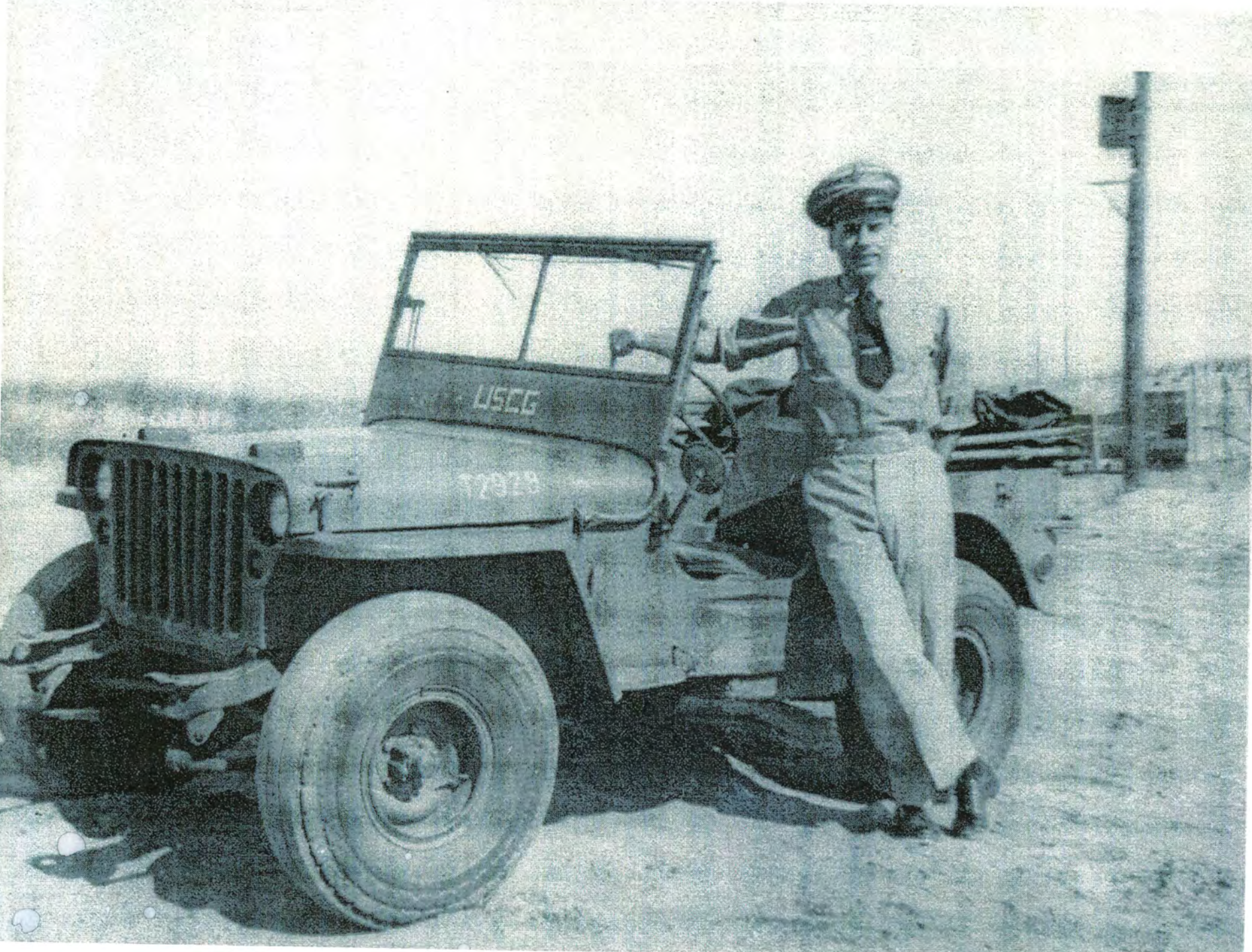


Chief John C. Corea
U.S. Coast Guard
Wood End Station 1943



WBZ BOSTON WBZA SPRINGFIELD

WESTINGHOUSE RADIO STATIONS INC. ★ BOSTON 34 MASSACHUSETTS

THE FOLLOWING ITEM, WHICH IS OF INTEREST TO YOU, WAS BROADCAST OVER
WBZ AND WBZA AT..... 12.05 P.M. ON Jan. 30, 1952...

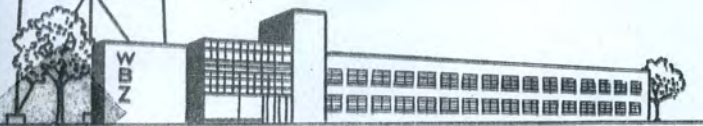
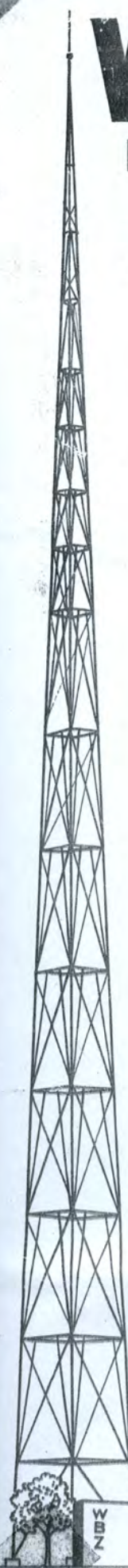
A dramatic Coast Guard rescue in a blinding snowstorm and through 15 foot waves has saved the lives of the six-man crew of a Gloucester fishing trawler floundering and aground near Provincetown early today. A 36-foot Coast Guard motor launch battled for more than two hours through the heavy seas to locate and remove the crew of the trawler ~~Marie & Winifred~~ "Marie & Winifred". The temperature was 15 above zero. None of the crew was injured. CHIEF BOATSWAIN'S MATE JOHN COREA of Provincetown led the motor launch rescue with a two-man Coast Guard crew. He describe~~d~~^d the water as the roughest he has ever seen for a rescue operation.

Don Flaherty

Don Flaherty

News Editor

W-B-Z, Boston



6 Crewmen Rescued From Fishing Boat

PROVINCETOWN, Jan. 30 (INS)—The crew of a Coast Guard motor lifeboat today outfought wintry seas and a blinding snowstorm for the lives of six fishing vessel Marie and Winifred.

A bonfire in an oil barrel on board the stricken vessel guided the Coast Guard to the sandbar off Race Point light where the 80-foot fisherman was grounded.

The crewmen were clinging to the upended bow of their craft which was being pounded by heavy seas when the lifeboat arrived. Capt. Roy Amero, 43, of Gloucester, skipper of the trawler, said.

"We were just about to abandon ship and put out in dories when they came. We were going down fast. All my men were suffering from exposure. Their feet and fingers were freezing. Our engine room was flooded, our stern was under and our bow was up."

Those Saved

Crewmen rescued along with Captain Amero were Vincent G. Walsh, Gloucester; Mario Polloni, 40, Pigeon Cove; Walter Cunningham, 55, and Lewis F. Thompson, 54, both of Gloucester, and John MacKillop, Lanesville.

The roaring blizzard and extreme cold made the rescue hazardous. Captain Amero declared.

"I can't praise the Coast Guard enough. We were just hanging on when they came. Their first try to take us off was futile. They had to make another run alongside. It was an almost impossible job in the high sea. But they did it.

Bonfire Guides Rescuers

Before the beacon fire was lit, Coast Guardsmen, who learned of the vessel's plight by radio were unable to get an exact "fix" on the grounded fisherman. During the search the men in the motor lifeboat maintained constant radio communications with their own station and the Marshfield radio station.

The first call from the Marie and Winifred, an eighty-foot vessel, reported she was aground off Race Point, one mile north of the lighthouse, was sinking fast and needed immediate assistance.

A patrol boat from the Provincetown Coast Guard Station and the Race Point station's motor lifeboat were sent to the aid of the Marie and Winifred.

Cling to Icy Rigging

The rescue craft searched for four hours in almost zero visibility until the motor lifeboat with Chief Boatswain's Mate John Corea, BM-3 John Heath and E-3 Warren Quinn spotted the beacon fire and made its way to the stricken fishing vessel.

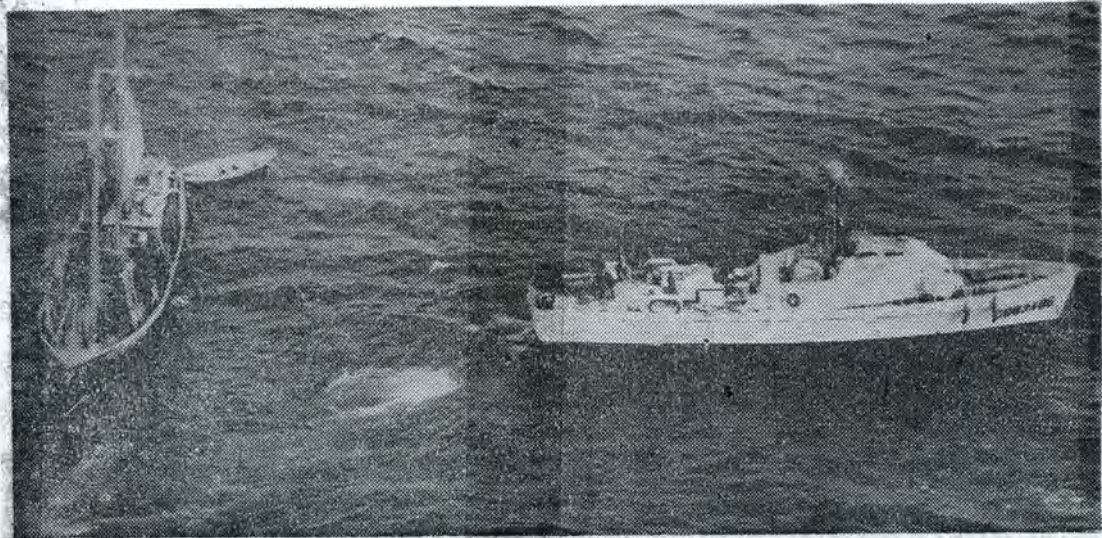
The crewmen of the Marie and Winifred were clinging to the ice-covered superstructure, shouting for help. The rest of the vessel was virtually submerged.

The rescued men were taken to the Race Point light station and treated for exposure.

The vessel was 20 years old and valued at \$40,000.

The damaged vessel is owned by the B. & B. Trawling Company of Gloucester. Ex-Mayor John Burke and William J. Brady are the officers of the company. Brady is a wealthy fish man, being head of the New England Fillet, Boston Fish Pier and the Gloucester Sea Foods Corp.

Trawler Taken in Tow Off Race Point



The 80-foot Gloucester trawler Marie and Winifred is taken in tow by a Coast Guard cutter off Race Point after the vessel went

—Associated Press Wirephoto
aground during a northeast blizzard. Crew was rescued by a Coast Guard motor lifeboat after five hours aboard the battered trawler.

Trawler Hits Ledge; Six Saved Off Cape

Six Gloucester fishermen were rescued from their sinking trawler, the Marie and Winifred, at 6 a. m. today by Coast Guardsmen of Race Point Station, Cape Cod, after a night of peril in a roaring zero gale with snow squalls.

Capt Roy N. Amero, 40, of * Alpine st., Gloucester, and all the rest of his crew were inward bound after a week on the fishing grounds when the 80-foot vessel drove hard fast on a ledge one mile north of the outer edge of Cape Cod.

Capt Amero radioed the Coast Guard for help at 1:15 a. m., when his vessel struck on the bar.

At the time a wild northeast gale with driving snow and 15-foot seas was raging. The trawler's engine room was flooded and she had lost all power to resist the tug of the dangerous rip-tides off the tip of the Cape.

Coast Guard headquarters dispatched two rescue craft—the 83-foot patrol boat which put out from Provincetown harbor in the teeth of the gale; and the 36-foot self-bailing motor lifeboat from Race Point Coast Guard Station.

It was the latter craft, manned by Chief Boatswain's Mate John Correa of Provincetown; BM3c John Heath of Plymouth and ~~Engineer~~ 3c Warren Quinn of Orleans that snatched the fishermen from peril of death.

In the bitter cold and intense darkness, the fishermen strove, against strong winds of gale force and pounding seas, to work the ship off the ledge into deep water.

Meanwhile the Race Point Coast Guard motor lifeboat took a beating in the angry sea, speeding to the rescue.

Just before dawn, Capt Amero and his men had to abandon efforts to save the \$40,000 trawler. She began breaking up under the battering of the surf on the ledge.

The trawler is owned by the B and B Trawling Company, whose partners are Ex-Mayor John J. Burke Jr. of Gloucester and William J. Brady of Boston.

She left Gloucester a week ago and was presumed inward bound with a fare of fish and probably trying to make the shelter of Provincetown Harbor when the storm burst, driving her onto the ledge.

Spend 6 Hours Lashed by Seas At Provincetown

Gloucester Vessel Hits Bar, Leaks Badly Amid Blinding Snow

The Standard-Times Cape Cod Bureau

PROVINCETOWN, Jan. 30—Six Gloucester fishermen were snatched from the sea-swept deck of their 80-foot fishing dragger by Race Point Coast Guards today after their vessel struck the outer bar off Race Point Light in a blinding northeast snowstorm.

The men were aboard the craft, buffeted by 20-foot waves, for nearly six hours before the Coast Guard could get them off.

During that time they saw waves hit the dragger, the Marie and Winnifred, from every direction, flooding the forecastle, the engine room and smashing one of the two dories they attempted to get off.

Only One Injured

Rescued were Captain Roy Amero, 44, of 6 Alpine Court, Gloucester; cook Lewis F. Thompson, 54, 2 Liberty Street, Gloucester; mate Vincent J. Walsh, 51, of 17 Hartz Street, Gloucester; engineer Walter Cunningham, 55, 8 Duncan Street, Gloucester; John MacKillop, 37, of 1091 Washington Street, Lanesville, Gloucester; and Mario Bolloni, 40, of 52 Curtis Street, Pigeon Cove, Rockport.

Only one apparently injured was Walsh, who suffered a sprained left shoulder and bruises on the right hand.

Captain Amero said the boat had been fishing since last Wednesday about 35 miles south by east of Highland Light. The boat put into Provincetown yesterday and took out 4,000 pounds of ground fish, leaving 17,000 pounds of redfish aboard.

She left Town Wharf at midnight last night to head back for the fishing grounds, planning to return to Boston Friday. As soon as she left the harbor off Wood End, she struck blinding snow and visibility was zero.

Apparently, the craft went too close to shore, because suddenly the sounding machine registered zero.

The craft then hauled into the northwest to 30 fathoms and three times struck the bar which extends into what is called a tide rip. The skipper said he remembered three distinct strikes and then the craft went over the bar. She immediately started to leak in the engine room and he called Boston for assistance.

Coast Guards Rescue

Race Point

Gloucester Dragger Strikes Bar

Vessel Grounds
In Blinding Storm;
One Man Is Hurt

PROVINCETOWN, Jan. 30 — Six Gloucester fishermen were literally snatched from the sea-swept deck of their 80-foot fishing dragger by Race Point Coast Guards early today after their vessel struck the outer bar off Race Point Light in a blinding northeast snowstorm.

Most of the men later said they did not expect to be walking on dry land as they were aboard the craft, buffeted by 20-foot waves for nearly six hours before the Coast Guard could get them off, about a mile offshore.

During their six hours they saw waves hit the 80-foot Marie and Winnifred from, it appeared, every direction, flooding the fore-castle, the engine room and destroying one of the two dories they attempted to get off.

Men Listed

The men rescued were Captain Roy Amero, 44, of 6 Alpine Court, Gloucester; Cook Lewis F. Thompson, 54, 2 Liberty Street, Gloucester; Mate Vincent J. Walsh, 51, of 17 Hartz Street, Gloucester; Engineer Walter Cunningham, 55, 8 Duncan Street, Gloucester; John MacKillip, 37, of 1091 Washington Street, Lanesville, Gloucester; and Mario Bolloni, 40, of 52 Curtis Street, Pigeon Cove, Rockport.

The only one who apparently was injured was mate Walsh, who suffered a sprained left shoulder and bruises on the right hand.

Captain Amero, who said the boat had been fishing since last Wednesday about 35 miles south by east of Highland Light, put the boat into Provincetown yesterday, where he took out 4,000 pounds of groundfish, leaving 17,000 pounds of redfish aboard. The craft left Town Wharf at midnight last night to head back for the fishing grounds, planning to return to Gloucester Friday. As soon as the crew left the harbor about off Wood End, they struck blinding snow. Visibility was zero. Apparently, the vessel went too close to shore, because suddenly, the sounding machine registered zero whereas a few moments before it registered 30 fathoms.

Captain Amero said he then hauled into the northwest to 30 fathoms again and struck the bar, which extends out in what is called a tide rip, three times. He remembered three distinct strikes and then the craft went over the bar. It immediately started to leak in the engine room and he called Boston for assistance.

The Coast Guards in the motor lifeboat left the harbor at about 1:30, soon after the dragger radioed it was in trouble, and hunted for the craft in the storm until they located it and got the men off shortly after 5. The men, yelling after they sighted the lights of the boat, aided the Coast Guards in locating the craft.

Dory Broken

The crew members then tried to get the two dories off. One broke to pieces with the pounding of the waves. Another lifeboat was launched but the waves were so heavy they had no chance to get off. The captain expressed doubts as to whether they ever could have got ashore if they had been able to get aboard.

They then decided to stay aboard, and lighted a fire on deck to see if they could attract attention but it was snowing continuously. Attracting attention seemed doubtful until some 5½ hours later when they saw the lights of the Race Point Station 36-foot motor lifeboat feeling its way in the midst of the surf, which still was being pushed by 40-mile-an-hour winds.

Just before they sighted the motor lifeboat the captain said he felt that everyone was a goner because the boat was being hit so hard by the waves and settling all the time.

However, as they were then in deep water after riding over the bar, they had anchored to keep from being pushed out into the bay, he said.

At 11:45 this morning, Coast Guards on the Provincetown 83-footer radioed they had the Marie and Winnifred under tow and were trying to haul the craft into Provincetown Harbor. They were believed to have about a 50-50 chance of getting it in safely where they could beach it and make temporary repairs.

The Marie and Winnifred is the same craft that lost its pilot house in a storm off Highland Light last November in an easterly gale. One man was injured at that time.

The motor lifeboat on its second

pass got close enough to the dragger so the men could jump from the deck of the fishing boat to the lifeboat.

They saved virtually nothing of their personal equipment, the Captain said.

Captain Amero had high praise for the seamanship of the Coast Guards, commanded by Chief Boatswain's Mate Don Corea, for getting the 36-foot lifeboat close enough in the heavy surf to save them.

Also with Chief Corea were Boatswain's Mate 3d Class Don Heath and Engineman 3d Class Warren Quinn.

Captain Amero said that as they got opposite Wood End he ran into a blinding storm but thought it was only a squall and that they would run out of it soon. As soon as the craft struck the bar he radioed to Boston Marine Station WOU requesting they contact Coast Guards. Chief Corea, who commanded the motor lifeboat, described the seas as "rough." He said the seas were so bad they took away the dory the Coast Guards were towing behind.

The Gloucester dragger had been fishing at a point called Tobin's Bank, about 45 miles east by south of Highland Light.

The Marie and Winnifred is 24 years old and is owned by John Burke, former mayor of Gloucester, and the skipper said, is worth about \$50,000, as it is now, but would probably cost about \$100,000 to rebuild.

Captain Amero was on his first trip aboard the Marie and Winnifred, replacing its regular skipper who was ill.

His regular boat is the Doris F. Amero, which is owned by his family. He had been fishing for 20-odd years and is a veteran of four years Naval service in the war. This was his first shipwreck.

He is married and has two children, 1 and 5. Mr. MacKillop, the youngest man aboard, is married and has five children with ages ranging from 2 to 8.

Was on Thebaud

Cook Thompson, who has been fishing about 10 years, has a grown family of five, while Mr. Bolloni has three children, all girls, aged from 3 to 12.

Mate Walsh is married, but has no children. Engineer Cunningham was the only single man aboard.

Mr. MacKillop, who has been fishing 22 years, has been shipwrecked three times and was a fisherman aboard the famous schooner Gertrude L. Thebaud for three years.

All have been through shipwrecks except the skipper.

The 83-foot Coast Guard patrol boat was standing by the craft all morning. All the men were checked by Dr. Daniel H. Hiebert, public health physician, as soon as they were taken to Race Point Coast Guard station.

During the trip out from the wharf to the Coast Guard station, about 8 miles, the crewmen unanimously were in praise of the Coast Guard for saving them.

Cook Thompson, still had a sense of humor, saying, "It sure seems to be wonderful to ride in a car again."

Rescued and Rescuers at Cape-end



Members of the crew of the Gloucester fishing boat Marie and Winifred, rescued by Coast Guards from their foundering boat off Race Point Light, are shown as they were examined for injury by Dr. Daniel H. Hiebert of Provincetown. With them are two of the Coast Guards who rescued them from the deck of their boat. Seated, left to right, are Lewis F. Thompson, 54, Gloucester, cook; Mario Bolloni, 40, Rockport; John MacKillop, 37, Gloucester. Vincent J. Walsh, 51, Gloucester, the only man injured, and Captain Roy Amero, 44, Gloucester, being examined by Dr. Hiebert. Back row, Ships Cook 2d Class Clayton Hunton, Coast Guard, fisherman Walter Cunningham, 55, Gloucester, and Engineman 3d Class Warren Quinn and Chief Boatswains Mate John Corea, who commanded the 36-foot Race Point motor lifeboat that rescued the six fishermen. Engineman Quinn was another aboard the lifeboat. (Photo by Patrick, Provincetown).

Foundering Dragger Gets Tow to Port

Coast Guards Bring Marie and Winifred To Provincetown

PROVINCETOWN, Jan. 31—A 1,000-to-1 chance paid off here yesterday afternoon when Coast Guards, securing a towline aboard the foundering 80-foot Gloucester dragger Marie and Winifred, towed the waterlogged craft into Provincetown Harbor where immediate steps were taken to pump the water out, beach the craft and make temporary repairs.

Two members of the dragger's crew, Captain Roy Amero, 44, of Gloucester, and Mario Bolloni, 40, of Rockport, returned to the craft yesterday morning with Coast Guards aboard the Race Point motor lifeboat for an attempt to get a towline aboard.

Was Settling

On reaching the scene, they found the craft still afloat but settling. Working against time from a Coast Guard dory, they succeeded in getting a towline onto the craft only to have it break when pressure was applied.

They succeeded a second time in getting the line aboard, hooked this to the Provincetown 83-foot Coast Guard patrol boat, straightened out the wheel and the more than 7-mile tow commenced, with the Marie and Winifred still settling.

When the craft reached Towns Wharf, to which it was tied, it was virtually filled with water and was so low that some of the water was streaming through the starboard scuppers.

Pumping was undertaken first by Coast Guards, until private interests could be summoned.

Attempts were continuing this morning to pump out the water. A large pump supplied by Cape End Trucking, was being used. Plans also included removing from the hold the 17,000 pounds of redfish still aboard.

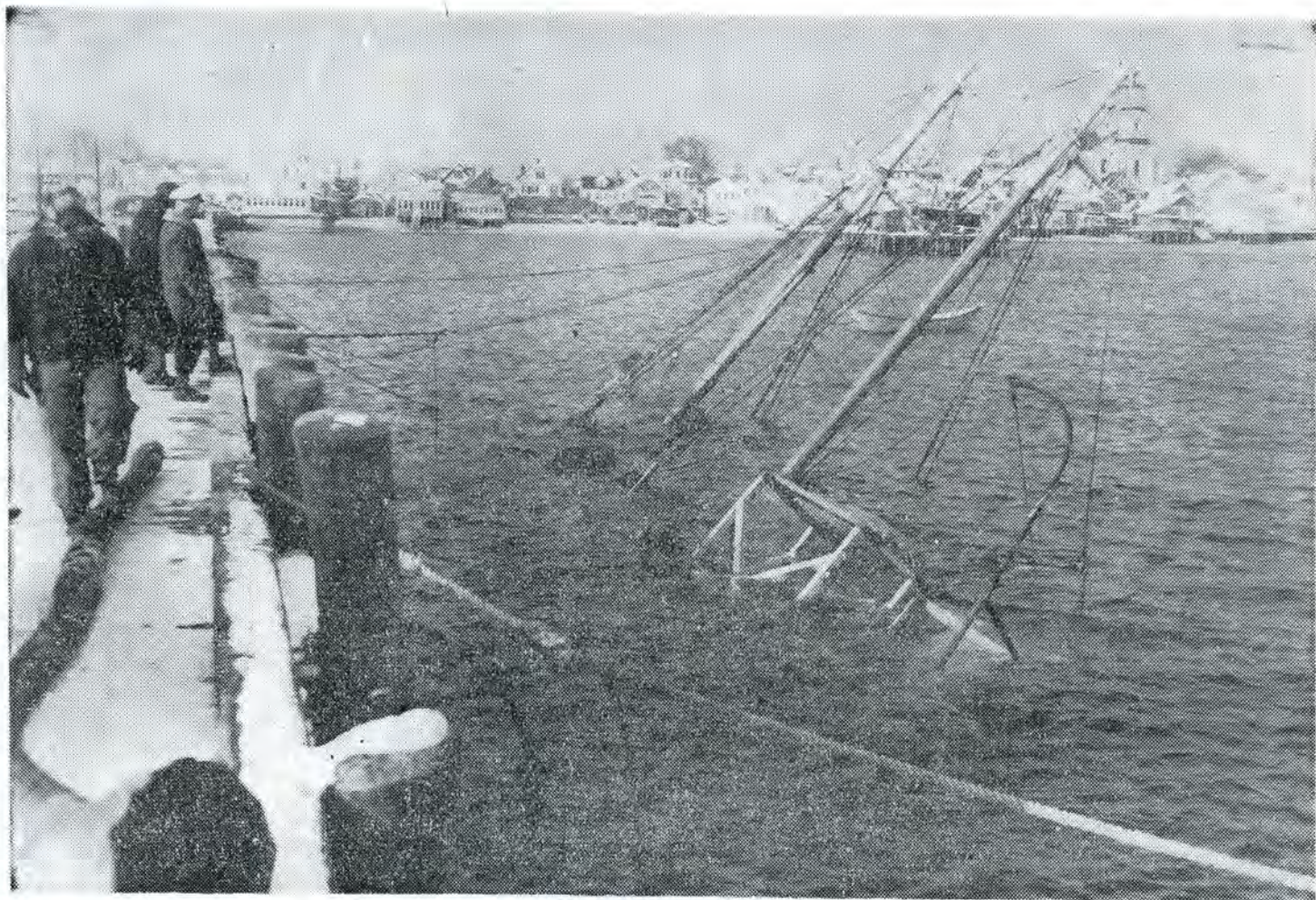
Begins Filling Again

The Marie and Winifred, however, began filling up again with water shortly before noon and the tide started to rise. The craft had keeled over on its starboard side at low tide and, when the tide started coming in again, the craft failed to right itself and the water was over the side. Pumping out and salvage attempts were hampered by the rising tide.

Captain Amero, who remained in Provincetown overnight, said that Joseph Martel, shore captain for the owners, was due here today to take charge of salvaging, along with the insurance company. The captain said he had sent the remaining five fishermen back home by taxi late yesterday. He said that the seams of the craft were strained by the buffeting from the waves.

The craft is in a fairly deep part of the channel beside the wharf and will have to be pumped clear of water and moved closer inshore before temporary repairs can be made.

Captain Amero, once the craft had reached Town Wharf, commented, 'I never thought I'd see this vessel alongside any wharf



Shown awash at Town Wharf, Provincetown, is the Gloucester dragger Marie and Winifred, which nearly foundered off the Cape-tip in a northeast snowstorm. Six persons aboard were rescued by Coast Guards after an hours-long search. The dragger later was repaired temporarily and towed to its home port. *(Cape Cod Standard-Times Photo).*



The Marie and Winifred is shown at Town Wharf after it had been towed to port by Coast Guards. The motor lifeboat which rescued the six aboard is partially discernible at the right. *(Cape Cod Standard-Times Photo).*

Coast Guards

Rescue

Race Point Coast Guards Commended for Rescue

PROVINCETOWN, Jan. 31—Official recognition and a commendation to the three Coast Guards who rescued the six Gloucester fishermen from the Marie and Winifred off Race Point Light in a blinding northeast snowstorm early yesterday were received by the three today from the commanding officer, 1st Coast Guard District, Boston.

The commendation, in the form of an official radio dispatch from the office of Rear-Admiral H. G. Bradbury, district commander, was directed to Chief Boatswains Mate John C. Corea, who commanded the 36-foot motor life-

boat, and to his two crew members, Boatswains Mate 3d Class John Heath and Engineman 3d Class, Warren Quinn.

The three, in the small motor lifeboat, searched most of the night for the stricken Gloucester

vessel and finally found it at the tide rips off the light in the midst of a howling storm. Chief Corea, in charge of Race Point Station, son maneuvered the small boat in mountainous waves that the six men could climb aboard from the fishing boat.

The dispatch, addressed to all three, reads in part:

"For your excellent judgment and good seamanship in the rescue of six crewmen from the Marie and Winifred, 'well done'."

Merited Praise

Standard Times

The weather was miserable early Wednesday. Snow was falling; the wind was strong. The mercury was tumbling, bringing the Winter's coldest weather to many spots on the Cape.

Off Race Point, a Gloucester dragger was in trouble. It sent an urgent radio message for assistance.

While most of us were snug in bed against the snow and wind-blown chill, out to sea went three Coast Guards in the Race Point 36-foot lifeboat in answer to that call for help.

Six men were out there on the distressed dragger. They had to be reached.

For hours, the Coast Guard boat fought the heavy seas, searching for the disabled fisherman.

It was still dark when they found the boat and its crew, still alive, still safe, despite the perilous condition of their boat.

The Coast Guards circled close—they accomplished their mission. The six crew members were rescued.

The skipper of the dragger was high in his praise of the Coast Guards' seamanship that enabled them to move in on the fishing vessel. The whole crew voiced its gratitude—humble gratitude it must have been, too. Three Coast Guards against the sea. And the Coast Guards won.

That same night, Coast Guards at Sandwich also took to the water.

Their mission was not so spectacular. A Liberty ship, just out of storage, was being towed from New York to Boston. One lone person was aboard the tow. The kerosene for his stove ran out. Weather conditions made it impossible for the tug to heave to. A call went out to the Sandwich Coast Guards for help.

They heeded it, putting kerosene from their 40-footer aboard the Liberty ship.

It was their duty, at Race Point and Sandwich, sure.

But it's refreshing in the extreme in an era when it's more and more each man for himself, to know that we have among us intrepid men willing to place their lives in pitching small boats that six of their fellows might reach land safely, that another might not freeze of a storm-torn night.

STANDARD-TIMES TAKES ITS HAT OFF TO—

Mildred L. Bailey

Because Miss Bailey, president of Bristol County Music Educators Association, was the moving spirit of a triumphant school music innovation it sponsored.



More than 700 students from six Bristol County communities, including Greater New Bedford, were guest-conducted by eminent Boris Goldovsky in a "sing" based on Bizet's opera, "Carmen," in New Bedford High School Auditorium. A student orchestra and guest stars from Mr. Goldovsky's New England Opera Theater assisted. Miss Bailey's loyal co-workers were delighted when Mr. Goldovsky asked the audience to applaud her excellent organization of the event, apparent to him in many ways. Vocal music supervisor in New Bedford schools, Miss Bailey inspires co-operation by her enthusiasm, vision, practical ability and sincere appreciation of the work of others. Orchestral selections from "Carmen" and preliminary numbers conducted by Kenneth C. Park, local instrumental music supervisor, added

Foley distinguished himself in a position of responsibility and trust. A testimonial in his honor, attracting more than 600 persons from all walks of life attested to the esteem in which he is held in the community. Mr. Foley began his career in 1909, was made a foreman in the department March 24, 1916, and interrupted his service to serve in World War I. After his reinstatement to the department, he supervised or worked on virtually every project in this city until he became commissioner April 28, 1941.

Patrick J. Foley

Because in retiring this month after 43 years of municipal service, Public Works Commissioner Foley ended an eventful career as a public servant who has won



the admiration and respect of his associates as well as citizens of New Bedford. Rising through the grades from trench digger to head one of the most important municipal departments, Mr.

Because through her personality, ability and perseverance, Mrs. Consodine made the Consodine House in Brewster one of the best known hostelrys on Cape Cod. In announcing her retirement, Mrs. Consodine can be proud of a long and successful career, longest of any other person in the hotel business in New England, other hotelmen vol-

Mrs. Clara F. Consodine

unteer. Her establishment has been a Summer vacation resort and year-round transient hotel which has antedated the appearance of the auto on the Cape. Established by her when, as a bride, she bought the structure, the Consodine House has been host to many notables, including Joseph C. Lincoln, the late Cape author, who took his meals there for many Summers. For 30 years, Mrs. Consodine did her own cooking and her hotel meals were widely known for their home-cooked flavor. A native of East Brewster, she moved to Dennis



Because Coast Guard Warrant Officer Cluff and Chief Boatswain's Mate Corea directed

John C. Corea Daniel W. Cluff

Because Coast Guard Warrant Officer Cluff and Chief Boatswain's Mate Corea directed



John C. Corea Daniel W. Cluff heroic Coast Guards in rescue work incident to recent disasters off the Cape Cod coast. Chief Corea and two men freed six crew members from the dragger Marie and Winifred, aground off Race Point Light, in a cool-headed, resourceful display of skill and heroism. Warrant Officer Cluff's men, in another rescue impeded by a howling gale, saved 32 men from the stern of the tanker Pendleton and searched in heavy seas for the tanker's bow. Aiding Mr. Cluff's crews from the Chatham Lifeboat Station was a Brant Point cutter from Nantucket which also joined the search for tanker

AT THE END OF THIS MONTH THE STAFF

Rev. Henry R. Canuel

Because Father Canuel has been prominent not only in the spiritual life of the community, but in civic affairs, and his transfer from Sacred Heart Church



to Notre Dame de Lourdes Church in Fall River comes as a distinct loss to this city. His service for nearly 10 years as a curate and administrator of the oldest Franco-American parish in the city

endeared him to parishioners. Father Canuel has been chaplain of Cachalot Council of Boy Scouts and diocesan director of the Holy Name Society. He served as secretary of Catholic scouting in the diocese and spiritual director for other organizations. In such roles, he was associated closely with the public and gained their admiration for his spirit as a leader and adviser. As he begins his new duties in Fall River, the gratitude and well wishes of a community he served well are with him.

Elmer E. Fuller

Because Mr. Fuller's devotion to the building of character of Falmouth's school children has earned him the distinction of having the town's athletic field



named in his honor. "Gov" Fuller has been athletic coach and director at Lawrence High School more than a quarter century. Attesting to the regard in which he is held by townspeople was the demonstration

at a recent town meeting when the entire audience rose to approve the proposal designating "Gov" Fuller Field. The town paid tribute to his integrity, kindness and teaching of fair play. A quiet, reticent and almost taciturn sportsman, Mr. Fuller consistently maintained a friendly spirit toward rival coaches, as well as umpires and referees. Mr. Fuller was born in Falmouth in 1888 and is a graduate of Lawrence High School. Since he became director of athletics in 1926, he has held the admiration of students and citizens in the town.

Barbara A. Gamble

Because Miss Gamble, a 17-year-old New Bedford High School Senior, was honored by New Bedford Post 1, American Legion, with the Legion's medal



as the outstanding member of the GAMS, girls' auxiliary military service at the school. The Legion honor, customarily presented annually to the commander of the GAMS battalion, has special significance

this year since it was won by a young, deserving student who has spent four years, rather than the usual three, in that service. The award recognizes Miss Gamble's leadership qualities, appearance, her participation in GAMS affairs, her length of service, exemplary conduct and her deportment. These characteristics reflect good habits and training and should be an inspiration to other members of the high school organization. Miss Gamble is the daughter of Mr. and Mrs. Charles C. Gamble, 234 Mt. Pleasant Street. She is a student in the general course.

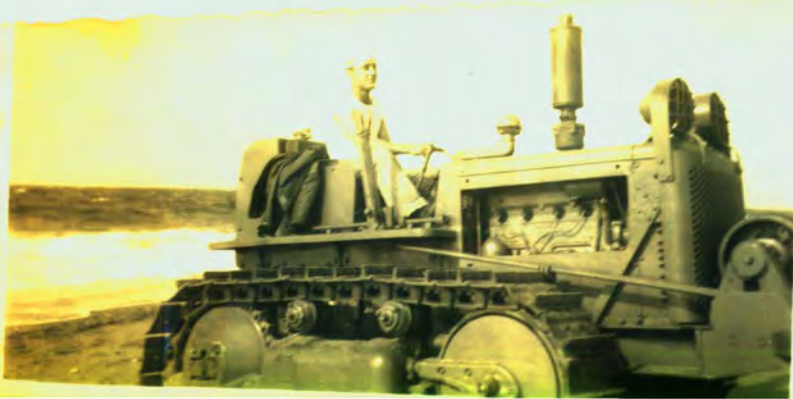
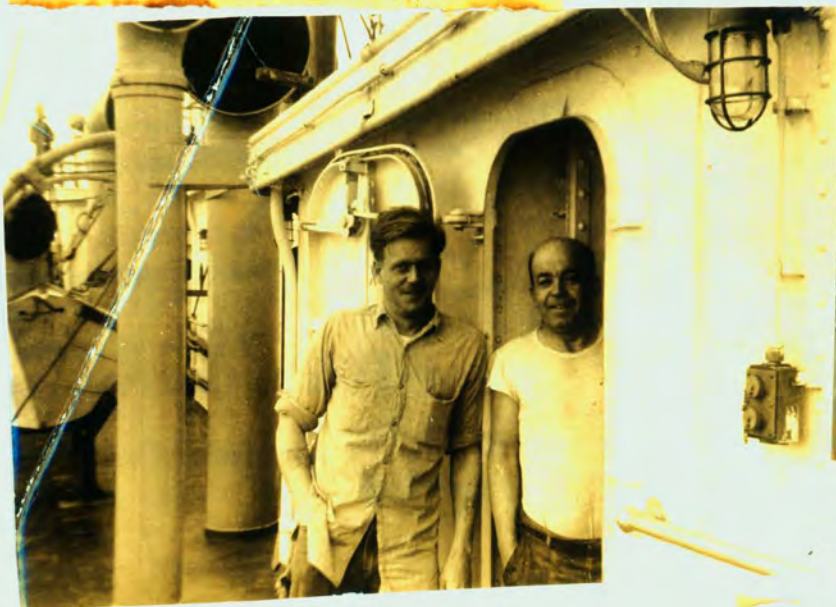
George A. Wilson

Because Lieutenant Wilson achieved a record without blemish during 35 years as a member of the Police Department. When he retired this month, he could



lay aside his badge with proud knowledge he had served his city well. Tributes accorded him at a testimonial were well deserved by Mr. Wilson who became a patrolman in 1916 and who was

instrumental in the arrest and solution of many criminal cases during his career. He was lauded for his unselfish devotion to duty and for his tireless efforts in maintaining peace and order. Last assigned to South End Station 2, Lieutenant Wilson was promoted from patrolman to sergeant June 15, 1922, and to his present rank March 15, 1932. His record should serve as a guide to veteran members of the force and an inspiration to younger men who aspire to lead others in this public service.









Bulletin The Evening

SEPTEMBER 14, 1954

PRICE 40 PAGES

PROVIDENCE, RHODE ISLAND, TUESDAY

12 Men, a Ship, a Hurricane, 2½ Hours of Hell

Boston — (AP) — Another chapter of danger and drama was logged into the 100-year-old history of Nantucket lightships today as 12 crew members told of "2½ hours of hell" in battling hurricane seas last Saturday.

The 959-ton floating lighthouse, her bow plates smashed, her rudder gone and her bridge almost demolished, was towed into port last night.

Chief Boatswain's Mate John C. Corea of Provincetown, skipper of the 149-foot craft, described how his ship was slammed by a 70-foot wave and 110-mile-an-hour winds 49 miles southeast of Nantucket Island right in the teeth of Hurricane Edna.

"I had just left the bridge when the hurricane hit with a thunderous roar. This is it, I

thought, this sure as — is it," said Corea.

"Abandon ship? No, if the Nantucket had sunk, we would have gone with her. Our rafts were swept away and our lifeboats were dashed to bits."

After the hurricane's first thrust, the men of the Nantucket began to fight back. Radioman James E. Sheahan of Framingham, painfully burned when his

radio erupted sparks, frantically sent out an S O S:

"Taking water over bow . . . pilot house out of commission . . . steering gear out . . . all ports smashed."

Any acknowledgement of the distress signal was lost in the mountainous seas that again swept the vessel.

Boatswain Richard E. Arnold of Gloucester was on the wheel watch when the waves struck. He gasped as the wheel was torn from his grip and the ship began to swirl toward dangerous shoals.

"Man, I prayed—I prayed real hard," Arnold said.

Fires broke out throughout the ship as tons of foam crashed through a jagged hole in the bow. The foghorn was silenced and then the electrical system failed.

Below deck in the darkness the Nantucket's "black gang" struggled to push back the ocean. Motor Machinist's Mate Jack King of Cedar Rapids, Iowa, and Engineering Officer Eugene Darcy of Gloucester strained to get up steam in the soaked engines.

As the Nantucket spun dizzily, Leo A. Oliva of Tobias, Neb., and Clifton Giles of Judsenia, Ark., sweated at the task of pumping water from the flooded holds.

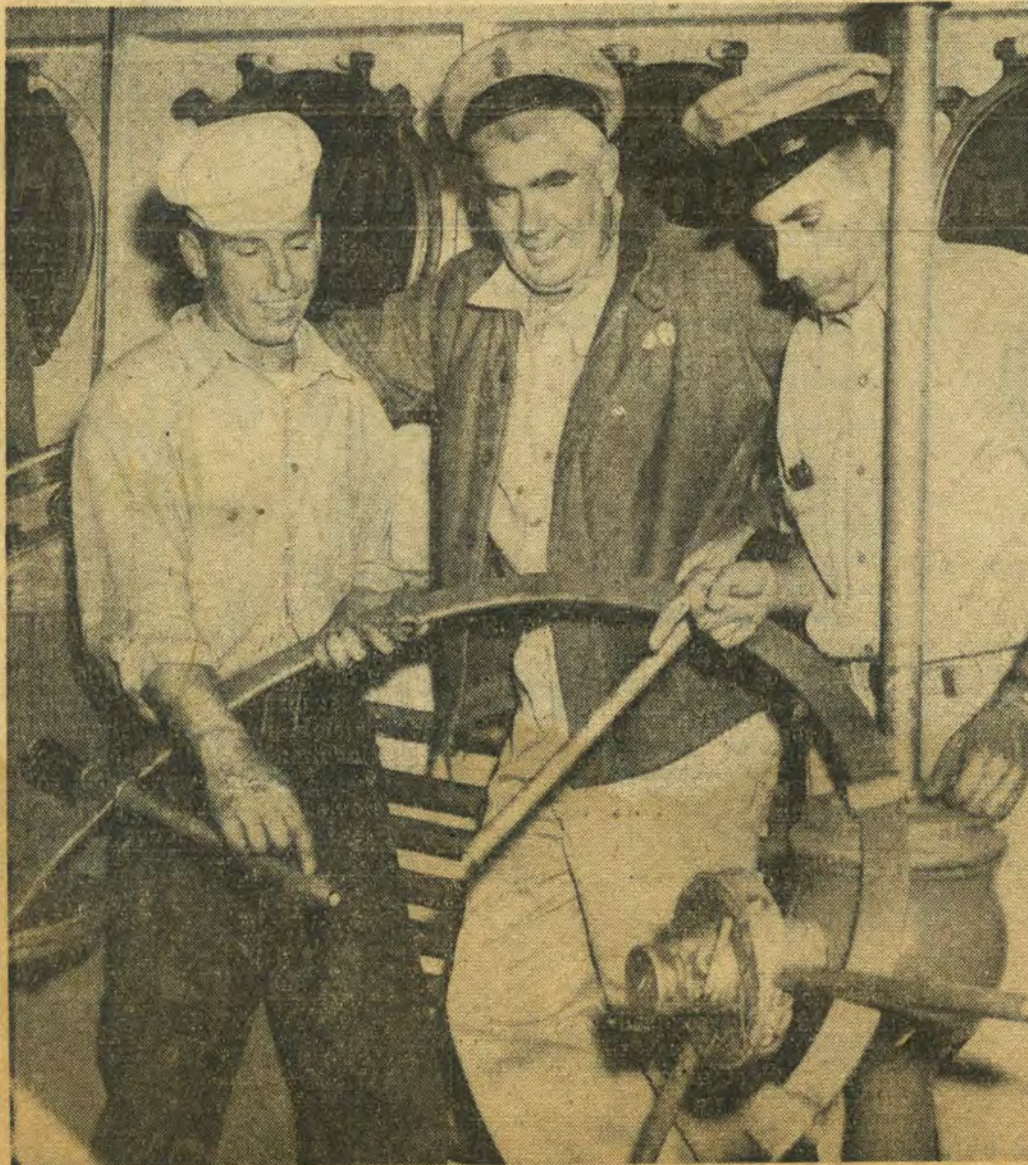
Three seamen, Haines D. Hewette of Whiteville, N.C.; Rufus Jordan Jr. of Pittsburgh, Pa., and Lynn R. Clapp of Warrenton, Ore., raced to plug holes in the port bow and then managed to drop an emergency anchor over the side.

"Each man had a job to do and we went at it. Each man deserves a lot of credit," was Darcy's commendation.

For 2½ hours the Nantucket floundered. After its first distress signal Sheahan was able to get off only one other message.

It said, "We're taking a helluva beating."

But help was on the way. From Newport, R.I., the cutters Yakutat and Campbell steamed to the disabled craft. A Coast Guard reconnaissance plane flew out from New York and from Woods Hole the buoy tender Hornbeam rushed to her assistance.



—Associated Press Photo

What hurricane did to the wheel of a lightship: Boatswain Richard E. Arnold (left), had the ship's wheel torn from his grasp when 70-foot waves hit the Nantucket.

The crew, in command of Chief Boatswain's Mate John C. Corea, a Provincetown man, took riding out the hurricane as just another duty.

But once Boatswain's Mate Third E. Arnold, a Gloucesterman, admitted that in the flash after the great sea roared down the stacks and cut all power—"I thought that we were gone."

It was Arnold, who grew up with the sea in Gloucester, who said it was a 70-foot wave that slammed the 959-ton, 20-year-old vessel.

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The Nantucket lightship, messaged to get one Woods Hole and call through to Coast Guard planes and cutters to the rescue.

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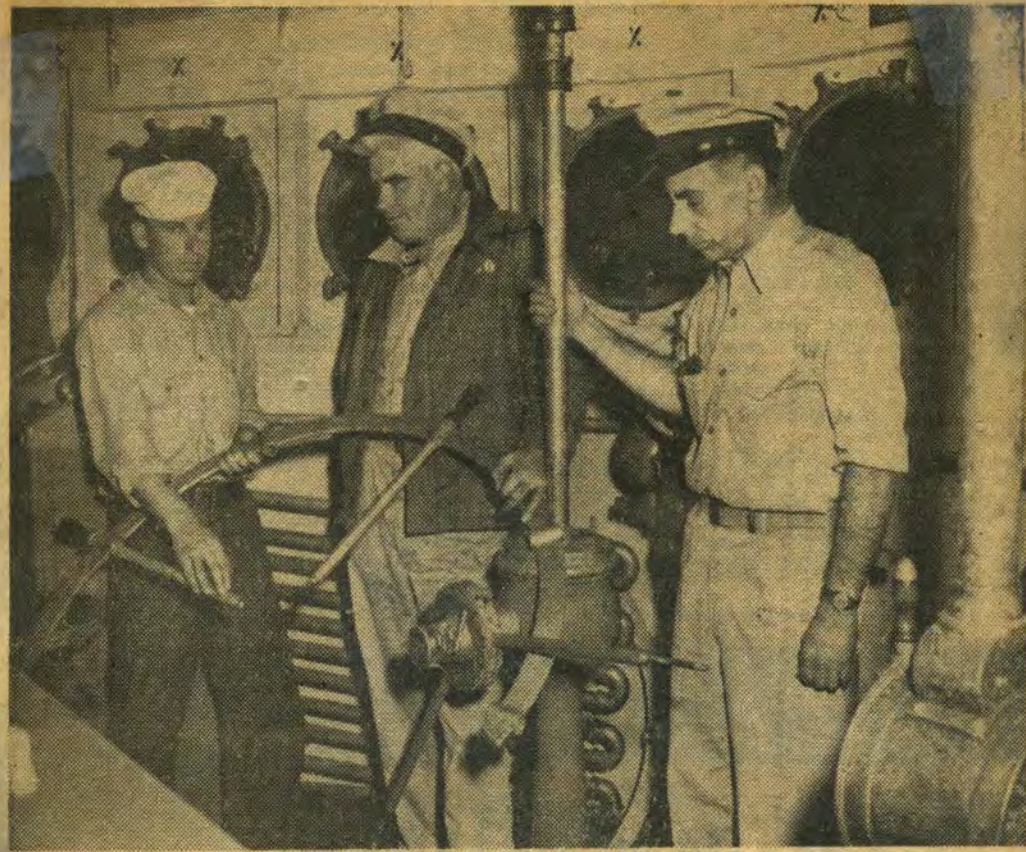
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The men serve 42 days aboard the lightship and then get 18 days liberty.



(Herald Staff Photo by Ernest McLean)
WRECKAGE OF THE WHEEL—The big brass wheel, knocked out in the pilot house of the Nantucket Lightship, is inspected by (left to right) Richard E. Arnold, Engineering Officer Eugene W. Darcy, and Skipper John C. Corea.

Lightship Survived Blow of 70-Ft. Wave

Pushed Into Port Here for Repairs

By FRED BRADY

Hurricane-hammered but with her flag flying, the Nantucket Lightship—biggest light vessel in the world—was pushed into port here last night with her Coast Guard crew of 12 who survived the giant lash of a 70-foot sea.

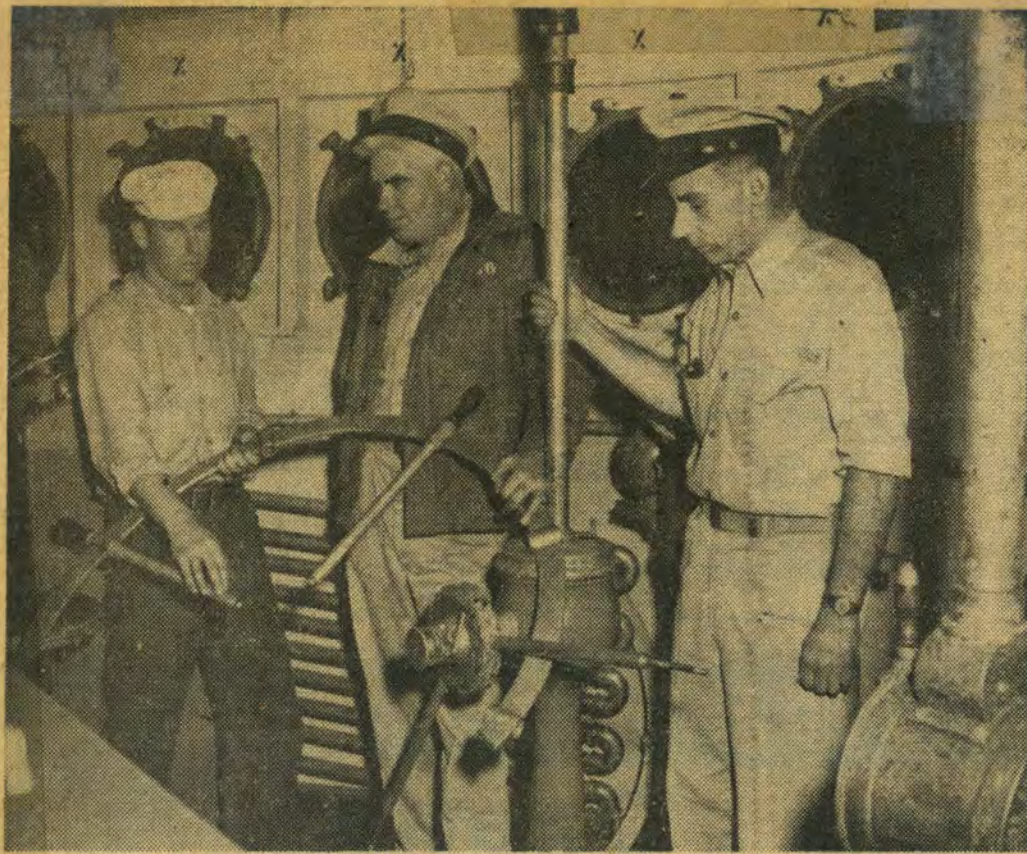
Beacons Dark

The one great wave came out of the heart of hurricane Edna at 3:50 p. m. last Saturday and doused the beacons which guard the crossroads of Atlantic shipping 49 miles southeast of Nantucket.

Eased into the dock at Constitution Base by the cutter General Greene after a 29-hour crawl from Nantucket Shoals, the lightship was dark except for the yellow circles of ports below deck.

(Continued on Page Two)

Topside was in blackness. Dark were the 65-foot high beacons which can throw a beam 12 miles out.



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(Continued on Page Twenty-Eight)

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Cape-end Resident Aboard Lightship

PROVINCETOWN, Sept. 14—Chief Boatswains Mate John C. Corea of 25 Bangs Street is listed as an officer aboard the Nantucket Lightship which was towed to Boston yesterday after being damaged by heavy seas and winds Saturday.

A native of Provincetown, Chief Corea was in charge of Race Point Coast Guard Station and Light five years before accepting a lightship assignment in 1952.

A veteran of Coast Guard service for 20 years, he was stationed 12 years at Wood End Station and a year at Peaked Hill Bar Station.

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NO POWER

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On hand to greet the lightship shortly after 8:30 p.m. were Capt. Ned W. Sprow, district chief of aids to navigation, and his assistant, Lt. A. H. Hauser.

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Cape Damage Not Serious; Aid Rushed to Lightship

The Standard-Times Cape Cod Bureau

HYANNIS, Sept. 11 — A hurricane drove up to the Cape today, apparently split into two centers with somewhat diminished force and then pushed on to the north, leaving behind a battered but relatively undamaged peninsula. The Nantucket Lightship, with 16 men aboard, was disabled by the pounding and wallowed in mountainous seas 40 miles south of Nantucket Island, near shoals along the graveyard of coastwise shipping.

She reported tonight, "Emergency is not dire at this time as long as anchor holds. Lighting is poor with all forward power secured."

Area Patrolled

Coast Guard search planes were patrolling the area around the lightship last night awaiting arrival of the Coast Guard Cutters Campbell from New York and Frederick Lee and Yakatut of New Bedford.

It was planned late last night for the Yakatut to take the lightship in tow either toward New Bedford or Woods Hole. The Frederick Lee was to complete the tow when it met the two ships.

In the meantime, the buoy tender Harborbeam from Woods Hole was to take the station of the lightship until arrival of a temporary lightship from Boston.

Second Death

The storm claimed the lives of two on the Cape.

A Wellfleet man, William Westcott, 77, of the Bradford Apartments, died suddenly from a heart attack brought about as a result of over-exertion while trying to replace garage doors partially blown off by the wind. A second death also was at-

tributed to the storm on the Cape. Rudolph C. Farrenkopf, welfare director of Chatham and a Civil Defense worker, was stricken with a heart attack while helping evacuate shore residents. He died in Cape Cod Hospital.

Three persons were taken off a boat disabled while enroute to Nantucket, while a fourth remained with the craft as it was towed back to Osterville. The craft, the Herois of Providence, lost its rudder while trying to make the island from the mainland during a lull in the hurricane.

A considerable part of the Cape was without power and telephone service was disrupted in many instances, but property damage appeared to be relatively minor. The backlash of the storm, although of short duration, caused much of the damage.

Shore installations battered in the hurricane of Aug. 31 survived today's storm with apparently much less loss. Only scattered reports of boat damage were received, and trees took the punishing winds much better.

Backlash Winds Higher

Winds were clocked at several points on the Cape at more than 70 or 75 miles an hour in gusts. Backlash winds in the upper Cape area were reported higher. Preparation for the hurricane

(Continued on Page 6)

played a great part in lessening the damage. Evacuation of shore-front properties was completed along much of the shoreline from the canal to Chatham Friday night, and other residents left the area today as winds rose.

Region 7, Civil Defense, said 1,576 persons were housed or taken care of overnight in public buildings throughout the Cape. Countless others took refuge in friends' and relatives' homes. Also a factor in the situation was an ebbing tide as the hurricane approached. Damage to flooded shore front properties was relatively slight.

Captain Alexander Culbertson, weather officer at Otis Air Force Base, said the storm produced "a strange phenomenon." He said the Air Force's weather aircraft, which observed the storm from its center, reported it was "split up and had two eyes."

"Probably the storm had become too violent to sustain itself," Captain Culbertson said. He added he believed the two eyes of the hurricane would reunite further along on its course, "about the time it reached the Bay of Fundy."

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Crew of Lightship Never Thought They'd Get Ashore Again

By FRANK MAHONEY

The fabled Nantucket Lightship was towed into port here last night carrying with it the dramatic story of 12 men against the sea.

All of the sorrow, heartbreak and anguish caused by Hurricane Edna was overshadowed by the heroism of the crew of the Nantucket, who were told, "We will go down with the ship rather than desert this station."

The fateful order was issued by the young skipper of the hurricane-battered ship, Chief Boatswain John C. Corea of 25 Bangs st., Provincetown, Saturday afternoon at 4:30.

The 959-ton, fire-engine red, floating lighthouse with the big white letters "NANTUCKET" painted on her side, was riding 49 miles southeast of Nantucket Island Saturday morning when the hurricane struck.

LIGHTSHIP

She was in radio contact with Woods Hole when at 4 p. m. the terse message: "Nantucket Lightship S. O. S.—listing bad," was received. Nothing more was heard. There was no answer to repeated queries from Woods Hole.

Hit by a 70-foot-high wave, her upper decks were washed away, along with radio masts. Water flooded the fire rooms, smashed the bridge, her anchors were ripped off their capstans and the steering mechanisms and wheels smashed.

The famous lights that have guided ships at sea for 100 years went out. The fog horn was silenced.

Fires All Over Ship

Fires broke out all over the ship as tons of water poured through a gaping hole in her bow, and she keeled over into the wild sea.

The captain and crew were thrown off their feet, and for a minute lay stunned as the heavy ship pitched and rolled dangerously—broadside to the crushing waves that roared over her shaking hull.

The men couldn't have abandoned ship if they wanted. Her life boats were dashed to pieces and the rafts with their steel supports torn away by the sea.

The lights were out, the engines dead, anchors gone, radio on fire and the ship was wallowing badly when Capt. Corea crawled onto the flooded bridge.

BM3 Richard E. Arnold of 10 Marble st., Gloucester, was on the wheel watch when the wave struck. Capt. Corea had just stepped into his emergency ward room off the bridge.

Arnold said last night: "We had been in rough seas since 8 a. m., we were pitching and rolling badly but everything was alright until I spotted that wave.

"It was a sheer mountain of water," Arnold said, "heading right at us. I yelled to the skipper to lay up when it struck."

Wheel Ripped Out

Arnold, visibly shaken from his experience, said: "Water went in every direction. The big wheel was ripped out as foam crashed all over the place. I fell down—must have swallowed half the ocean before I could get up—the radar and radio panels and the light boards were flaming and sparking—all I could hear was a crashing and tearing and water every place. I said my prayers because it looked like we were all through."

Capt. Corea called the engine room where Chief Machinist Eu-

gene Darcy of 7 Eastern av., Gloucester, was getting up a full head of steam. "Full Speed Ahead" rang up on the mechanical indicators.

Chief Darcy said: "Water was pouring down the vent shafts and I knew we were over about 65 degrees to port when the skipper rang for speed. The gang and I were already opening her up when we got a signal to stand-by.

"The skipper reported the steering was out and ordered all hands forward to plug a hole in the port bow. The big anchor was gone and ripped a whole series of plates out.

Men Pushed Back Ocean

Capt. Corea said five men worked for two hours in water up to their necks plugging the hole with mattresses and waste. They managed to push back the ocean.

Three other men tied themselves to the tilted forward deck and managed to drop an emergency anchor over the side. The ship had now been driven 15 miles off her station.

Capt. Corea issued the following order at 4:30 p. m.:

"This ship is badly damaged. We have lost radio contact. An S. O. S. was dispatched at 4 p. m. We will hold our station or go down with the ship. All hands turn too for damage control—report to your stations."

One Man Badly Hurt

With a new anchor down and the fire controlled, the men managed to bring the ship around into the sea, and Lightship No. 112 will stand her station again.

Only one man was badly injured, ET3 James E. Sheahan of 53 Hastings st., Framingham. He was burned on his left hand and arms manning his radio when it was on fire.



BROKEN WHEEL OF LIGHTSHIP — Examining the broken wheel of the lightship Nantucket are, left to right: Chief John C. Corea, skipper of the ship; Richard E. Arnold, who was at the wheel when the wave struck that smashed it, and Chief Eugene W. Davey, the engineer.

Lightship Tow Ends

Continued From First Page

were getting worse. The wind indicator was already broken.

Then suddenly the big wave hit.

Bosun's Mate Third Class Richard E. Arnold of Gloucester was alone in the wheel house. "She just started to rise with the wave," he said. "We went up and kept on going up. Then the chain snapped. It jerked the whole ship. The water broke over us.

"I was all mixed up with glass and water. I was scared."

Ship Lurches Around

The water knocked over the vent to the fire room flooding it with two feet of water. The flying bridge caught the full weight of the wave which carried away the wheel, the binnacle, two of the ship's boats, a life raft, two searchlights and a signal light.

The skipper was back in the wheelhouse within seconds. With the anchor gone the ship had lurched around so it was broadside in the trough between the enormous waves.

"I called for power," the skipper said.

Other members of the Coast Guard crew were: CS3 Bernard G. DeBlois of Springfield, the cook; Jack A. King (MM3) of Cedar Rapids, Iowa; FN Leo A. Oliva of Tobias, Neb.; SN Clifton L. Giles of Judsenia, Ark.; SA Lynn R. Clapp of Warrenton, Or.; SA Haines D. Hewette of Whiteville, N. C.; SA Rufus Jordan of Pittsburgh, and FN James F. Watson of Kewanee, Ill.

These men had been on the ship on station for 13 days when the storm struck. They serve 42 days at a time aboard the anchored ship.

"I gave it to him," Chief Engineer Eugene W. Darcy, said. "We needed the power to get back headed into the wind. It seemed our only chance."

The power was there but it was then they found the rudder was gone.

For two and one-half hours then, using one engine, then the other, the entire crew fought to get the ship around into the wind before she foundered. Several of the men were assigned to getting ready the spare anchor.

Coast Guard Chief Tells Of Wave That Hit Lightship

PROVINCETOWN, Sept. 16—Chief Boatswains Mate John C. Corea of Bangs Street, executive officer of the lightship Nantucket which was damaged in Saturday's hurricane, arrived here for an overnight visit yesterday and said he was "never any happier to see home."

Chief Corea, who was skipper of the lightship when the hurricane struck—Chief Boatswain N. E. Mahar of Hampton Beach, N. H., the regular skipper, was on Corea's last aboard the lightship, never was out of communication with shore installations, that it had constant communication with the Woods Hole base and he had talked with Lieutenant-Commander J. M. Joseph of North Truro, base commander.

The chief was due back aboard the ship in Boston today where it is undergoing extensive repairs. Actually, this trip was Chief Corea's last aboard the lightship, as he is scheduled to be trans-

ferred Sept. 23 to the Coast Guard cutter White Sage, a buoy tender operating out of Woods Hole. He expects to be executive officer aboard the White Sage.

He was notified of his transfer about a month ago, after serving 22 months on the lightship.

The Nantucket was riding out the storm "very well," the chief said, until a huge wave hit the vessel about 3:50 p.m. Saturday. The wave smashed in five main 18-inch ports, comprised of three-quarter-inch plate glass reinforced with wire meshing, inside the pilot house proper, releasing tons of water into the pilot house,

smashing the compass, steering wheel, starting fires in the radar set, loran and several fuse boxes simultaneously.

The wave carried away the emergency steering on the flying bridge, two signal lights, emergency compass, both side lights and, in fact, cleaned off the flying bridge.

Ship in Darkness

The water which poured through the ports put out the fires in the boilers, plunging the ship into darkness. The chief said he immediately dispatched men to put out fires and others to man the bilge pumps.

When the huge wave struck the ship, it parted the main chain which consisted of 168 fathoms of 1½-inch chain attached to a 3½-ton mushroom anchor.

The ship immediately went in-

(Continued on Page 11)

(Continued from Page 1)

to the trough of the seas. Chief Corea said if another such wave had followed the first, the boat probably wouldn't have survived.

Orders were dispatched to relight the boilers and the deck gange and engineroom gang set about doing this with the aid of electric hand lanterns. At the same time, the signal was made for full speed ahead, but the ship wouldn't respond to the emergency tiller, located aft, because the wave had jammed the rudder and the ship couldn't heave to into the wind.

The ship wallowed in the waves for approximately 1½ hours, with the crew hoping and praying that the wind would abate. It was then blowing 85 knots, with gusts up to 92 knots, roughly 110 miles an hour, the chief said.

The wind shifted after more than an hour to the west and abated to 55 knots. Taking advantage of the comparative lull, Chief Corea said he asked for three volunteers to go with him on the weather deck to release the spare mushroom anchor.

Ship Heaves To

Several more than he had asked for offered their services, but the chief selected three to go with him. All secured themselves with heavy ropes around their waists and they set out over the tumbling deck. They were successful in making forward and releasing the spare anchor.

They released 165 fathoms of chain and the mushroom held. The ship heave to into the wind, and that's when the crew started breathing easily again," the chief said. Then they secured everything they could.

The first cutter to reach the Nantucket was the Coast Guard cutter Yakutat of New Bedford.

The next day, Sunday, because of heavy seas, the Yakutat waited until 4:30 p.m. to take the Nantucket in tow. The tow commenced, arriving off Boston p.m. Monday, where the cutter Lightship at approximately 2 General Green took over the tow. The damaged lightship arrived at Base Boston, Constitution Wharf, about 9:45 p.m. Monday.

"All through the harrowing experience, the boys were magnificent," Chief Corea said. "I have the highest praise for every one of them for their courage, perseverance, willingness to take risks and instantaneous obedience to all orders at the risk of their lives."



ONLY CASUALTY—ET3 James E. Sheahan of Framingham, Nantucket's radioman, was badly burned while attempting to send SOS as radio set flamed. Skipper John C. Corea of Provincetown, who issued "go down with the ship" order, congratulates radioman for his courage.

Nantucket Lightship Crew Tells of Storm's Lashing

BOSTON, Sept. 14 (AP)—Another chapter of danger and drama was logged into the 10-year history of Nantucket lightships today as crew members told of a 2½-hour battle last Saturday with hurricane seas. The 959-ton floating lighthouse, her bow plates smashed, her rudder gone and her bridge almost demolished, groped into port under tow last night. Aboard was her 12-man crew, who couldn't have abandoned ship—even if they wanted to.

Chief Boatswain's Mate John C. Corea of Provincetown, skipper of the 149-foot craft told the story of "2½ hours of hell" after his ship was slammed by a 70-foot wave and 110-mile-an-hour winds 49 miles southeast of Nantucket Island right in the teeth of the fifth hurricane.

"I had just left the bridge when the hurricane hit with a thunderous roar. This is it, I thought, this sure as --- is it," said Corea.

Wouldn't Leave Ship

"Abandon ship? No, if the Nantucket had sunk, we would have gone with her. Our rafts were swept away and our life boats were dashed to bits."

After the hurricane's first thrust, the men of the Nantucket began to fight back. Radioman James E. Sheahan of Framingham, painfully burned when his radio erupted sparks, frantically sent out an SOS.

"Taking water over bow . . . Pilot house out of commission . . . Steering gear out . . . All ports smashed."

Any acknowledgment of the distress signal was lost in the mountainous seas that again swept the vessel.

Boatswain Richard E. Arnold
(Continued on Page 2)

of Gloucester was on the wheel watch when the waves struck. He gasped as the wheel was torn from his grip and the ship began to swirl toward the dangerous shoals off Nantucket Island.

"What did I do, I prayed—I prayed real hard," said Arnold.

Fires broke out throughout the ship as tons of foam crashed through a jagged hole in the bow. The fog horn was silenced and then the electrical system failed.

Below deck in the darkness the Nantucket's "black gang" struggled to push back the ocean. Motor Machinist's Mate Jack King of Cedar Rapids, Iowa, and Engineering Officer Eugene Darcy of Gloucester strained to get up steam in the craft's soaked engines.

As the Nantucket spun dizzily, Leo A. Oliva of Tobias, Neb., and Clifton Giles of Judsenia, Ark., sweated at the task of pumping water from the flooded holds.

Drops Emergency Anchor

Three seamen, Haines D. Hewette, of Whiteville, N. C., Rufus Jordan Jr., of Pittsburgh and Lynn R. Clapp of Warrenton, Ore., raced to plug holes in the port bow and then managed to drop an emergency anchor over the side.

"Each man had a job to do and we went at it. Each man deserves a lot of credit," was Darcy's commendation.

For 2½ hours the Nantucket floundered. After its first distress signal Sheahan was able to get off only one other message.

It said, "We're taking a helluva beating."

But help was on the way. From Newport, R. I., the cutters Yakutat and Campbell steamed to the disabled craft. A Coast Guard reconnaissance plane flew out of New York and from Woods Hole the buoy tender Hornbeam rushed to her assistance.

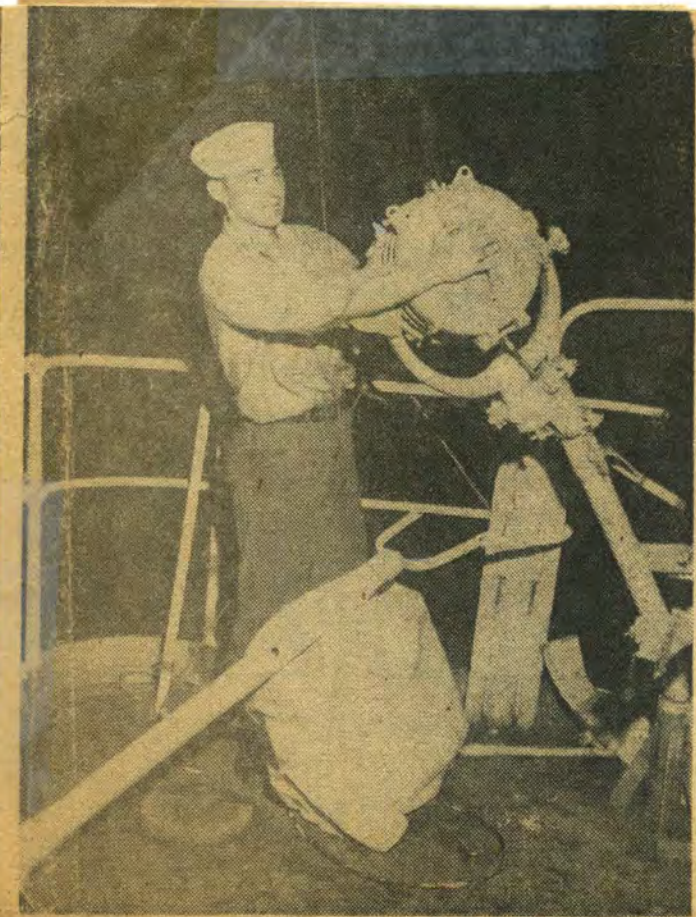
Gets Message Through

The radio operator, Jack A. King, punched at his key. He couldn't raise Boston and only got one short message through to Woods Hole. It was read there, "Nantucket Lightship SOS. Foundering in heavy seas." That was all.

Finally at 6:30 p. m., the ship was headed into the wind. A gang rushed forward to the bow to get free the spare anchor. Several times they almost were washed over the side. "But everything we were doing was to save our lives, so we did it," said Seaman Bernard G. DeBlois of Springfield.

They made it, the anchor dropped free and they were able to swing again into the storm.

At 11:30 that night a coast guard cutter arrived at their location. That cutter was relieved by the cutter General Green which then started the tow which took 29 hours and ended at 10 p. m. last night at the coast guard pier in Boston.



BATTERED FLYING BRIDGE—Huge 70-foot wave smashed the upper decks of Lightship Nantucket, nearly capsized by Hurricane Edna. FN Leo A. Oliva, who helped lower emergency anchor, hauls on twisted searchlight.



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SEPT. 25, 1954

These Men Can Take It!

POETS, PAINTERS AND ROMANTIC travellers have long looked upon lighthouses as picturesque additions to coastal scenery and have assumed that in some mysterious manner—perhaps magnetism—they bring ships safely into port from foreign lands.

Few, however, have given much thought to the lonely little light vessels which are, if anything, more important to the off-shore mariner than the glamorous towers ashore.

The Nantucket Shoals Lightship, which is landfall and departure for all northern trans-Atlantic traffic, has a 100-year-old history, much of which is associated with violent storms and loss of life. On at least one occasion the vessel on station has been run down by ships. One Nantucket lightship went down with all hands when the British liner Olympic cut her in two.

The Coast Guard crew of the next to last Nantucket Shoals Lightship will remember Hurricane Edna with particular horror. That's why she's next to last, for Edna left her with bow plates stove in, her bridge a shambles and her rudder in Davy Jones' locker. By the time Edna departed for the coast of Maine, the light vessel was 10 miles off station, reeling from the impact of 70-foot seas and 110-mile-an-hour winds which, according to her skipper, John C. Corea, BMC, gave his crew "2½ hours of hell."

That lightship is to undergo badly needed repairs, but already there's another Nantucket lightship on station and manned by a devoted, capable crew—as there will always be a lightship at Nantucket Shoals and wherever else one is needed—as long as there is a need for their guidance.

Perhaps the painters and the poets don't think too much about the lightship crews, but the deep-water sailors, both naval and merchant marine, will continue to look with respect on the lonesome little buckets, endlessly tugging at their ground-tackle, and envy them not at all when the wind shrieks in the rigging and the bottom starts to fall out of the glass.



(Herald Staff Photo by Ernest McLean)
WRECKAGE OF THE WHEEL—The big brass wheel, knocked out in the pilot house of the Nantucket Lightship, is inspected by (left to right) Richard E. Arnold, Engineering Officer Eugene W. Darcy, and Skipper John C. Corea.

Lightship Crew Bares Battle in Raging Sea

The lightship Nantucket, her bow plates dented, her rudder gone and her flying bridge all but washed away, arrived under coast guard tow in Boston Harbor last night with her 12-man crew aboard. Yet the Nantucket held her own. Like the lightship Vine-gone and which stayed on her post until she went down with all hands in the hurricane of 1938, the Nantucket stuck to the code.

The skipper, Chief Bosun's Mate John C. Corea of Provincetown, said, "We never thought of doing anything else. You stay with the ship. If she goes, you go, too." At 3:50 p. m. Saturday it looked as if she was going. All day the men had been at their stations. The engines were running, just in case. The seas

Her heavy chain anchor broke when a 70-foot wave smashed onto the deck of the port bow at the height of the storm.

Continued on Page 27—Col. 3



(Herald Staff Photos by E. O. MacLean)

NANTUCKET LIGHTSHIP COMES HOME TO BOSTON bearing the scars of her battle with Hurricane Edna. Top left, the survivors of the storm, which dragged the vessel from her moorings, are left to right, standing, Haines D. Hewett, Clifton L. Giles, Rufus Jordan, Jr., James E. Sheehan, Jack A. King, Leo A. Oliva. Seated, left to right,

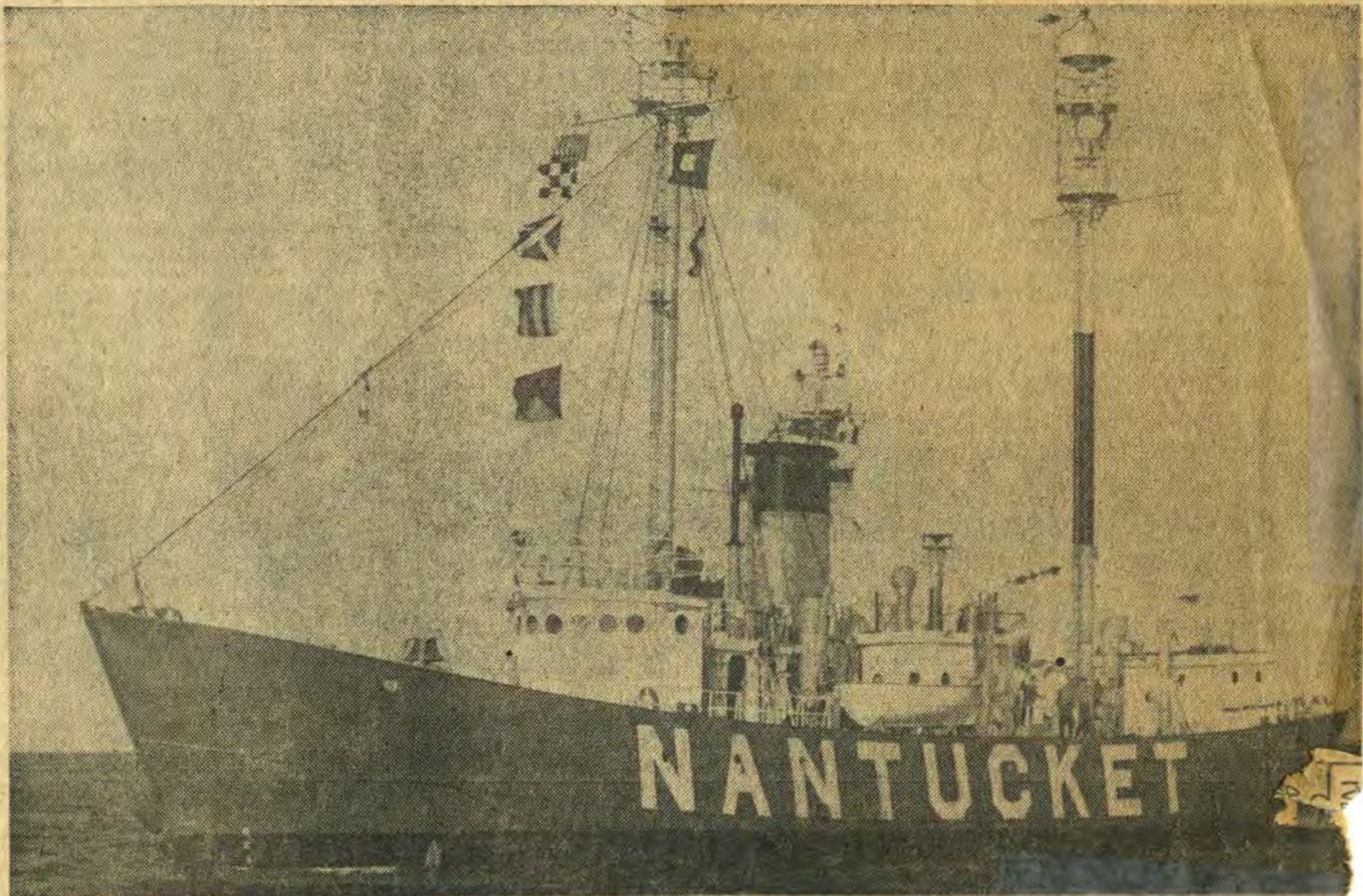
Eugene W. Darcy, engineering officer, Skipper John C. Corea, chief boatswain's mate, and Richard E. Arnold. Lower left, the cutter Gen. Greene eases the lightship into berth at Constitution Wharf after 29-hour voyage from station. Right, Leo A. Oliva shows how storm bent blinker light on the torn bridge of the ship.

The Camera Views the Day's News

Storm-Damaged Nantucket Lightship Limpes Into Port for Repairs



BOW DAMAGE—This closeup of the starboard bow of the Nantucket lightship shows a portion of the rail carried away by the wild hurricane seas that tore her loose from her station Saturday.



LIGHTSHIP HEADS FOR REPAIRS—The Nantucket Lightship, buffeted and torn loose from its station by Hurricane Edna, is shown heading for port and repairs.

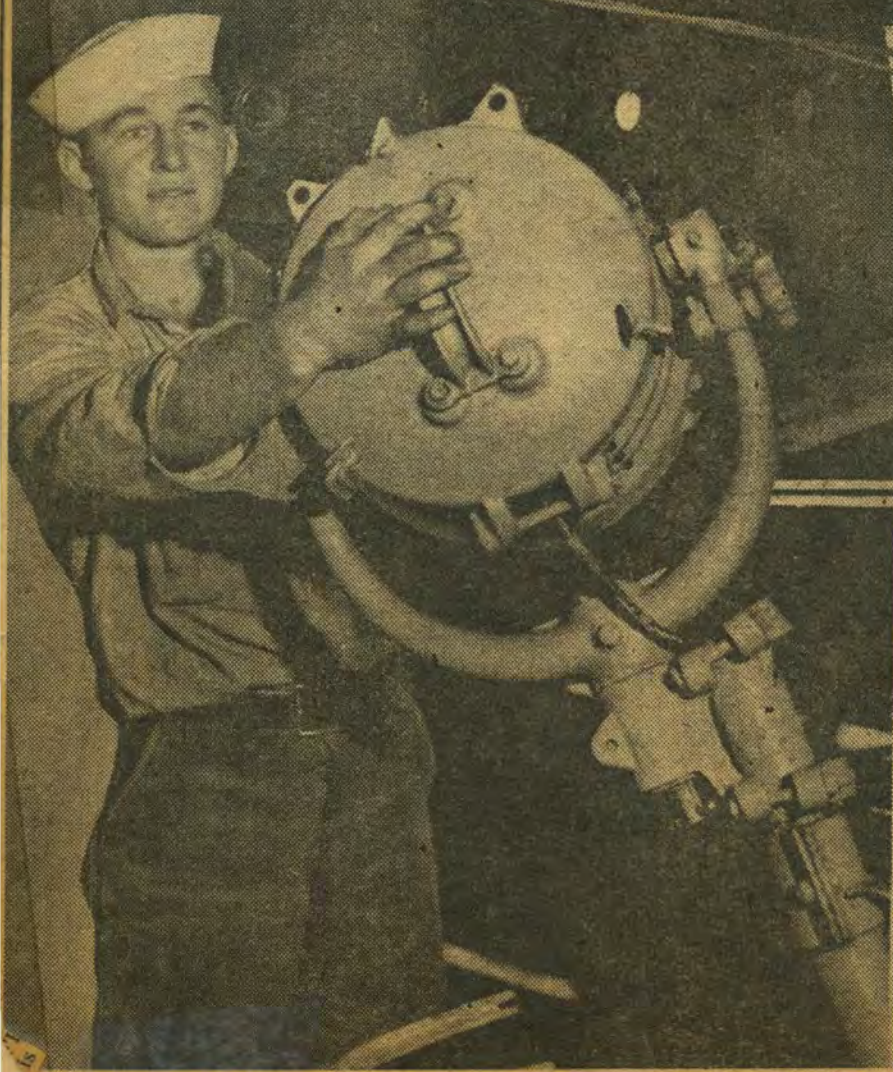


(Herald Staff Photos by E. O. MacLean)

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Arrives



Towed—The lightship Nantucket, badly battered by mountainous seas and hurricane winds, is towed into Constitution Base by a Coast Guard cutter. There were 13 men aboard the ship when Hurricane Edna smashed in superstructure and nearly swamped the vessel.



Damage—Leo A. Oliva, Nantucket crew member, shows one of the ship's searchlights which was ripped from steel base by fury of the storm. For a time during the storm, it was feared the ship would go down.

Comma
Commander
First Coast Guard District
1400 Custom House
Boston, Massachusetts

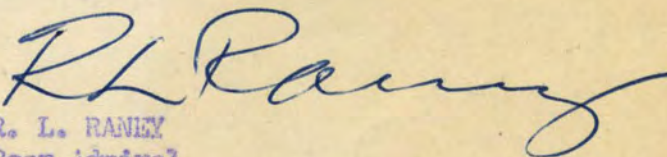
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12 October, 1954
P15

From: Commander, First Coast Guard District
To: Commanding Officer, "HANTUCKET" Light vessel (AL-534)

Subj: Commendation

Ref: (a) CO, AL-534 ltr A9-9 of 7 October, 1954

1. The District Commander has read with interest your report of hurricane "EDNA" which passed close to your station on 11 September, 1954.
2. It is a pleasure to note the composed manner in which the personnel on board at the time, met with the emergency which seriously endangered your vessel and drove her from her station. It is noted in the communications files and from interviews with various operations personnel that the Acting Officer-in-Charge did not panic and thereby maintained a high state of discipline and morale among his crew members that went a great way towards preventing further damage to the vessel and injury to her personnel.
3. The District Commander commends the Acting Officer-in-Charge and every member of his crew for their devotion to duty which was in keeping with the highest traditions of the Coast Guard.
4. The Commanding Officer is directed to place a copy of this letter in the official record of each person on board on 11 September, 1954.


R. L. RANNEY
Rear Admiral
United States Coast Guard
Commander, First Coast Guard District

P
15 October 1954
P15

FIRST ENDORSEMENT on COMUSCGD (c) ltr P15 of 12 Oct 54

From: Chief, Personnel Division, First Coast Guard District
To: Commanding Officer, LIGHTSHIP 534

1. Forwarded. The Commanding Officer is hereby notified that a copy of this letter has been placed in the service record of each man on board on 11 September 1954.

P. B. MAJOR
CAPT., USCG

Coast Guard Chief Receives Gifts



(Cape Cod Standard-Times Photos)

Chief Boatswain's Mate John C. Corea of 25 Bangs Street, Provincetown, in charge of Race Point Coast Guard Station until Dec. 4, is shown in the front row right being presented a wrist watch and pencil set by Chief Engineman James Avila on behalf of himself and station personnel. Part of personnel lined up behind the two chiefs, includes, left to right, Engineman 3d Class Mel Stein, Boatswain's Mate 3d Class William Bacewicz; Seaman Richard Lafleur, Commissary Steward 2d Class Clayton A. Hunton; Seaman James E. Mowery and Boatswain's Mate 1st Class Edward E. Lombard. Chief Corea will report aboard the Nantucket Lightship as executive officer Dec. 10, '52

Cape-tip Man Is Transferred

Corea Assigned To Lightship Duty

PROVINCETOWN, Nov. 25—Chief Boatswain's Mate John C. Corea of the Coast Guard, in charge of Race Point Coast Guard Station and Light, will leave the station Dec. 4 and report aboard the Nantucket Lightship as executive officer Dec. 10.

Chief Corea, a Provincetown native and a fisherman before going into the Coast Guard 18 years ago, has his home here at 25 Bangs Street. He will be relieved at Race Point by Chief Boatswain's Mate Edmund Silva, also a Provincetown man, of 50 Bradford Street, who is being transferred from the Woods Hole base.

Chief Corea, a chief since 1943, has spent his entire duty on the Lower Cape, with 12 years at Wood End Station, one year at Peaked Hill Bar Station and the last five years at Race Point.

He said the highlight of his Coast Guard career was last Jan. 30 when he commanded the motor lifeboat which literally picked six fishermen from the Marie and Winifred, Gloucester boat which hit the bar off Race Point Light in a howling blizzard.

Chief Silva, who is replacing Chief Corea, also is well-known in Coast Guard circles on the Lower Cape. He served for several years during World War II as captain of the port of Provincetown. He has been in service more than 19 years and both he and Chief Corea served together at Wood End. Chief Silva also served at the Cape Cod Canal Station, and at Block Island.

As a "going-away" gift to Chief Corea, the rest of the station personnel presented him a wrist-watch and a pencil set, which was presented on behalf of the men by Chief Engineman James Avila, also attached to Race Point Station.

Following the presentation, Chief Avila, a veteran of 15 years of service, lauded Chief Corea, saying, "Chief Corea is one of the finest examples of Coast Guardsman I've seen in my 15 years in the service and one of the finest shipmates I've ever had the privilege to serve with." Chief Avila served with Chief Corea three years at Race Point.

CPO Retires At Provincetown

John C. Corea Spent 21 Years in Coast Guard

Special to The Standard-Times

PROVINCETOWN, May 2 — Chief Boatswain's Mate John C. Corea, U. S. Coast Guard, of Provincetown, has returned home here following his retirement after 21 years of service.

Chief Corea, whose home is at 25 Bank Street, enlisted April 17, 1935 at Wood End, where he served 12 years. He then was transferred to Race Point as officer in charge of the station. The last four years he has been afloat.

The chief, who retired last Friday aboard the buoy tender White Sage out of Woods Hole, was mustered out aboard ship at Woods Hole and was presented marine binoculars and carrying case by the crew. He was acting executive officer of the vessel.

Prior to his service on the White Sage, he was for two years aboard the lightship Nantucket.

The two proudest achievements of his service he said, were a citation for his rescuing five men from a Gloucester fishing boat in a raging blizzard of Race Point Jan. 29, 1952, and from Admiral Roy L. Ramey for bringing the Nantucket Lightship through the Sept. 11, 1954 hurricane after the vessel suffered serious damage. The chief said he plans to obtain employment here when he has had a chance to get his "second wind."

91876

Series A.

Honorable Discharge



from the

United States Coast Guard

This is to certify that

JOHN CHAGAS COREA (210-571)

is

BOATSWAIN MATE , FIRST CLASS (L)

is Honorably Discharged from the U. S. C. G. GROUP, WOODS HOLE
and from the United States Coast Guard

this 17TH *day of* APRIL, 1947

This certificate is awarded as a Testimonial of Fidelity and Obedience.

C. L. Jordan
C. L. JORDAN, Lieutenant Commander

Commanding Officer, C. G. Group, Woods Hole

Enlisted as Surfman 18 April, 1941 ⁴⁶⁷⁷²⁵ _(Date)

At Wood End Lifeboat Station, Provincetown, Mass. for Three _(Date) years

Born 10 January, 1911 at Provincetown, Mass. _(Date)

Qualifications Swimming, 6 July, 1945; Exp. Pistol - 11-3-41; Exp. Rifle-7-20-45
1-27-42; 6-24-42; 8-1-43;

THREE Ratings held BM2c; BM1C; CBM; Now BM1c(Perm) 7-1-46;

NONE Certificates BM1C

NONE Trade schools completed

NONE Special duties for which qualified

Service (vessels and stations served on)

WOOD END LIFEBOAT STATION

Discharged from REGULAR enlistment.
_(Regular or special temporary)

Rating at discharge Boatswain Mate, first class XXXX
_{Permanent.}

Character of service excellent. Final average: Proficiency in rating

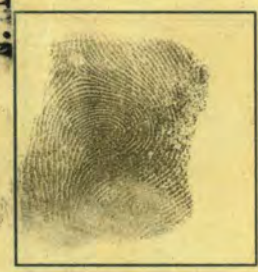
Conduct

N. D. MacLellan
N. D. MACLELLAN, Lieutenant, USCG and Executive Officer, U. S. C. G.

Height 5 ft. 7.5 in. Weight 148 lbs. Eyes Brown

Hair Brown Complexion Dark

Personal marks, etc., Scar, back of right ear 1"-scar, right foot arch 1 1/2".



Final average health

Last vaccinated against smallpox _(Date)

Last inoculated against typhoid _(Date)

I certify that this is the actual print of the right index finger of the man herein mentioned.

N. D. MacLellan
N. D. MACLELLAN, Lieutenant, USCG and Executive Officer, U. S. C. G.

Monthly rate of pay when discharged \$155.25

I hereby certify that the within named man has been furnished travel allowance amounting

to \$ 6.05 at the rate of 5 cents per mile from Boston, Mass.

to Provincetown, Mass. and paid \$ 156.00 in full to date of discharge.
_(Amount)

Total net service for pay purposes 12 years -- months -- days.

John C. Corea
JOHN C. COREA (signature of man.)

D. D. Murphy
D. D. MURPHY, Lieut., USCG and Disbursing Officer, U. S. C. G.



ENTITLED TO THE FOLLOWING MEDALS:
Expert Pistol Medal; Expert Rifle Medal;
American Defense Medal; American Area Theatre
Medal; C. G. Good Conduct Medal(3 bars);
Worldly Victory Medal; HD button previ
ously issued.

4-18-47, CG DEPOT, WOODS HOLE, MASS., Reenlisted in the
REGULAR ESTABLISHMENT for a period of THREE (3) years and
such further extension as may be necessary. REENL. in the ra
rating of BM1c(Perm), the rating held at time of discharge.
Entitled to REENL. allow. in the amount of \$150.00. and TA
from Woods Hole, Mass. to P'town, Mass.

D. D. MURPHY, Lieut., USCG,
ACO 18,467

D. D. MURPHY, Lieut., USCG,
ACO 18,467

"PAID \$ 300.00 MUSTERING OUT PAY
ON 18 April 1947
AT 1 CGD BOSTON, MASS.
BY D.D. MURPHY, Lieut., USCG
DO SYMBOL NO 18,467"

Paid \$150. enlistment allowance
at Boston, Mass., on 18 April,
1947.

Honorable Discharge



from the Armed Forces of the United States of America

This is to certify that

JOHN CHAGAS COREA

was Honorably Discharged from the

United States Coast Guard

on the 17th *day of* APRIL, 1950

*This certificate is awarded
as a testimonial of Honest and Faithful Service*

Alvin E. Newcomb.

ALVIN E. NEWCOMB, CBO SN, USCG.
acting-Commander, CG GRP. RACE POINT, MASS.

Authorized to wear the following:
 American Defense Service Medal;
 American Theatre Area Medal;
 CG Good Conduct Medal (1-star)
 World War II Victory Medal;
 Expert Rifleman Medal;
 Expert Pistolman Medal;

Authority for Discharge (Article 589(1)G Regulations) Art. 141 P&SI.

Enlisted as Chief Boatswains Mate (L) on 17 April 1947.

At CG GRP. WOODS HOLE, MASS. (Rate) for three year (Date)

Born 10 January, 1911 at Provincetown, Massachusetts. (Date) (Place)

Ratings held (dates) BMLc(L); BMC(L)

Qualifications, certificates held, etc. Those of Rate.

Service schools completed None.

Special duties for which qualified Those of Rate.

Served on active or training duty on the following vessels and stations (inclusive dates)

Wood End Lifeboat Sta. (4-17-47 to 11-15-47 Race Point Lifeboat Sta. 11 -15-47 to 4-17-50.

Reserve (Active Duty) from ----- to -----

Discharged from REGULAR enlistment. (Regular - Special Temporary - Reserve)

Rating at discharge BMC(L) ~~XXXXX~~ Acting Permanent ~~XXXXX~~

Discharged from (ship or station) CG GRP. RACE POINT, MASS. (Race Point Lifeboat Sta)

Alvin E. Newcomb, U.S.C.G. and Executive Officer. acting-Comdr. CG Grp. Race Point, Mass.

DESCRIPTIVE LIST

Height 5 ft., 7 1/2 in. Weight 161 lb. Eyes Brown
 Hair Black Complexion dark Personal marks, etc. scar, back of right ear 1"- scar right foot arch 1 1/2"



I certify that this is the actual print of the right index finger of the man herein named.

Alvin E. Newcomb, U.S.C.G. acting-Comdr. CG Grp. Race Point, Mass.

Monthly rate of pay when discharged \$ 242.55 TWO HUNDRED FORTY* TWO & 55/100 DOLLARS.

I hereby certify that the within named man has been furnished travel allowance amounting to \$ 3.90 at the rate of 5 cents per mile from Provincetown, Mass. to Woods Hole, Mass. and paid \$ 606.00 in full to date of discharge.

Total net service for pay purposes 15 years 0 months 0 days.

John C. Corea, U.S.C.G. JOHN C. COREA, BMC(L)

D.W. Bowling, U.S.C.G. D. W. BOWLING, CPCLK, ACO., ICGD

60 DYS. L.V. Q. 3.45 \$602.10
 Reenlistment Allowance 360.00
 M.O.P. None
 Paid at USCG Boston, Mass. 4/17/50
 D. W. BOWLING, CPCLK, ACO., ICGD

CG GRP. RACE POINT, MASS. Provincetown, Mass. 4-18-50- Reenlisted in the regular established- ment for a period of six (6) years. Reenlisted as Chief Boatswains Mate (L); the rating held at time of discharge.
 Alvin E. Newcomb, CBO SN. USCG.