



LIFE LINES

The Quarterly Newsletter of the
U.S. Life-Saving Service Heritage Association
Winter 2007

HEARING HELD TO DETERMINE FUTURE OF LONG BRANCH STATION NEW JERSEY BOROUGH WEIGHS DEVELOPMENT VS. PRESERVATION

The borough of Long Branch has started down a road traversed by many other sea- and lakeside communities in recent years, the contentious pathway that tiptoes between preservation and re-use of a historic life-saving station and demolition of that station to make way for water-view condominiums or other modern structures.

Long Branch, though, has thrown a twist into the typical life-saving station preservation story. The human side of the story runs much deeper for the current owner than it has for many others.

An attorney for part owner Ginger Peters read a statement aloud at the public hearing held January 11 by the New Jersey Department of Environmental Protection on an application for a permit under the Coastal Area Facility Review Act (CAFRA), stating that the sale of the property to developers was necessary to financially support his client, who suffers from cerebral palsy and spinal stenosis. Until 1999, her mother had cared for her medical needs, but once she passed away, Peters had been forced to pay for caretakers.

Developer Isaac Chera currently proposes to build 21 condominium units on the site of the former Long Branch Life-Saving Station, known most recently as the Takanassee Beach Club.

U.S. Representative Frank Pallone, Jr. (D-NJ) sent a statement to be read aloud by an aide, commenting that "I know this development is more of what we don't need here." Pallone stressed his "strong opposition" to the project, pointing to the site's three separate life-saving structures, stations built in 1878-79, 1897 and 1903.

USLSSHA Director Penny Watson, who also attended the hearing, pointed to the fact that such a collection of



historic buildings is only replicated once elsewhere in the country, on the Great Lakes.

Borough Council member Brian Unger spoke in favor of saving the station, stating simply that "Too many historic structures have been lost." Unger had already spoken to representatives of the Green Acres Program, which offers loans to municipalities at low-interest rates to purchase open space and develop recreational facilities for their communities.

The Takanassee Beach Club has been assessed at a price of \$14,000,000.

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HERITAGE ASSOCIATION

LIFE LINES

Issue #33

Newsletter of the
United States Life-Saving Service
Heritage Association

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WATCH THE MAIL: WE WANT YOU FOR THE USLSSHA ON-LINE SPEAKERS BUREAU

Keep an eye on that mailbox of yours this February! We are about to take a big step as an organization, and we need your help doing it.

The members of the United States Life-Saving Service are not only the leading historians and researchers studying the field of search and rescue history in the United States (with some members working in England and Canada as well), they are also the best vehicle we have for spreading the news about the preservation needs of stations, equipment and the overall history of the Life-Saving Service, Coast Guard and their similar volunteer agencies.

By the time the next annual meeting comes around this September, we will have started the USLSSHA On-Line Speakers Bureau, a dynamic and, we hope, expanding database of the brightest minds working to tell the story of the life-savers of old. We hope to help you increase your speaker's bookings, and that you will help us spread the word.

WHAT'S NEW AT THE COAST GUARD HISTORIAN'S OFFICE GO TO WWW.USCG.MIL FOR MORE ...

Captain Pete E. Prindle's memoir entitled "Grand Fun While It Lasted": The Coast Guard Career of CAPT Peter E. Prindle, (Ret.) CG Aviator #1184, CG Helicopter Pilot #581." CAPT Prindle wrote a detailed memoir of his career as a Coast Guard aviator, which spanned the years between 1966 to 1992 (.pdf file).

Coast Guard Lighthouses & Other Aids to Navigation in Alaskan History (.pdf file).

We've added **additional photography to the USCG Courier's history**, courtesy of former crewman David M. Newell. See how the Coast Guard fought the Cold War on the front lines in Europe!

"A Brief History of SARWET" (Sea Air Rotary Wing Evacuation Team) by CDR Bill Thrall -- read about the exciting origins of the Coast Guard's first "rescue swimmer" program, circa 1970-1976! CDR Thrall noted: "SARWET pre-dated the Rescue Swimmer Program by 13 plus years. It ran successfully out of San Francisco for almost 6 years. . . Rescues were made, lives saved and medals awarded. It was real."

A history of the Coast Guard's Ocean-Weather Station Program by Captain R. P. Dinsmore, USCG (Ret.). Captain Dinsmore relates the history of this famous Coast Guard mission!

Retired Coast Guardsman and noted scholar William R. Wells, II, recently authored **an article on the historic origins of the Coast Guard's motto, Semper Paratus.**

We've added **scanned historic images of New Jersey small boat stations and their crews** that were sent to us by noted historian and Coast Guard Auxiliarist Van R. Field, all dating from the late 1800s to the early 1930s!

We recently acquired a number of scanned **photographs from the collection of CAPT Eliot Winslow**, who commanded the USCGC *Argo* in May, 1945. The *Argo* played a significant role in the surrender of three German U-boats: *U-234*, *U-805*, and the *U-873*. Then-LTJG Winslow kept a photographic record of this historic event.

PRESERVATION UPDATES

QUICK HITS FROM AROUND THE UNITED STATES

Ludington, Michigan

Director Ronald M. Wood of the Mason County Historical Society/White Pine Village posted the following letter on the society's website (<http://www.historicwhitepinevillage.org/net>) regarding the former Ludington Coast Guard Station: "The future looks challenging, with visions of partnering with the City of Ludington to create a wonderful Port of Ludington Maritime Museum in the former U.S. Coast Guard Station. This will allow a multi-themed Maritime Museum to further enhance the beautiful waterfront area of Ludington. Plans call for both static and interactive displays lifting up the rich history of the Coast Guard, Life Saving Stations, lighthouses, channel development, commercial fishing, schooner, break-bulk, freighters, and carferry service in and around the Port of Ludington. These displays will be built around the maritime artifacts, archives, photos, maps, and documents found in the collection of the Mason County Historical Society. The same educational emphases found at Historic White Pine Village will be given to the Port of Ludington Maritime Museum with school tours and events planned. Additional visionary plans call for a theater room, re-creation of the Coast Guard Station 'Watch Room,' a 'Pilot House,' mess hall, gift shop, photo room, City of Midland 'Stateroom,' and, of course, the re-creation of at least one of the Coast Guard sleeping quarters."

Sault Ste. Marie, Michigan

The Great Lakes Shipwreck Museum dedicated the restored 1923 U.S. Coast Guard Surfboat House at Whitefish Point in July 2006. The museum received a grant of \$15,000 from Michigan Humanities Council for the fabrication and installation of a series of 10 interpretive panels, the research for which was conducted during most of 2005 with professional maritime scholars assisting the Shipwreck Museum's staff. According to the museum's website, www.shipwreckmuseum.org, "The panels were fabricated with the assistance of Mr. Art Shea of the Milwaukee Public Museum; Mr. Shea and James Kelly, Senior Exhibit Designer for the Milwaukee Public Museum installed them in mid-October 2005.

Scituate, MA

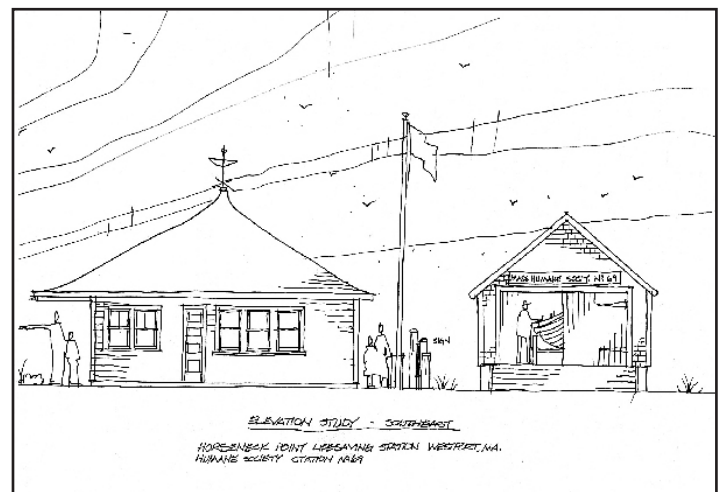
The Town of Scituate has been hard at work restoring Mass Humane Boathouse #23, soon to be part of a multi-use waterfront center for the community. The restoration has included sill repairs, re-siding, the removal of a cinderblock chimney, and more. Check out the next issue of *Wreck & Rescue Journal* for more on this restoration project.

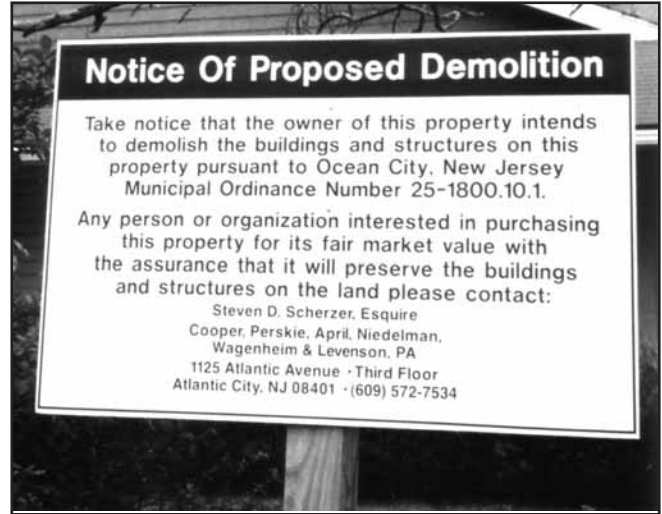
Plum Island, Wisconsin

The *Milwaukee Journal-Sentinel* and the National Trust's *Preservation* magazine picked up on the ongoing plight of the former government buildings on Plum Island, off the tip of the including the Plum Island Lighthouse and keeper's house, the Plum Island Life-Saving Station and boathouse. The Coast Guard abandoned the property in 1991 but have since been left "hanging by bureaucratic inertia to suffer neglect and deterioration," said *Journal-Sentinel* columnist Dennis McCann on August 1. Seven years ago, the U.S. Fish and Wildlife Service agreed to take the buildings on with the help of a nonprofit organization, and, thinking at that point the buildings would be preserved, the state of Wisconsin backed off a plan to make the island a state park. The lighthouse complex made the Wisconsin Trust for Historic Preservation's 10 most endangered list in 2000.

Westport, MA

The Westport Fishermen's Association is taking on the restoration of Mass Humane Society boathouse #69. The two buildings seen in the drawing below are at this moment connected. The WFA's plans call for full restoration of the buildings to their original architectural designs.





TAWAS LIFE-SAVING STATION RESTORATION NEARLY COMPLETE

IS IT TIME TO DE-LIST?

Larry LaPointe and his daughter Lisa have spent, according to their figures, approximately \$500,000 on the restoration of the 1875-type Tawas Life-Saving Station in East Tawas, Michigan.

According to *The Bay City Times*, the restoration of the building could not have come at a better time for the community, as the locals lost two other treasured landmarks, the Detroit and Mackinac Railway roundhouse and the Greystone Building, formerly used as a town hall, during 2006.

“When we first saw it, we didn’t think it was worth saving,” Lisa LaPointe told *The Bay City Times*. “But when my dad started ripping into it with a crowbar, we realized what a great building it was.”

The building came as part of a purchase of 371 feet of lakefront property from the federal government, the old Tawas Coast Guard complex. The Coast Guard abandoned the site in 1992, and the LaPointe’s purchased it in 2005.

Ultimately, the LaPointes envision the building as their family’s home, a two-bedroom, 2.5 bathroom home with two fireplaces. Naturally, the old life-saving station will have outstanding views of Lake Huron.

Director Jeff Shook has spent time educating Mr. LaPointe about the Life-Saving Service and the station itself. The LaPointes are planning to complete restoration of the building during the summer of 2007. After that time, USLSSHA directors will make a decision as to whether or not the station should be removed from the endangered stations list.

GOT BUCKS? OCEAN CITY LIFE-SAVING STATION ONCE AGAIN UP FOR SALE

Nine years after purchasing the 4th Street Ocean City, New Jersey Life-Saving Station from its former owner, Pansini Custom Design and Roger Parkin are throwing in the towel - for the moment.

On Thursday, November 2, the Historic Preservation Commission of Ocean City, New Jersey, voted 7-0 to deny the developer a demolition permit. The developer hoped - originally - to demolish the structure in order to build duplex homes on the site.

Ironically, the latest call to deny the permit came on behalf of the owner. Pansini Custom Design and Roger Parkin now have six months to sell the building at fair market price. That price is reportedly \$1.2 million.

Several USLSSHA members attended and spoke at the hearing, including Kim Baker and Charlie London of the Save Our Station Coalition. Baker stressed the need for stewardship of the community’s local historical sites. “This value...comes from the very real benefits to our community identity, heritage tourism income, and the economic and social strengthening which are multiplier effects of those two benefits,” Baker said, according to the *Ocean City Sentinel*.

“It boils down to one core issue,” said Johnis Seybold, “if you truly are a good patriot, you couldn’t possibly even consider demolishing partially or otherwise relocating a very important part of our American history. It’s not just an Ocean City relic. It’s a significant part of our American history and it belongs to all of us.”

As of press time, breaking news indicates a sale may be pending to a USLSSHA member.

(Thanks to member Fred Miller for sending recent articles pertaining to the station to USLSSHA.)



Captain David Porter Dobbins may best be remembered for the lifeboat that bore his name, shown here with a crew of proud surfmen. (The U.S. Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard, copyright Ralph and Lisa Shanks. Used with permission).

COAST GUARD ANNOUNCES ESTABLISHMENT OF THE CAPTAIN DAVID P. DOBBINS SAR AWARD NAMED IN HONOR OF FIRST NINTH DISTRICT SUPERINTENDENT

The Coast Guard made the following announcement on January 7, 2007:

“For the past several years, the Ninth District’s Search and Rescue program has presented “SAR Team 9” awards to units and personnel who have distinguished themselves in the prosecution of noteworthy SAR cases. This award program has been a tremendous success in recognizing SAR excellence and in inspiring future diligence in execution of the SAR mission. In an effort to implement the district commander’s guiding principle of embracing Coast Guard history from message one and more closely link today’s outstanding SAR efforts with our heritage as a lifesaving service, CGD Nine is re-designating the SAR Team 9 Award as the Captain David P. Dobbins Award for SAR Excellence.

“The Captain David P. Dobbins Award will be presented in recognition of outstanding action, judgment, persistence and professionalism while prosecuting SAR missions on the Great Lakes. It links the performance of today to the heritage of Captain Dobbins, named first superintendent of the U.S. Life-Saving Service’s Ninth District in 1876. Captain Dobbins, a native of Erie, Pennsylvania, and a schooner master, distinguished himself operationally in many rescues, most notably the

schooner *Oneida* in 1853 and the schooner *Comet* in 1860, predating even the official establishment of the Life-Saving Service. Interested in the problems of early rescue craft and of performing arduous rescue duties on the Great Lakes, Captain Dobbins developed an innovative new lifeboat that was self-righting, self-bailing, and less than half the weight of earlier lifeboats, which was critical for his crews’ rowing. The Dobbins lifeboat was also quicker, more maneuverable, cost less than half of many prevailing designs of the times, and elements of his designs remain incorporated into today’s modern rescue craft. He also brought the first uniforms and many standardized procedures to the Great Lakes region, laying groundwork for our present-day SAR system. Captain Dobbins’ heritage lives on through today’s SAR professionals throughout the Ninth Coast Guard District.

“CGD Nine units may submit recommendations for the Captain David P. Dobbins Awards to CGD Nine. Suitable Recommendations are SAR cases that are not anticipated to be recognized through the CG medals and awards system, but rise well above routine SAR cases. Nominations may be for CG active duty, civilian, auxiliary, or reserve entities, as well as other agencies and good samaritans. Examples, although not all inclusive, include:

- A. Persons located in the water or on ice recovered alive in noteworthy circumstances (cold water, offshore, from vessel taking on water, aircraft, etc.);
- B. Persons located alive after extensive searching (beyond precomms/excomms stage);
- C. Search planning involving unusual circumstances or extensive investigative work;
- D. Otherwise routine cases conducted in extraordinary circumstances (extremely poor weather, etc.).

IN MEMORIAM...

TWO FRIENDS OF USLSSHA REMEMBERED BY JOHN GALLUZZO

ROBERT E. "BOB" HUGGETT USLSSHA DIRECTOR

Regular annual meeting goers and other friends from his home state of North Carolina will remember Bob Huggett fondly for many years to come. Bob passed away on December 9 at his home on the Outer Banks, after a long illness.

A native of Michigan, Bob was the son of the late Edgar Buse Huggett and the late Susan Barber Huggett and was the husband of Frances Joyce Huggett. He was retired from Houdaille Industries and from his own business, Outer Banks Camping Center.

Bob was a board member and retired fire chief of the Chicamacomico Banks Fire Department, board member of the Chicamacomico Historical Association, board member of the Outer Banks History Center Associates as well as a longtime member and board member of the U.S. Life-Saving Service Heritage Association.

Besides his wife, Bob is survived by four daughters, three sons, one stepdaughter, one stepson, 14 grandchildren, and 10 great grandchildren.

Bob's greatest contributions to the USLSSHA came from his desire to connect station owners with each other around the country and to help them help each other, specifically with preservation issues that all owners of old buildings face. While rooted on the Outer Banks, and loyal to life-saving history of North Carolina, Bob easily comprehended the bigger picture of the national story, and brought many new ideas to the board and the executive director.

Bob knew he was dying, diagnosed with a terminal disease and given a specific amount of time to live. After his death, his family sent notes to friends and colleagues, with address labels no doubt pre-printed by Bob. The front of the card shows a young Bob, sometime in the 1950s, smiling, with a caption that reads, "50 years ago I wasn't thinking of this." Inside, he printed a personal thought for his friends, and on the back he wrote one rambling sentence: "I did enjoy my computers all seven of them back to the Tandy." The card is a sign that he kept his good humor to his final days.

Bob was a gentlemanly, kind friend to the organization, and is already missed.

DR. ROBERT W. "BOB" HALEY LONGTIME MEMBER

Bob Haley was an anesthesiologist by trade, but an historian at heart, and a longtime member of the U.S. Life-Saving Service Heritage Association. Dr. Haley passed away in June of 2006.

I was in my twenties when I met Dr. Haley (although I knew him for a longtime, and he often told me to do so, I just could not call him by his first name). He lived most of the year with his family in West Roxbury, Massachusetts, a suburb of Boston, but summered in my home town of Hull, birthplace of Joshua James.

With a nose for history, and an obvious desire to himself be involved in the wellness of others, there's no doubt why Dr. Haley found himself wrapped up in the histories of the Humane Society of the Commonwealth of Massachusetts and the United States Life-Saving Service. During his retirement years, he spent some time volunteering for the Hull Lifesaving Museum. His handiwork has always been on display. Through research at the National Archives, he compiled the names of all of the men who ever served at the Point Allerton Life-Saving Station under Keepers Joshua James and William Sparrow from 1890-1915, and had them all mounted on a huge plaque that greeted visitors as they walked in.

Dr. Haley had a particular fondness for the early work of the Humane Society, finding interest in the medical side of the early attempts to save lives. We often discussed resuscitation techniques as practiced by the volunteers as well as by the surfmen. Because of those discussions and many others, I credit Dr. Haley with being one of the greatest influences on my career in Coast Guard history.

Readers of *Wreck & Rescue Journal* from its earliest days can flip to Volume 1, Number 4 to see his work. Bob wrote the classic article on Joshua James and the rescue of the crew of the schooner *Ulrica* from 1896, "Brave Men of Hull." The article will be featured in USLSSHA's upcoming book, *They Had to Go Out: The Best of Wreck & Rescue Journal*.

Bob left a loving, grieving family behind, but he left us much more in the way of contributions to the world around him. Bob's pleasing gentleness of spirit softened all who came in contact with him.

SINGING SONGS ABOUT THE SURFMEN

A TRIBUTE FROM NANTUCKET

Thanks to Maurice Gibbs for digging this one out. Those who know our ex-President know that he is, among other things, an organist for his local Masonic Lodge, so our guess is that he's tried this tune out a few times. We'll see if we can coax him into doing so at the next annual meeting in some hotel lobby or, better yet, smoky lounge.

The note at the bottom of the music sheet reads, "Suggested at midnight, January 2, 1912, by the fierce gale and heavy surf at Siasconet, Nantucket island, and by the reflection that, while others sleep in comfort and saefty, the Soldiers of Peace patrol the bleak shores and hold themselves ready for arduous and perilous service."

Dr. Burt G. Wilder was a zoologist and educator connected to the early days of Cornell University, after serving as a surgeon with the 55th Massachusetts Volunteer Infantry, an African-American unit led by white officers. He died in 1925.

ODE TO LIFE SAVERS

BURT G. WILDER

Note—Suggested at midnight, January 2, 1912, by the fierce gale and heavy surf at Siasconet, Nantucket Island, and by the reflection that, while others sleep in comfort and saefty by the Soldiers of Peace patrol the bleak shores and hold themselves ready for arduous and perilous service.

WHILE WE'RE DOING THE MUSICAL THING...

We're indebted to old friend Mike Walling, author of *Bloodstained Sea: The USCG in the Battle of the Atlantic*, for finding the following lyrics to the World War II song "I'd Like to Find the Guy That Named the Coast Guard," words by Lt. Scott Wilson, USCGR and music by SP1 Chris Yachic:

I'd like to find the guy that named the Coast Guard,
And find the bit of coast he had in mind.
I wonder if he's telling where invasion barges roar;
The coast we are shelling on a South Pacific shore.
Whenever troops invade, we're there to land 'em
With LCI's and LST's galore.
While the shot and shell are raining,
Won't somebody start explaining.
Oh I'd like to find the guy that named the Coast Guard.

CHORUS:

I'd like to find the guy that named the Coast Guard
And find the bit of coast he had in mind.
Whatever he was thinking is a thing that puzzles me,
When submarines are sinking in the middle of the sea.
And I am dodging enemy torpedoes,
Or land troops upon a foreign shore,
Then I'll have my salty yearning,
While my hands and gun are burning,
Oh I'd like to find the guy that named the Coast Guard.

I'd like to find the guy that named the Coast Guard
And find the bit of coast he had in mind.
It wasn't on the tanker we'd protect from submarines,
The coast at Casablanca wasn't soft by any means.
I couldn't find it on the beach at Attu,
I couldn't find it at Guadalcanal
If he thinks the name will rate it,
Where the hell can I locate it.
Oh I'd like to find the guy that named the Coast Guard.

I'd like to find the guy that named the Coast Guard
And find the bit of coast he had in mind.
I spent my time in sneezin' in the icy Greenland night
The while my knees are freezin'; and there's not a coast in
sight.
No gals, no grub, no place to scrub each mornin'
Just icy floes and Eskimos and seals,
From my ears the ice is fallin' while my weary voice is callin'
Oh I'd like to find the guy that named the Coast Guard.

BOATLOADS OF NEWS ABOUT BOATS SAVED, PRESERVED, LOST AND MORE

Eagle Harbor, Michigan 25-foot surfboat donation and restoration

According to their latest newsletter, the Keweenaw County Historical Society received a donation of an old Life-Saving Service Beebe-McClellan pulling surfboat used most recently by Wheaton College at the Honey Rock Camp in Three Lakes, Wisconsin, for rowing training purposes. "It had not been used for more than 20 years, and had been stored in a closed building," wrote Donald L. Nelson for the newsletter.

USLSSHA member Ken Wenberg, a North Carolinian with roots on the Keweenaw Peninsula, has visited the historical society to take measurements of the boat, and the society has enlisted the help of David Dean, a former television personality from the Traverse City area who once broadcast the PBS series "The Boat Shop" for his expertise. Dean will survey the boat and give an estimate for restoration costs. The society is also looking to build or obtain a cradle for the boat.

The Keweenaw Historical Society is also restoring *CG 36470*, a 36-foot motor lifeboat.

Samoa, California 36-footer part of bigger project

About 70 active duty Coast Guard men and women joined in what could only be described as a one-day preservation party at the Humboldt Bay Coast Guard Station in April 2006. According to *The Eureka Reporter*, the process started simply enough with the Coasties wanting to give the old station, on the National Register of Historic Places, a loving facelift. "Our windows wouldn't open, or when they did they wouldn't stay open," said Petty Officer Neva Gruner. The Coast Guard gathered up \$25,000 to replace the windows, but a local contractor stepped in to plead for restoration rather than replacement. He - Eric Hollenbock of Blue Ox Millworks - showed the Coasties how to get it done, and they did, replacing 55 windows.

While some worked on the windows, others attacked the shutters, scraping and painting their way around the building.

A not-so-innocent bystander of the situation was the

CG 36515. With all the paint flying around, the boat received a cosmetic overhaul, a happy victim of the day's events. Resigning from the Coast Guard to take care of her growing family, Neva Gruner will be remembered at the station for lending her name to the *36515*, in nickname fashion. The boat is known to the crew as "Neva's Ark."

Ottawa, Ontario, Canada Study Shows Driving RHIBs Causes Back Pain

It cost the Canadian Coast Guard \$85,000 for conclusive proof, but they have determined through an independent study by Weir Canada, Inc., that sailors who spend long periods of time on rigid-hull inflatable boats like the Zodiac Hurricane 733 Outboard (of which the CCG operates about 100) are susceptible to back pain.

The study follows the claims of a West Coast Canadian Coast Guardsman who won a workers' compensation case claiming that his hip problems were aggravated by back issues derived from riding the boat. Prior to the study, the only similar evidence to be used in discussing the problem came from comparing the boat drivers to Ukrainian farmers riding tractors.

Zodiac Hurricane Technologies, Inc., disputes the independent study, stating that the framework of the test was not consistent with best practices espoused by both the manufacturer and the Canadian Coast Guard. In short, Canadian sailors are instructed to stand during periods of travel through rough waters, thereby lessening impact on the spine otherwise delivered in the seated position.

New London, Connecticut Coast Guard Tests Bio-Diesel Fuel

Professor Andy Foley of the Coast Guard Academy spent part of his September testing out bio-diesel fuel powered 41-foot utility boats. According to his studies, the fuel - 20% soy and 80% traditional diesel - keeps pollution down, keeps filters unclogged, "has superior lubrication, is renewable, and behaves better in cold weather than other biodiesels," according to WTNH News Channel 8 in New Haven. Foley says that while the tests are positive, the best the Coast Guard could hope for now is a lessening of fossil fuel use, and not a complete changeover.



COAST GUARD CHRISTENS CUTTER NAMED FOR FIRST COMMANDANT WMSL 750 BERTHOLF SETS TO SAIL

The Coast Guard had the fight of its life with the ravages of Hurricane Katrina in September 2005, rescuing more than 30,000 people from potentially drowning in the rising and never-seemingly-receding waters of the storm. With all that was going on up in the air, with aircrews seeing most of the action, little attention was then paid to another battle the Coast Guard was having to take on.

The service's first National Security Cutter, WMSL 750 *Bertholf*, the flagship of the DeepWater program, spent those days in its shipyard in Pascagoula, Mississippi. Pascagoula - just outside of the public's view of the storm, which focused squarely on New Orleans - was hit equally as hard by the twenty-five foot storm surge, and the Northrup Grumman shipyard suffered hundreds of millions of dollars of damage, including to the *Bertholf*.

On November 11, 2006 - Veterans Day - the 418-foot, 4,300 ton cutter was officially christened, and will be commissioned in early 2008.

Homeland Security Department Secretary Michael Chertoff said that the crew of the *Bertholf* "will have to man the line of defense for a critical new era, where our ports and our shipping lanes are threatened by an ideology of hatred and an enemy that wants to bring the war to America's shores," according to *The Bryan-College Station Eagle*.

Bertholf will serve as a multi-mission platform, with life-saving, drug interdiction and more among its missions.

USLSSHA STATION INVENTORY PROJECT ROUNDING THE FINAL TURN JUST \$4500 TO GO TO MAKE MATCH

There's still time left to take part! If you have not yet contributed to the Inventory Matching Fund but would like to, have no fear. The deadline for the materials to be turned in to the National Park Service is March 2008, giving us one full year to match the last \$4500. The station inventory will give the organization - and the rest of the American public - a run down of just what's left out there for Life-Saving Service-era architecture, from station houses to boathouses to coal sheds.

Fundraising committee chairperson and USLSSHA Director Kim Mann is looking for help, both in the form of donations and advice/suggestions. In particular, as USLSSHA members have given so much, the committee is interested in finding businesses and corporations willing to help hit the final total, to put our greatest project to date over the top.

Please contact John Stires, Bill Herd, Doug MacDonald, or Kim Mann with any suggestions or information. Check your USLSSHA directories for contact information, or contact John Galluzzo at 781-724-7131 or johnjgalluzzo@hotmail.com for more information.

MICHIGAN PRESERVATION FUND GRANT DEADLINES FEB 1, JUNE 1, OCT 1

We'd like to remind our Michigan members (and there are quite a few of you!) that the Michigan Preservation Fund grants range from \$1,500 to \$5,000 and can help organizations needing start-up money to get preservation projects off the ground. Typically funded projects can include: hiring preservation architects to produce historic structures reports; developing economic feasibility studies for the reuse of a threatened structure; developing a preservation or architecture curriculum for school children; and more.

For particulars and downloadable applications go to www.mhpn.org or www.nationaltrust.org (the Michigan Preservation Fund grants are managed by the National Trust for Historic Preservation through the Midwest Office in Chicago, Illinois). *Thanks to Kim Mann for forwarding this information.*

EXTRA! EXTRA! READ ALL ABOUT US USLSSHA MEMBERS IN THE NEWS

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:

Coastal Living, December 2006

We met them in Maine when USLSSHA decided it was time to take a trip to Bath, and some of our annual meeting attendees even stayed a few nights in their bed and breakfast. Popham Beach B&B owners Helge and Margaret Johannessen have lovingly restored the Hunnewell's Beach Life-Saving Station, and it shows: in the pages of the December 2006 edition of *Coast Living* magazine, pages 118-119. Congratulations Peggy and Helge!

WEBSITES TO WATCH SENT IN BY OUR SURFING MEMBERS

Be sure to check out the following websites pertaining to the history of the U.S. Coast Guard, after, of course, you check into our organizational website, www.uslifesavingservice.org. For this issue, we've got updated links to some of our members' websites:

www.keweenawhistory.org

The Keweenaw County Historical Society's Board announced plans to establish a museum examining the history of the U.S. Life-Saving Service in the former USLSS boathouse in Eagle Harbor, Michigan, in November 2005. Check out their website (and the news about their recent boat restoration project on page 8 of this issue of *Life Lines*) for more information.

www.destateparks.com/irlss

The Indian River Life-Saving Station website has moved, but we've caught up to it, thanks our friends at the Delaware Division of Parks and Recreation.

www.huroncitymuseums.com

Among our newest members, the Huron City Museums oversee a large complex of buildings, included among them the famed Point aux Barques Life-Saving Station. Read more about it at the webpage above.

LOCAL HISTORIAN MAKING A DIFFERENCE BELIEVES HOMETOWN SHOULD CROW ABOUT COAST GUARD HISTORY

Newburyport, Massachusetts, native George Cashman thinks it's about time that his community stood up and pronounced its pride in its many connections to Coast Guard history. If his plans come to fruition, the state of Massachusetts will be joining the community in placing signs at the town's boundaries announcing Newburyport as the "Birthplace of the Coast Guard."

Cashman's charge started more than fifty years ago. As a founder of the community's Yankee Homecoming celebration, the first iteration of which took place in 1958, Cashman unveiled a granite monument in Market Landing Park in downtown Newburyport commemorating the launch of the Revenue Cutter *Massachusetts* in 1791, the action he considers to be the birth of the service. Congress agreed with him, officially designating Newburyport as the Coast Guard's birthplace in 1965. In 1991, the Coast Guard visited the banks of Newburyport to celebrate the bicentennial of the launch of the first Revenue Cutter.

According to *The Daily News of Newburyport*, Cashman now has another ally in his cause, as Mayor John Moak has stated he would support Cashman's project to mount the signs at the town's limits.

VIETNAM ERA COAST GUARD AVIATOR REMEMBERED NAME PLACED ON MONUMENT FORTY YEARS AFTER LOSS

Lt. Cmdr. Jimmie V. Phillips died in 1966, wearing the uniform of the Coast Guard Reserve, but his death was not officially recognized on the Coast Guard's Aviation Memorial in Elizabeth City, North Carolina, until October 26, 2006.

The oversight, said Cmdr. Drew Pearson, executive officer of the Support Center, during the ceremony, was caused by the fact that Phillips' records were unavailable at the time of the memorial's dedication in 2000. Due to the state of affairs in the United States at that time - war with Vietnam - the pilot was temporarily assigned to the U.S. Navy.

Phillips and two crew members were killed ferrying a helicopter to Naval Air Station Los Alamitos, California, when they hit a mountain after a rotor malfunction.

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