secretaries Report. As *The Fog Signal* is our official publication, this will also eliminate the need to read the tedious details at the annual meeting unless requested by the members. Items requiring action by The Board, as follows:

- 1) An agreement was approved and submitted to The CG Heritage Museum allowing The LSA to establish The USCG Lightship Sailors Museum
- 2) A contract was approved and signed with The Raddison Hotel, Hyannis MA for the 2008 Reunion activities.
- 3) The LSA received a request to assist The Chesapeake Lightship in acquiring a period radar for their Lightship. The Board agreed, unanimously, to provide the requested \$300 in exchange for having suitable recognition posted in their radio room.
- 4)*****Requires Member Ratification**

*****Amendments to The By-laws:**

Article VII Section 1 [standing committees] add item (d):

(d) Museum Committee

(a) Shall be chaired by the President and chairman of the Board. Committee shall be comprised of the Members of The Board of Directors, and such other appointments as required.

A member of the board shall be appointed to represent The Board of Directors at local functions pertaining to the museum. This appointee shall have the responsibility of representing The Board of Directors and reporting the activities to The Board.

The appointed representative is not empowered to make commitments or decisions without board approval.

Article V, Officers Section 3 Duties of Officers

(a) President: Add

The president automatically upon being elected, will assume the title of Editor and Publisher of the official newsletter of The LSA, *The Fog Signal*.

The president will work together with the Membership Director and the Treasurer, which will comprise the Communications Committee, in publishing the newsletter. As *The Fog Signal* is the principal source of communications with the members of The LSA, the primary tool maintaining the roster, and for continuing the Mission Statement, *The Fog Signal* shall be published not less than four (4) times per year.

All above approved by The Board of Directors.

Respectfully Submitted: *Roy Dash*, Secretary

A Short Sea Story

“I Will Not Abandon You”

Submitted by William Collette, MKCS, USCG (Ret)

The International Signal Flags “A over I” that appears on the mast head of The USCG Lightship Sailors was conceived by Ken Black, Harold Flag and Bill Collette, Founding Members. It’s origin dates back to 1926 with a rescue of the crew of the disabled British freighter, the “ANTINOE” adrift in the North Atlantic in a severe winter storm.

On Wednesday, January 20, 1926, the SS PRESIDENT ROOSEVELT of The United States backed into the Hudson River in Hoboken, NJ, bound for Bremerhaven, Germany under the command of Captain Fried.

The PRESIDENT ROOSEVELT dropped her pilot near the AMBROSE Lightship at 2:00 PM, and set course for The NANTUCKET Lightship 200 miles to the east. The weather had already turned dirty, with all ships compartments battened down for heavy weather. During the afternoon of the third day, speed was reduced. On

Sunday morning routine watches were set, with Kenneth Upton assuming the radio watch. At 5:40 AM a pleading distress call was pick up from the freighter ANTINOE. By using radio direction finders an accurate fix on the ANTINOE was obtained. The ROOSEVELT reached the ANTINOE six and a half hours later. The

ANTINOE had developed a severe list to starboard, all life boats had been reduced to splinters, prompting Captain Tose to request a towing line as he was sure the ship could be saved. Captain Fried agreed and had the

International Signal Flags, “A over I” run up the signal halyard to the port yardarm indicating he would standby to assist. All efforts to get a line aboard ended in failure. As darkness set in, the ANTINOE received a staggering blow, stoved in her decks, flooding the engine rooms leaving her without lights, heat or power. The snow reached blizzard conditions before midnight and it would be 18 ½ hours before visual contact was again established. After several more attempts were made at rescuing the crew, with the loss of two volunteers under command of Chief Officer Miller, rescue operations were postponed till daylight. At daylight attempts were resumed without success. The only hope and comfort during these long hours were the two little signal flags “A over I”. Shortly after midnight on Thursday morning the storm suddenly abated. The last of the crew were aboard the ROOSEVELT when Captain Fried radioed to the world the rescue was complete. The raging battle had lasted for 85 hours and 40 minutes with the loss of two lives, six life boats and tons of fuel. With three mighty blasts from her whistles, as a farewell salute to the doomed ANTINOE, the PRESIDENT ROOSEVELT resumed her journey to Europe.

Editors Note: Contents of the original article condensed to fit available space.

LIGHTSHIP OF THE QUARTER



LV 102 / WAL 525

WLV-102 on Brenton Reef Lightship Station, circa 1958.
Photo courtesy of Kenwood A. Thebodeau, USCG

YEAR BUILT: 1916

BUILT AT: Wilmington (DE)

BUILDER: Pusey & Jones

APPROPRIATION: \$125,000 (Approp. Oct 22, 1913 for Southwest Pass light vessel)

CONTRACT PRICE: \$110,065

SISTER VESSELS: LV 101 / WAL 524

DESIGN: Self propelled; steel whaleback hull; single large dia. tubular lantern mast forward; steel pilot house/bridge at foot of mast; small jigger mast aft

LENGTH: 101'10" (loa); BEAM: 25'0"; DRAFT: 11'4"; TONNAGE: 360 displ

PROPULSION: One 200 HP Mietz & Weiss 4 cylinder 2 cycle direct reversing kerosene engine driving 4 bladed propeller; speed 8 knots

ILLUMINATING APPARATUS: 500mm 5th order lens with 6 flash panels and kerosene lamp revolved by weight driven clockwork; large cylindrical lantern; 24,000 CP

FOG SIGNAL: 6" air siren; mushroom type horn on deck; compressor driven by two 40 HP kerosene engines; submarine bell; hand operated 700-lb bell

(Continued on Page 9, Brenton reef)

“What this country needs is more free speech worth listening to.”

Hansell B. Duckett

LIGHTSHIP SAILOR OF THE QUARTER

Milton (Mickey) W. Amacker

Served on The 102/WAL525 on Brendon Reef, 1955-1959. The Commanding Officer at the time was King, Ch Bosun.

Mickey authored an article published in the newsletter of the Newport Historical Society, Newport, RI dated 1977. The article titled “ *The Brenton Remembered* ” will be displayed in the USCG Lightship Sailors Museum in Barnstable, MA. It is an article that preserves not only some of the history of The Brenton Reef Lightship, but goes on to preserve some of the history of the Sailors that served in the Lightships.

A story well and fairly told.

Mickey now makes his home in Texas



THE BRIDGE OF TWO SHIPS





VETERANS AFFAIRS

Bernie Byrnes Chairman

My Fellow Veterans:

In this edition of The Fog Signal, I have two different subjects to both mention and to offer as a reminder if you have not heard.

I have been receiving a lot of questions regarding the time it is taking to process claims for hearing loss. The VA has a backlog of over 400,000 claims (per the VA, so it's probably more). I am estimating the time at 12 months from the time the claim is submitted, before it is considered. Do not get discouraged as it is retroactive from the day of filing. And if you are denied, submit an appeal. Please keep in mind that most of the VA personnel are non-vets, much less Lightship Sailors.

The **Second subject** may also apply to the above:

Payments under the Veterans Affairs Department's compensated work therapy program are no longer taxable, and disabled veterans who paid tax on these benefits in the past three years now can claim re-funds, according to the IRS. Recipients of the payments will no longer receive a form 1099 from Veterans Affairs. More than 19,000 veterans received compensated work therapy in Fiscal Year 2007.....Again, as always, be sure and check with your tax professional to be sure you fall under this new directive.

If you have questions and or comments, I may be reached on line as follows: emjobyrnes@verizon.net

Best Regards to All,

Bernie Byrnes, Director of Veterans Affairs

ARTIFACTS, PHOTOGRAPHS, LETTERS FOR MUSEUM

We are in the process of preparing suitable recognition for items either donated or loaned to our museum. We have had several members indicate an interest in loaning items (in the event their heirs would like to reclaim the items at a later date). This is not a problem, and this is sound fiscal policy. All items donated may be claimed on your tax report as we are a not-for-profit organization.

The closer we get to the reunion, the less time we will have to prepare the items for display. Please contact us right away.



“When a strong man, fully armed, guards his own house, his possessions are safe”

Luke 11:21

GENERAL QUARTERS

LIFE MEMBER ROSTER

We now have a total of 15 PAID LIFE MEMBERS, listed in the order the \$300 dues received:

Richard Rainville, Jerome Pletnick, Gerard Coursey, Gary Scott, George Coleman William Quiqley,
Richard Jennings, Howard Wales, Bill Collette, Larry Ryan, Curtis Whaley, Debra Whaley, Gene
Ringo, Marcia Flagg, Floyd Guyette

Thank You!

(continued from Page 6 Brenton Reef)

STATION ASSIGNMENTS:

1917-1918: Southwest Pass (LA)

1918-1933: South Pass (LA)

1933-1934: Relief (MA)

1935-1962: Brenton Reef (RI)

THE ONLY "FLOATING LIGHTHOUSE" IN RHODE ISLAND

1962-1963: Cross Rip (MA)

Last Skippered by CWO Edward Godlewski, CO

Still Serving in Ketchican, Alaska as the fishing vessel "Big Dipper", A job well done, Good and Faithful servant.

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JOURNALISM IS MERELY HISTORY'S FIRST DRAFT

Geoffrey C. Ward

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Updated: 01-22-2008

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	3-14-07
Ken Black Relief LV114/536 1956-'57	January 30, 2007	1-30-07
John O. 'Ollie' Woodworth Columbia WAL 604 1951	February 24 2007	3-7-2007
David A. Fase Blunts Reef WAL 605 1964-'65	2007	3-12-2007
James "Jim" Kane Relief LV-78/505 1946-1948	2007	3-15-2007
Harold G. Washburn Frying Pan LV-115/WAL 537 1945-1946	July 3, 2007	8-30-2007
George Muelhbauer Hens & Chickens LV86/WAL 511 1948-1950	unknown	10-28-2007
John Reid Hens & Chickens LV86/WAL 511 1948-1950	unknown	10-28-2007
George G. Bannon Nantucket LV112/WAL 534 & 196 1956-1958	December 5, 2007	12-6-2007

YOU ARE RELIEVED OF THE WATCH,

REST IN PEACE

CREED OF THE US COAST GUARD

HONOR-RESPECT-DEVOTION TO DUTY

