



Winter 2006

Life Lines

The Quarterly Newsletter of the
U.S. Life-Saving Service Heritage Association

Some News from the Jersey Shore OC Referendum Held on November 8

This fall the citizens of Ocean City, New Jersey, headed to the polls to decide whether or not to borrow \$3 million to purchase the historic "4th Street" Life-saving Station. That notion was soundly defeated, 3,222 to 1,036.

Just the day before, though, the New Jersey Supreme Court upheld an appellate court ruling that the developer that owns the station was wrongly given permission to demolish the historic structure. In essence, the ruling means that the developer has to either start the permitting process all over again, or sell the station, which he purchased almost a decade ago for \$715,000. It also means that, basically, the results of the referendum were moot.

With the developer's hands currently and seemingly tied, the battle continues to rage between factions that both, at least, see the preservation of the station as the ultimate goal. Their conflict lies in the station's ultimate location: the Friends of the U.S. Life-Saving Service (no relation to the USLSSHA) would like to move the station to a borough-owned lot on the beach for re-use as a museum and cultural center, while the Citizens for Historic Preservation (CHIP) and the Saving Our Station Coalition (SOS) are striving to keep the

station on its historic site. The former claims that volunteers and tradesmen offering pro bono time and talent are prepared to make the move.

Described as a cautionary measure, the Mayor of Ocean City, Bud Knight, has applied to the state of New Jersey Department of Environmental Protection for a coastal development permit, a preparatory move to moving the station to the beach lot. Mayor Knight admitted to the *Ocean City Sentinel* on November 29, though, that the borough was still in negotiations with the developer, Pansini Custom Design, to buy the building. "This action does not mean that we will not pursue the acquisition...on its current site," he told the *Sentinel*.

Such a move would mean partial demolition, as only the "core" of the 1882-type structure would make the move to the beach front.

Thanks to member Fred Miller of Ocean City for contributing to this report.

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Heritage Association

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Issue #29

Newsletter of the
United States Life-Saving Service
Heritage Association
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The Coast Guard goes Hollywood - or Orlando?

Coast Guardsmen serving in Kodiak, Alaska, were recently visited by a Disney pre-production team interested in learning all they could about the base as background for an upcoming movie on Coast Guard rescue swimmers to be titled *Guardian*.

The film is set to star actor Kevin Costner as a veteran swimmer that loses his entire rescue team to a fatal accident, and Ashton Kutcher, a young upstart that Costner will teach the meaning of the word sacrifice.

Filming is expected to take place in Kodiak in February or March, but may just consist of background shots without the actors being present. Ironically, scenes for the movie were being filmed in Louisiana but were interrupted with the arrival of Hurricane Katrina. Coast Guardsmen saved an estimated 33,000 people as a result of that storm.

Preservation Updates: Quick Hits from around the U.S.

Cheboygan, Michigan, and...

In late October the Senate voted unanimously to allow the City of Cheboygan and Cheboygan County to remain the home of the 290-foot icebreaker *Mackinaw* (WAGB-83), to be used as a maritime museum. Commissioned in 1944, the unique vessel has worked for more than half a century to keep the shipping lanes of the Great Lakes open. The bill passed by the Senate now awaits a signature by President George W. Bush.

...Cheboygan, Michigan

The people of Cheboygan, some of them for the second time, witnessed the arrival of a new icebreaker named *Mackinaw*. The new vessel arrived on Saturday, December 17, undeterred by its collision with a breakwater in Grand Haven three days earlier. Although the commissioning is set for some time early in 2006, the day of the vessel's arrival was a time for parades and speeches, some of which echoed the exact words spoken 61 years previously.

Manasquan, New Jersey

The Borough Council of Manasquan awarded a \$39,150 contract to HJGA Consulting, Architecture and Historic Preservation for initial work toward the ultimate preservation and re-use of the Squan Beach Life-Saving Station. Phase one will entail drafting a preservation plan for the station and preparation of a nomination to the National Register of Historic Places.

The \$39,150 will be offset by a grant from the state's historic trust in the amount of \$32,047. The newly-formed Manasquan Senior Citizens Organization hopes to make use of the station.

Websites to Watch

Sent in by our Surfing Members

Be sure to check out the following websites pertaining to the Coast Guard and its history:

www.cr.nps.gov/nr/twhp/wwwlps/lessons/57kinnakeet/57kinnakeet.htm

Sent in by Kim Mann of Empire, MI. Check out the National Park Service's lesson plans for learning about the Life-Saving Service through the Little Kinnakeet station on the Outer Banks of North Carolina.

<http://pasty.com/~barbspage/36454.HTML>

Sent in by Maurice Gibbs, Nantucket, MA. Don Nelson's website dedicated to the history of the Coast Guard's motor lifeboats. Probably already well-known to many of our members!

www.levesque-art.com

Sent in by John Galluzzo, Hull, MA. Looking for marine art? Check out the work of R. Levesque Original Art and Limited Edition Prints. The artist focuses specifically on the Coast Guard, and has mounted some of his work on coffee mugs, mousepads and more.

www.frederickstonehouse.com

Sent in by John Galluzzo, Hull, MA. Wonder what our President is up to? Give him a virtual visit.

www.cgclips.com/lipsTheGoFast.html

Sent in by FS1 James Swenson, USCG. If you've ever read about a seizure of illegal drugs by a Coast Guard cutter in the Caribbean but wondered exactly how it went down, and you have time to view only one such clip this year, make it this one.

And of course don't forget to visit our own website, www.uslife-savingservice.org for updated information on the upcoming annual meeting, how to order back issues of *Wreck & Rescue Journal*, to renew your membership, and more!

What's New at the Coast Guard Historian's Office

Go to www.uscg.mil for more...

The oral histories of Coast Guard SPAR Donna Ione Smith and Coast Guardsman Robert Smith. Both are veterans of World War II. They were the first Coast Guard "couple."

The oral history of Chief Damage Controlman Clyde Allen, USCG (Ret.). Chief Allen served during WW II and retired from active duty in 1965. He had a variety of posts during his CG career, including with the Beach Patrol, troop transports USS *General Hugh L. Scott* and USS *General H. F. Hodges*, ocean station duty aboard USCGC *Minnetonka*, LORAN construction duty aboard USCGC *Kukui*, buoy tender USCGC *Sweetbrier* in Alaska, and patrol duty aboard USCGC *Morris*. He is the father of Vice Admiral Thad Allen, USCG.

The oral history of Radarman Second Class Collingwood Harris. RM2/c Harris served aboard the CG-manned destroyer escort USS *Peterson* during World War II and saw action in the convoy battles of the North Atlantic, including the loss of the CG-manned USS *Leopold* and the sinking of the U-550.

The Overland Expedition to Point Barrow, Alaska, 1897-1898: an illustrated article by Paul Johnson describing one of the service's greatest rescues of all time! Read all about how three USRCS officers traveled over 1,600 miles of frozen, trackless Alaskan wilderness, in the middle of winter, to rescue 275 trapped survivors of a doomed whaling fleet.

"Dewey's original 'way of life': It was rustic, but idyllic, in the years before World War II", an article from the July 2005 issue of *Delaware Beach Life* by Jean M. Ablanalp. She describes Coast Guard Station Rehoboth and the integral part the station and the crew played in the lives of the local population.

Can't Save 'em All

Another 36-footer found, seemingly lost

In late October, word came in that yet another bit of Coast Guard history was wasting away before our eyes. LTj.g. Robert Skinner e-mailed this message to the Coast Guard Historian's Office on the 29th: "Good Morning ALCON, I am forwarding pictures of an old CG 36 foot boat found in the backyard/deck of an old house which is about to be demolished. A gentleman in the neighborhood of Hauppauge, NY spotted the old CG 36ft boat, stopped by CG STA Fire Island, NY, and passed the info to the watchstander."

Coast Guard Curator Gail Fuller then relayed the information to USLSSHA on the 31st: "It's a sad example of what can happen to wooden boats when neglected. Apparently a citizen obtained this boat many years ago and allowed it to fall apart in his backyard. Perhaps you know of a museum or individual who would want to pursue it. The Coast Guard Historian's

Office does not have the resources, I'm afraid, and the boat looks pretty far gone. Fortunately, we do have some excellently preserved 36-footers in our collection."

The final active 36-footer, the 36535, left service in 1987, meaning that this boat has been in its most recent owner's possession since prior to that time. Without any immediate historical data on the vessel, we're left to wonder where it served, what rescues it participated in, and who served as her coxswains and crews. If you have any info on 36465, please send it to us.



36465 is in need of a hero, and USLSSHA is in need of information pertaining to the boat's history. If you have any details on the life of the 36465, please send them to the executive director at PO Box 213, Hull MA 02045, or by e-mail to johnjgalluzzo@hotmail.com.

USLSSHA 11th Annual Conference
USLSSHA Returns to its Roots
on the Cape Cod National Seashore
Four Points Sheraton, Eastham, MA
September 27 - October 1, 2006
Tentative Schedule

Join us for the 11th anniversary meeting with a return to the site at which the U.S. Life-Saving Service Heritage Association was founded in 1995, the Cape Cod National Seashore.

Wednesday, September 27, 2006

4:00 p.m. Board of Directors Meeting, Four Points Sheraton, Eastham

Thursday, September 28, 2006 - Four Points Sheraton

8:00 a.m. Registration, continental breakfast
8:30 a.m. Welcome
9:00 a.m. Speaker - Intro to Cape Cod Life-Saving History
10:15 a.m. Speaker - LSS artifacts
11:30 a.m. Lunch break and visit to local attractions: Three Sisters Lighthouses, Nauset Lighthouse, Salt Pond Visitors Center (NPS), Nauset Coast Guard Station
2:00 p.m. Speaker - TBA
3:00 p.m. Speaker - TBA
Dinner on own

Friday, September 29, 2006

8:00 a.m. Assemble at Four Points Sheraton to board bus for Chatham and viewing of "The Coast Guardsmen of Cape Cod" DVD
8:30 a.m. Arrive in Chatham; visit Chatham Coast Guard Station and Lighthouse; Mack Memorial; 44301 at Fish Pier; rides on 36500
12:00 p.m. Depart Chatham for Provincetown, passing Chatham Marconi Site, French Cable Station, Cahoons Hollow LSS, and Highland Light
2:00 p.m. Breeches Buoy Demo and tour of Old Harbor LSS; visit Race Point CG Station
5:00 p.m. Return to Sheraton. Dinner on own

Saturday, September 30, 2006

8:00 a.m. Continental breakfast
8:30 a.m. Speaker - TBA
9:30 a.m. Annual meeting.
11:30 a.m. Board bus for Hyannis for visits to Coast Guard Heritage Museum at the Trayser and Cape Cod Maritime Museum.
5:00 p.m. Return to Sheraton
6:00 p.m. Social Hour and Dinner
7:30 p.m. Cape Cod from A to Z with Historian and Humorist Noel Beyle

Lodging: Four Points Sheraton Eastham: 3800 Route 6, Eastham MA 02642, (508)255-5000

Rates from \$99 per night

Ocean Parl Inn (co-located), 508-255-1132

Rates from \$69 per night

Join **USLSSHA** and the **Scituate Historical Society** in celebrating a story of *Wreck & Rescue*



A late winter snowstorm pushed the 441-foot converted liberty ship *Etrusco* ashore at Cedar Point in Scituate, Massachusetts, on March 17, 1956. Stranded high and dry, the sailors aboard awaited rescue by the Scituate Coast Guard Station crew. Yet, so close to shore, the crew could not be rescued by ordinary means. The unavailability of helicopters and the unsuitableness of lifeboats of any kind left the Coast Guard with one option: the breeches buoy.

Join the United States Life-Saving Service Heritage Association and the Scituate Historical Society in celebrating the 50th anniversary of the stranding of the *Etrusco* on Cedar Point at the Rockland (MA) Radisson on Saturday, March 25, from 8:30 a.m. to 3 p.m.

Scheduled Events

9:00 a.m. - John Galluzzo, Executive Director, USLSSHA, former executive director of the Scituate Historical Society: “Life-Saving on Boston’s South Shore, 1787-1956”

10:30 a.m. - Richard T. Boonisar, Coast Guard historian, Past President, USLSSHA, “The Development of Line-throwing Gun Technology”

12:00 Lunch

1:00 p.m. - Keynote: David Ball, President, Scituate Historical Society, author of *Etrusco: From Cradle to Grave*: “The *Etrusco* Story,” including video footage of the breeches buoy rescue

Immediately following the keynote address a special greeting will be played from the final survivor of the *Etrusco* stranding, videotaped in Italy in the fall of 2005.

Cost: \$35 (\$30 for members of USLSSHA or Scituate Historical Society) payable to USLSSHA, PO Box 213, Hull MA 02045.

**For more information contact John Galluzzo at 781-724-7131 or
johnjgalluzzo@hotmail.com**

Coast Guard Names First National Security Cutter for First Commandant

418-footer to be *Bertholf*

WASHINGTON – The Commandant of the U.S. Coast Guard, Adm. Thomas H. Collins, announced that the service’s first National Security Cutter will be named after Ellsworth P. Bertholf, a Coast Guard hero and the first commandant of the modern-day Coast Guard.

The U.S. Coast Guard Cutter *Bertholf* will be the first new ship delivered under the Integrated Deepwater System, a \$24 billion, 25-year program designed to replace aging ships, aircraft and communications systems.

“*Bertholf* was a visionary,” said Collins. “When the Revenue Cutter Service and Lifesaving Service merged in 1915 to form today’s Coast Guard, Commodore Bertholf faced a nation on the brink of World War I, a service-wide reorganization, and a growth in the service’s missions.

“During this challenging time, he kept our core ideologies tightly fixed, allowing the service to change and adapt without compromising its core values or operational principles,” Collins continued. “His leadership is a model for the changes the Coast Guard is experiencing today.”

Earlier in his career, Bertholf earned national fame for his role in one of the service’s most famous rescues. In 1897, eight whaling ships were trapped in an ice field near the northernmost point in Alaska, and 265 men with the ships were in danger of starving during the long winter months. Bertholf, a lieutenant at the time, was part of a six-man expedition that traveled 1,500 miles by foot and sled to provision the trapped whalers with reindeer commandeered along the way. Bertholf received the Gold Medal of Honor from Congress for his part in the rescue.

The Coast Guard Cutter *Bertholf* is being built at the Northrop Grumman shipyard in Pascagoula, Miss., and is scheduled for delivery



The new cutter, above, will be named for Ellsworth P. Bertholf, at the far left (Photos courtesy of the U.S. Coast Guard).

in Spring 2007. The Coast Guard is building eight National Security Cutters, which will be known as the Legend Class.

The Coast Guard’s IDS program is the largest recapitalization effort in the 215-year history of the Coast Guard. The IDS, is a vital multi-year program to modernize and replace aging ships and aircraft that will be linked with state-of-the-art Command, Control, Communications and Computers, Intelligence, Surveillance and Reconnaissance systems supported by an integrated logistics regime. This mix of ships, airplanes, helicopters, and unmanned air vehicles ensures full interoperability while meeting the full range of Coast Guard missions, including homeland security. This multi-year, multi-billion dollar contract was awarded in June 2002 to Integrated Coast Guard Systems, an equal partnership between Lockheed Martin and Northrop Grumman.

For more information on Deepwater and the National Security Cutter, please visit <http://www.uscg.mil/deepwater/>

More information on Bertholf and the Overland Relief Expedition can be found at <http://www.uscg.mil/history>.

Bolinas Bay Lifeboat Station in Danger

by Ralph Shanks

Another one of the stations of the USLSSHA's "Endangered Stations List" faces a new threat to its survival. The historic Bolinas Bay Lifeboat Station may not be renovated by its owner, the College of Marin, as originally planned.

The 1917 Chatham-style structure is located north of San Francisco in the town of Bolinas on Wharf Road. The college has used the facility as a marine biology station since acquiring it in 1958. The college passed a major facilities overhaul bond issue and plans called for restoring the historic structure.

However, the College of Marin has at least one outspoken trustee concerned about maintenance costs due to asbestos, lead paint and other issues. Marin County historians, architectural preservationists, supporters of the marine biology program and others including USLSSHA members Dewey Livingston and this writer are meeting in an effort to chart a course to save this very historic lifeboat station.

Joe Mueller, College of Marin marine biology professor, stressed the importance of the teaching and research facility and the need to keep it open. The lone trustee, however, seems strongly to support closing the marine biology lab and selling the lifeboat station. This could easily result in Bolinas Bay Lifeboat Station being torn down.

Bolinas Bay Lifeboat Station was built in 1917 to replace the earlier Bolinas Bay US Life-Saving Service station that burned. The present structure was built as a direct result of the famed *Hanalei* shipwreck in November 1914. Both Point Bonita and Fort Point Life-Saving Service personnel

received medals for heroism in that rescue.

Over the years Bolinas Bay Lifeboat Station's surfmen courageously participated in numerous rescues. Two of the most important were the 1927 rescue and salvage attempts of the steam schooner *Yosemite* and the World War II era rescue of those on board the liberty ship *Henry Bergh* when it stranded on the Farallon Islands west of the Golden Gate.

Bolinas Bay is one the best surviving examples of an early Coast Guard station in the country and its loss would be sad.

USLSS Boat Registers Now Available

Ever wonder when your local station received its Beebe-McClellan self-righting, self-bailer? Check this out: USLSSHA has digitized the 1889 and 1902 boat registers! You'll need Adobe Acrobat Reader to read the .pdf files, but inside you'll find out who built what where and when, and when your local lifeboat was delivered. Send \$20 to USLSSHA, PO Box 213, Hull, MA 02045 or contact johnjgalluzzo@hotmail.com for more information.

In the Next *Wreck & Rescue Journal*...

Watch for the next issue of *Wreck & Rescue Journal* to arrive in February. Volume 8, Number 4 will feature Bill Peterson's "Fairs, Buffaloes and Heroes: The U.S. Life-Saving Service as Public Spectacle"; Nicholas Leach's "In Safe Hands: Coxswain Brian Thomson and the Crew of Holyhead"; Echoes From the Surf, Book Reviews, letters to the editor and more!

USLSSHA Members in the News

Extra! Extra! Read all about us

A major focus of the USLSSHA mission is spreading the word about the life-savers and their work, bringing their story to the American public. Recently, our members have appeared in several magazines doing exactly that:

Sea History, Winter 2005-2006

USLSSHA's first paid ad appeared on page 33, and the association is also mentioned on page 36 in connection with the opening of the Trayser Museum of Coast Guard Heritage on Cape Cod in the magazine of the National Maritime Historical Society.

Preservation, November-December 2005

A two-page (58-59) article entitled "Rescue Me" on the Fletcher's Neck, Maine, station, owned by members Marc and Julie Johnson, appears in this issue of the magazine of the National Trust for Historic Preservation.

The Mart

An article originally appearing in *Wreck & Rescue Journal* Vol. 7, Number 4, Louis A. Norton's "Echoes from the Surf: Early Watchman's Clocks, or Punch-clocks of the Beach Patrol," has been reprinted, with permission, in *The Mart*, the newsletter of the National Association of Watch and Clock Collectors.

Southern Living, March 2005

Director Gary and Judy Studer and their Oak Island (NC) station appeared in the "Carolina Living" section of *Southern Living*, in "Saving the Lifesaver: Gary and Judy Studer revel in the storied past of their unique home," pages 30-35.

Wilmington, Summer 2005

Gary and Judy Studer also appeared with their station in this edition of *Wilmington: The Magazine for Fine Cape Fear Living*, in "Unveiling the History & Architecture of Oak Island" on pages 52-56.

South Shore Living, Nov-Dec 2005

A profile of Joshua James appeared in this issue of *South Shore Living*'s "Look Back" section. Executive Director John Galluzzo is quoted in "Hero of the Sea" on pages 78-79.

Got any news to report? Please send any info about USLSSHA appearing in print to the executive director at PO Box 213, Hull, MA 02045, or via e-mail to johnjgalluzzo@hotmail.com.



Show Your Support for USLSSHA and its Mission

Here's your opportunity to show off the USLSSHA logo and share the message of our mission! Each shirt costs \$38, and comes in a variety of colors, although we prefer the "stone" variety. To place an order, send a check to USLSSHA, PO Box 213, Hull MA 02045. Comes in S, M, L, and XL. For more information, contact John Galluzzo at johnjgalluzzo@hotmail.com.



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- * **New benefit.** Headed for Maine? Stay at the Quoddy Head Coast Guard Station bed and breakfast at a 10% discount, just for being a member of USLSSHA!

Send all of your membership questions to USLSSHA, PO Box 213, Hull MA 02045 or e-mail johnjgalluzzo@hotmail.com