



THE FOG SIGNAL

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Newsletter of the USCG Lightship Sailors Association

Spring 2004

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Greetings from the President,

Well another two years has passed and it's election time again. I do believe it's time to step down to take care of my immediate family responsibilities so I'll not seek re-election.

I will miss being part of the team that keeps LSA on station.

I am looking forward to going west this year to our 6th reunion in Astoria. I am hoping to see a lot of new faces. The reunion committee along with the representatives from Astoria has put together a very nice package of events... Well done.

In the time I've been involved with LSA I've had the opportunity to meet and work with a great bunch of people. I have been rewarded with the friendships I've made over the last two years and hope to continue to make new ones in the future.

In closing I'd like all of you to take a moment on August 4th our memorial date and remember Harold Flagg who passed on recently along with all our deceased comrades who have stood the watch, and if Sunday August 1st is a free day for you, join those that will be at the memorial to place a wreath of remembrance.

Dennis Cosmo Jr.

Founders message

It is with the deepest sense of sympathy that I must inform you, that Harold Flagg has Crossed Over The Bar this date, June 2, 2004. He Crossed Over at 12:45 AM.

Harold was a plank owner and a Life Member of The Lightship Sailors Association.

He was the last surviving member of the Crew of the ill fated Vineyard Lightship LV 73 / WAL 503 which sank on station in 1944. Harold was many things to many people. I can only speak for my self as Founder of the Lightship Sailors Association.

Harold had a dream much like my dream of forming this Association. Harold's dream was much more important than mine. Harold's dream was to Honor those Men who were lost with the sinking of LV 73. Both dreams took time. Harold's dream took almost fifty-five years to complete. My dream only three years. His dream was to Honor those Lost on the Vineyard Lightship. The Lightship Sailors Memorial fulfilled that dream. My dream pales

by comparison, yet by a twist of fate, our dreams came together. I will be eternally grateful to Mr. Flagg because his dream and his perseverance for all those years made The Lightship Sailors Association a viable force in the preservation of Lightship History because of the Memorial. Harold never forgot his Ship Mates. Over the years, when ever possible he took a wreath out to sea and placed it on the water over the sunken Lightship.

On August 1st 2004 we will place a wreath on the Memorial to honor those we have lost, and at that very same time we will be honoring our friend and mentor, Mr. Harold Flagg.

Please join us if you can.

Martin Kryzwicki

REUNION NEWS

October 7,8,and 9th 2004 in Astoria OREGON!! Our first West Coast Reunion. Where? The Red Lion Inn, 503-325-7373 and be sure to mention Lightship Sailors for the special room rate. We have been given a very EXCEPTIONAL room rate for our Reunion. All rooms will be \$ 64.00 per night. Because the Red Lion Inn has 124 rooms we have booked the entire hotel.

COST FOR THIS REUNION is : \$100.00 member, \$65.00 Guests

Here is what we have lined up for this year...

The Astoria Oregon Lions Club is welcoming Lightship Sailors to their City with a Salmon BBQ on Thursday evening October 7th at 6 P.M. Location of this event will be at our Hotel. We will be joined by The Mayor of Astoria The Honorable Willis Van Dusen who will be making welcoming remarks at the beginning of this event.

Menu for the BBQ

Barbequed FRESH Salmon, Baked Potatoes, Cole Slaw, Rolls butter, Ice Cream

There will be a cash bar for this event provided by the Red Lion Inn.

NOTE: THE LIONS CLUB NEEDS TO KNOW HOW MANY WILL ATTEND THIS EVENT. So if you intend to be there YOU MUST PRE-REGISTER FOR IT. Send a postal letter to Rick Bennett at his home address listed on page one.

Over the years the Ladies have been left to fend for themselves while we did our important "stuff." This year that has changed. Our hard working on scene Lightship Sailor, Gene Mellott, set up a relaxing Friday Morning tour for you. The Tour will be leaving at 9:00 AM

Since Gene is a local Tour Guide on the Astoria Trolley he has agreed to miss our Business Meeting and be your personal Guide for your tour which will include >**The Flavel House**<

As one of the best preserved examples of Queen Anne architecture in the Northwest, the Flavel House survives today as a landmark of local and national significance. The house was built in 1884-86, for Captain George Flavel and his family. The Captain, who made his fortune through his occupation as a river bar pilot and through real estate investments, built the Flavel House as his retirement home at the age of 62. The Flavel House has been restored to accurately portray the elegance of the Victorian period and the history of the Flavel family.

>**The Heritage Museum**<

Astoria's Old City Hall building, a neoclassical structure designed by prominent Portland architect Emil Schacht in 1904, is home to the Historical Society's Archive and local history museum. Clatsop County's rich and exciting history is featured in the museum's permanent and changing exhibit galleries.

Objects on display include a thousand year old American Indian hunting implement, finely crafted 19th century Chinook and Clatsop Indian baskets. Also included is a sea otter pelt and a beaver hat which sheds light on the early history of Fort Astoria. Logging and fishing, the two economic mainstays since the 1870s, are represented in collections of tools, equipment, and photographs. The stories of the many diverse ethnic groups which settled in the area are depicted in the Immigrants Gallery. On the second floor is Vice and Virtue in Clatsop County: 1890 to Prohibition. The gallery contains a partially reconstructed Astoria saloon and illustrates Astoria's seedy past when the town was known along the West Coast for its saloons and brothels. Researchers are welcome.

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The men, or at least those that choose to do so will hold the annual membership meeting and elections starting at 0900 sharp. All current positions of the Board of Directors are up for renewal. All positions are two year terms. All Lightship Sailors business is conducted over the internet, and any prospective board member would need internet connection to be actively involved.

WREATH LAYING CEREMONY

Each year the members of LSA honor our Lightship Sailors that lost their lives one way or another as a result of Lightship duty. This years ceremony will begin at 2:00PM at the ship. All hands are requested to be present.

The Association is extremely lucky to have been able to book Linda McCune for our Reunion. Mrs. McCune is a preeminent speaker on the subject of Northwestern History. Her Husband, Don, was an Award winning Journalist with twenty-seven Emmys for his work in a variety of areas including the filming and documentation of the last days of the Columbia Lightship. Linda will be showing us this film and adding a wealth of information about the General History of the Northwest. She will make video's on a wide range of subjects involving the History of the Northwest available to you.

Following this will be the wine and cheese social brought to you by the Ladies of the LSA.

We will be leaving the Red Lion Inn at 9 A.M. Saturday morning for the Coast Guard Air Station. We will be given the grand tour into all the nooks and crannies at the Base. Details are not forthcoming for security reasons. We are assured by the Commanding Officer at the Base our tour will be enjoyable!
The tour will be about two hours in duration.

REUNION BANQUET

Saturday evening beginning at 6pm. Will be the Banquet celebration and annual fund raising auction. This years menu for the banquet is:

North Shore Luau
(This Banquet Will Be Buffet Style.)
Entrees
Teriyaki Beef with Steamed Rice
Kahlua Glazed Pork
Macadamia Chicken with Mango Salsa
Roasted Ham and Pineapple Chutney
Accompaniments
Tropical Fruit Platter
Lomi Salmon
Shrimp and Macaroni Salad
Sweet Pineapple Salad
Fresh Seasonal Vegetables
Shrimp Fried Rice
Fresh Green Salad with assorted dressings
Warmed dinner rolls with dairy butter
Coffee, decaf or ice tea and water.

IF YOU ARE DAY TRIPPING TO THE REUNION REGISTER WITH RICK NOW FOR BANQUET.

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ANNUAL FUNDRAISING AUCTION

Again this year we will hold our annual auction at the conclusion of our banquet. As most of you are aware, the purpose of the auction is to generate funds for the **LSA** treasury. Including general operating expenses as well as to continue our mission of preserving Lightship history.

This year it is shaping up to be bigger and even better than in the past, including a couple of rather high-end items that have been purchased and donated by LSA members. One of these items will be at least one reproduction of an authentic US Lighthouse Service Pennant, and a painting of the *OVERFALLS ON STATION* titled "*WILL THE ANCHOR HOLD*".



Above is Fritz Heipertz with his painting won by raffle last year that the Volunteers of the Overfalls ran. There will be items from our friends at Harbour Lights and others.

As in the past, our Chaplain, Rev. John Hughes will be accepting the bids, please come prepared to bid aggressively.

INFORMATION WANTED

1. Sharon Willis Robinson is looking for information on her dad Howard Elwers (Elsworth) Willis who served aboard the U.S.L.H.T. TULIP. Now we know this is a very slight chance, but we try so if you were around during his time maybe you knew him. Mr. Willis served aboard the TULIP November or December 1926 to January 1927. Sharon's address and phone number available to anyone with a lead, contact Rick.

2. Looking for info on my g-grandfather Capt. Antoni NIELSON (Neilson) who served in Charleston, SC Capt NIELSON had a son "Frank" Thomas NIELSON (Neilson) who died in 1927 in "Brunswick". Since I have records showing that Frank was in the Lightship Service I checked in Brunswick, GA for death record info, but found nothing. If he died aboard ship would not it be recorded with the Coast Guard? Also, searching for info on Arnold NEILSON. Glad to see more info on Lightships and. Respectfully, Janet Nielson Lilote

3. Does anyone have an idea where ships bells were made? If you know where the foundry is or was please contact us.

If you can help in any way contact Rick.

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Perhaps you sailed on this ship during one of your tours...



This is the C. G. Cutter AVOYEL. If you served on this Ship please contact us. You may not know it but you can provide us with some valuable information we need for our website!

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Military Phone Card Donation Expands

The Defense Department has authorized the Armed Services Exchanges to sell prepaid calling cards to individuals and organizations that wish to purchase cards for deployed troops. The "Help Our Troops Call Home" program will help service members call home from Operations Iraqi Freedom and Operation Enduring Freedom. To donate a card, log on to the Coast Guard Exchange Web site: <http://www.cg-exchange.com/>. Click the "Help Our Coasties Call Home" link. From there, a prepaid calling card may be purchased for an individual at his or her deployed address or to "any service member" deployed or hospitalized. The exchange will distribute cards donated to "any service member" through the American Red Cross, Air Force Aid Society and the Fisher House Foundation



Article copied from "Evening Colors" the Retirees newsletter www.uscg.mil/hq/psc

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OVERFALLS MARITIME MUSEUM FOUNDATION RECEIVES MATCHING GRANT

The folks in Lewes, Delaware have received notice that they have a 60/40 \$50,000 grant. What this means is that they must raise \$75,000.00 and the State of Delaware will give them \$50,000 to continue working on the saving of the Overfalls. They can use our help. Every dollar counts in this venture to restore the ship and obtain the matching funds. If you would like to help them in this venture make your donation out to:

Overfalls Maritime Museum Foundation
PO BOX 413
Lewes, DELAWARE 19958

This is your chance to do some good for history.
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WHAT DID YOU SAY?

I don't know about you, but that's exactly what I find myself saying to lots of people all around me each and every day. Sometimes when I lay down to go to sleep the silence is deafening... that's the problem I have, and it is called TINITIS or more commonly "Ringing in the ears". Most people don't even realize they have it until they start having problems hearing people, television, the other person on the other end of the phone line, yada yada yada... you get the picture. Well it just so happens that LIGHTSHIP SAILORS seem to be a bit prone to this problem due to the prolonged usage of the FOG HORN. And did you know that that is a service connected DISABILITY? You bet it is Sir! As a matter of fact, I recently applied for and received an increase in my disability based on the tinitis I am experiencing. All it took was to file the paperwork and go to a few doctors appointments at the VA Hospital in my area. We have the paperwork you will need already made up in a generic package. You either take it to the Veterans Administration and start your claim, or as I did use the many advocates that are available to you through groups like the Veterans of Foreign Wars, American Legions, etc. They will be happy to assist you in your claim. You have nothing to lose and a tax free disability to gain or add to your existing disability. Write me for the package at my address on the front of page one. Just state send me the hearing loss package and provide the address where you want it mailed.

Rick Bennett Secretary.

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I HEARD OF A FEW OTHER LIGHTSHIPS IN MY TIME

There was the two I served on, then the Huron, and the Columbia, and a few more I don't recall. Perhaps you can recall a few more than I can. I know several of them but what was the job like on these other ships. I mean lets be real, the Portland Maine Lightship stationed 6 miles of Portland Maine got some seriously rough seas and constantly dragged anchor. But the seas there were never the size they were during the winters on Nantucket Shoals. And all the ships were different. Can you imagine spending time on one of these ships with NO running main engines, where you were towed and anchored into position. Then again, maybe you already did that. Picture the tiny Huron, standing steadfast against some of the worst seas you can have. Not my cup of tea. So let's learn a little about them from our Historian Doug Bingham. Doug has an extensive collection of slides, and the knowledge of these ships to keep your interest for an hour or more. Check out some of these ships, maybe even see your ship again. I suspect that the slide show will be held during the wine and cheese social since there is really no other time slot available. However, whenever this slide show is presented, you will want to be there.

Along the same lines of discussion are your sea stories. We mean the real sea stories. We WANT the real sea stories. Don't hold them in. Write them up and get them to us please. I know I had a few and wrote them up for the history of the ships duty. We had ships leave Boston, and steam all the way to Seattle, Washington. I know there are stories there... but no one wants to give them up. Maybe you have a funny story about one import you did, write it up....ask me about the Turtle Kralles sometime and let me tell you what happened. Maybe I could tell you about turning the 612 Nantucket I into a towing vessel and grabbing one of the Hydroplane SES boats just before crossing into Cuban waters.... That was fun, and you would not believe the "gun boat" they sent out to keep an eye on us. Or the time we were steaming South to Miami (no one knew we were coming, shhhh it was a secret) and the hit list had a 130 foot red hulled boat with white letters on its side as a suspect vessel. You guessed it, pulled over by the Coast Guard. Can't you just picture the CO's face when the entire crew on the Lightship show up on deck and it's Warrant officer comes out on the bridge wing and says "Good Morning", what can we do for you. No one on the 95 ever saw a Lightship

before, in fact they did not believe us until we got them to look us up in the Light list, or some other official document AND they got official clearance that we were real Coast Guard.

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Volunteers Wanted

Lightship #83/WAL 508 now owned and berthed at Northwest Seaport Maritime Museum in Seattle, WA. The NW Seaport currently has 4 vessels designated Nation Landmarks. Two are operational. The Seaport is currently looking for volunteers to bring the Lightship back to operational status. The author of this report has visited and inspected the 100 year old Lightship and reports the vessel is in excellent condition and conservatively is 99% complete. If your interested in volunteering in helping to ressurect the last lightship with wood deck houses and original steam engines and auxiliaries, Call: Lois, at 206-696-1524, or 206-781-8847. NW Seaport 1002 Valley St. Seattle, WA 98109.

Don't Forget

When you come to the reunion, bring along anything you might wish to share in pictures, get copies made if you intend to pass them on to our historian for inclusion of the ship you served on. Remember, you might very well hold the key to a piece of History. Such as maybe you have a picture of a submarine bell mounted onboard ship..we want a photo of that if you have one. Anything you offer is a piece of history.

HOTEL RESERVATION REMINDER...

The Astoria annual 5k road race, The Lewis and Clark expedition reunion gathering, and the Lightship Sailors Assn are ALL holding events this same weekend in ASTORIA. We have a block of rooms being held for Lightship Sailors, but they will not last forever. In fact you have until **August 30, 2004 to book your hotel room. On **September 01, 2004** all rooms not reserved will be freed for outside rentals by the Hotel. Needless to say, if you think you can find a hotel room somewhere else after that, good luck to you. Phone number is on the bottom of every page...call now!**

Got something to add to the next newsletter?

Send your short story or newsworthy item to Rick either postal mail or by email.

See you next time folks!