NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Lightship No. 112, "Nantucket"
other names/site number Nantucket

2. Location

street & number Southern Maine Vocational Technical Institute Pier ☐ not for publication
city, town South Portland ☐ vicinity
state Maine code 23 county Cumberland code 005 zip code

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☒ private	☐ building(s)		buildings
☐ public-local	☐ district		sites
☐ public-State	☐ site	1	structures
☐ public-Federal	☒ structure		objects
	☐ object		Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official — Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

☐ entered in the National Register.
☐ See continuation sheet.

☐ determined eligible for the National Register. ☐ See continuation sheet.

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:) _____

Signature of the Keeper — Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
Government-Aid to Navigation	Museum

7. Description

Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)
N/A	foundation N/A walls N/A roof N/A other N/A

Describe present and historic physical appearance.

Lightship No. 112, formerly "Nantucket" (WLV 534), is a floating, operational historic museum vessel homeported at the Southern Maine Vocational technical Institute in South Portland, Maine. Owned by Nantucket Lightship Preservation, Inc., the vessel cruises the New England coast on educational tours, stopping at various ports. No. 112 is without a permanent homeport and Nantucket Lightship Preservation, Inc., is seeking a permanent location in Portland, Maine.

NO. 112 AS BUILT AND MODIFIED DURING HER CAREER

As built in 1936, the lightship designated No. 112 is a riveted and welded steel-hulled vessel 148.10 feet in length with a 31.11-foot beam and a 16-foot draft. The vessel displaces 1,100 tons. [1] Built to the characteristic lines of a 20th century American lightship, No. 112's hull was constructed not only to be strong and seaworthy but to also be particularly capable of withstanding sinking by collision, the fate that befell her predecessor, No. 117, on the same station. All decks and principal partitions are watertight bulkheads, sealed by watertight doors and hatches. The bow and stern are double plated, and the sides have pitch-filled steel fenders above and below the waterline. The vitals (engine room, boiler room, and wardroom) are further protected below the waterline by a row of fuel and fresh water tanks with bulkhead partitions. [2]

The basic external form of the lightship remained nearly identical to No. 112's contemporary steel sisters:

[X] See continuation sheet

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:
☐ nationally ☐ statewide ☐ locally

Applicable National Register Criteria ☐A ☐B ☐C ☐D NHL 1,4

Criteria Considerations (Exceptions) ☐A ☐B ☐C ☐D ☐E ☐F ☐G

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
Government	1936-1975	1936
Humanitarian	1936-1975	1936
Architecture (Naval)	1936-1960	1936
NHL XIV-B: Transportation: Ships, Boats, Lighthouses & Other Structures		

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder
Pusey and Jones, Wilmington, Delaware

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The 1936 lightship No. 112, known by her former official designation of "Nantucket," is one of a small number of preserved historic American lightships. Essential partners with lighthouses as aids to navigation along the coast of the United States, lightships date to 1820 when the first vessel to serve as an aid to navigation was commissioned. Lightships left in the United States date from 1902 to 1952, when the last was built and launched. The nation's most significant lightship station for transatlantic voyages was Nantucket Shoals, established in 1854. Nearly 47 miles out to sea, this remote and dangerous station marks the limits of the dangerous Nantucket Shoals and the eastern end of the Ambrose shipping channel into New York harbor. The Nantucket lightship was the last beacon seen by vessels departing the United States, as well as the first beacon entering the United States. Eleven lightships were assigned to Nantucket Shoals, and it was the last United States lightship station in operation, outlasting all others with a lightship at anchor until 1983, eight years after most other lightships were retired. Lightship No. 112 is the oldest surviving lightship to have served on the Nantucket station, marking it for 39 years.

The Nantucket lightship station was the scene of one of America's greatest lightship disasters. In 1934 the RMS Olympic, sister of Titanic, rammed and sank Lightship No. 117, killing seven of the 11 man crew. The White Star Line paid $500,000 in compensation, $300,956 was expended to build No. 112 as an "indestructible" replacement for the lost No. 117. Because of this, No. 112 is perhaps the best known of America's lightships. Individually

☒ See continuation sheet

9. Major Bibliographical References

PLEASE SEE FOOTNOTES IN TEXT.

☐ See continuation sheet

Previous documentation on file (NPS):
- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:
- ☐ State historic preservation office
- ☐ Other State agency
- ☒ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Specify repository: US Coast Guard Historian's Office

10. Geographical Data

Acreage of property .1

UTM References

	Zone	Easting	Northing
A	19	540945	4183620
B			
C			
D			

☐ See continuation sheet

Verbal Boundary Description

All that area encompassed by the extreme length, beam, and depth of the vessel.

☐ See continuation sheet

Boundary Justification

The boundary encompasses the entire area of the vessel as she floats at her berth or operates at sea.

☐ See continuation sheet

11. Form Prepared By

name/title James P. Delgado, Maritime Historian
organization National Park Service (418) date June 30, 1989
street & number P.O. Box 37127 telephone (202) 343-9528
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> The American vessel generally...has her lighting elements divided into two, and two lamps are arranged, one each at the top of a pole mast. Cones, cages, and other day marks are arranged on the masts above or below the lanterns....There is usually a bar keel, big rise of floor, and large tumble home, the outline of midship section being somewhat reminiscent of that of an icebreaker. The sheer is severe, rising rapidly both to the bow and to the stern. The bow is a strong forging and sharply raked, containing the hawse pipe for the mushroom mooring anchor. There is also the hawse pipe for the standby anchor. The stern is of stereotypical single knuckle type and contains the rudder, sternpost of usual construction, and the propelling wheel....The ships generally have two complete decks and a third part deck forward and aft of the machinery space. Side doors in the hull give access to the second deck and tend to follow...characteristic side loading.... [3]

No. 112 is painted in the colors used by the Coast Guard on American lightships after 1945. Her hull is bright red, with buff or spar colored masts and superstructure, and the name of her station is painted in bold white block letters on the hull. Originally painted as "Nantucket" when she took up that station on 1936, the lightship has retained that designation except for the period during World War II, when she was painted gray and used as a guardship off Portland, Maine, and in 1958-1960, when she was designated "Relief." [4]

The principal feature of the vessel above decks are the two steel masts that mount the lights. The foremast is 52.9 feet above deck level, and the mainmast stands 53.2 feet high. The light stands 66 feet above the water and could be seen for 14 miles. The illuminating apparatus are twin 500mm, 400,000 candlepower electric lenses illuminated by a 250 watt light on each masthead. Only one masthead light was used at a time, the main light being

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that on the foremast. The signal was 3 flashes of white light, 1 second each, followed by a 2 second eclipse. The lightship's fog signal is a mushroom type, air actuated diaphone, which gave one blast every 30 seconds, with a 3 second blow, to produce the characteristic two toned "beee-oohhh!" of a diaphone. [5]

Compressors built up the air pressure of 40 pounds per square inch that was required to blow the horn. The lightship was also fitted with a submarine oscillator and radio beacon, which broadcast at 302 kHz by means of a wire stay strung between the masts. The radio beacon equipment remains aboard in operational condition. A hand-operated fog bell, mounted on a steel belfry, is located on the forecastle deck. The bronze bell is inscribed "USLHS, No. 112, 1936."

Originally built as a steam-powered vessel, No. 112 was propelled by a single screw driven by a 600 horsepower compound reciprocating marine steam engine, in turn powered by two oil-fired Babcock and Wilcox watertube boilers. In 1960 the ship was repowered. The engines were replaced by direct Diesel drive when two Cooper-Bessemer engines, each rated at 720 RPM and 450 HP, were installed. The lightship's maximum speed is 11.6 knots, with a 9.5-knot cruising speed. [6] The former boiler room is now the auxiliary engineroom, and contains three GM 2-71 air compressors, and Detroit Diesel generator engines, as well as the ship's small boiler, used for heating water for bathing, washing, and cooking. The boiler installed in 1960 was replaced recently with a Columbia Boiler manufactured in 1985.

The lightship's principal piece of equipment other than the aids to navigation are the two 3-1/2-ton mushroom anchors, one used to moor the vessel and the other, stowed on deck, as a spare. The anchor is secured to the vessel by means of 150 fathoms of 1-5/8-inch die-lock nickel-steel chain cable. The anchor was raised and lowered by means of an electrically-driven Superior-Lidgerwood-Mundy windlass, manufactured in Superior, Wisconsin, located forward beneath the deck. A secondary SLM windlass for operating the ship's tackle is located on deck abaft the stack and forward of the sound signal house.

No. 112 underwent normal repair and maintenance throughout her career. The only modifications were the installation of the new

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power plant in 1960, which also necessitated removing the original steam stack and replacing it with the present Diesel stack, and the temporary wartime installation of armament in 1942-1945, when the lightship carried two 20mm guns. The only major damage to the vessel was in 1954 when No. 112 was mauled by Hurricane Edna's 110 mph winds and 70-foot seas that stove in the bridge and pilothouse, smashed the small boats, and damaged bow plates and the rudder. [7]

PRESENT APPEARANCE AND CONDITION OF NO. 112

Lightship No. 112 is maintained in excellent, fully operational condition by her crew. Only two other lightships in the United States can claim that distinction, the two 1951-built Coast Guard ligthsips WLV-604 and WLV-605. Only No. 112 and WLV-605 are capable of moving under their own power. The first impression gained upon boarding is that of a well-cared for, working, living ship. There are three deckhouses, forward is the pilothouse, with flying bridge atop it and the master's cabin and head aft; next and midships is the house that contains the fog signal and mounts the mushroom horn; and farthest aft is the house that holds the radio room and radio operator's quarters. The pilothouse retains all of its original equipment, including brass wheel, binnacle, and the last posted aids to navigation bill on the port bulkhead. One unique feature are the 1930s operating polished brass and heavy black plastic electric telephones.

Below the weather deck lies the main deck (the berth deck) which is divided into three major areas, separated by watertight doors. Farthest aft is the wardroom with cabins. The steering quadrant is attached to the overhead at the stern; below it is the typical curving couch of lightship wardrooms. The central portion of the ship is dominated by a self-contained trunk surrounded by open companionways. The galley is located inside the trunk; it contains its original equipment and is fully operational. Forward is the crew's recreation room, lined by cabins on either side, and forward is the windlass room, machine shop, and chain lockers. Original equipment including electronics for the radio beacon and rigging and other bosun's stores remain stowed in the equipment lockers. Below the main deck lie the lazarette, engineroom, auxiliary engineroom, and fuel and water tanks, and reefer and food storage compartments.

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Cleanly painted, with brass polished, and equipment functioning, including the lights and sound signal, Lightship No. 112, "Nantucket," retains a high level of integrity of design, workmanship, materials, association, and feeling.

NOTES

1
James P. Delgado, ed. Evaluative Inventory of Large Preserved Historic Vessels in the United States (Washington, D.C.: National Park Service, 1987), entry for "Lightship No. 112." Also see Willard Flint, Lightships of the United States Government (Washington, D.C.: United States Coast Guard, 1989), unpaginated, entry for No. 112 (hereafter cited as Flint, American Lightvessels), and "Ships Organization Book, Nantucket L/V WLV- 534," (October 8, 1974), original manuscript, courtesy Nantucket Lightship Preservation, Inc., ships' characteristics," n.p. (hereafter cited as Nantucket Ships Organization Book.

2
U.S. Coast Guard, descriptive schematic of Lightship No. 112, circa 1936, courtesy of the office of the Historian.

3
A.C. Hardy, American Ship Types: A Review of the Work, Characteristics, and Construction of Ship Types Peculiar to the Waters of the North American Continent (New York: D. Van Nostrand Co., Inc., 1927) pp. 254-256.

4
Flint, Op. cit.

5
U.S. Coast Guard, Light List, CG-158, Vol. I, Atlantic Coast (Washington: U.S. Coast Gyuard, 1975), entry for Nantucket Shoals Lightship, p. 9; also see Nantucket Ships' Organization Book.

SEE CONTINUATION SHEET

6
Nantucket Ships' Organization Book and Flint, Lightships.

7
Flint, Op.cit; also see Harriet Crowley, "The Most Dangerous Lightship," Yankee, May 1971, p. 172, and Frederic L. Thompson, The Lightships of Cape Cod (Portland, Maine: Congress Square Press, 1983) p. 43.

unique and closely associated with one of the nation's most important stations and the most famous lightship station in the United States, No. 112 is a nationally significant floating aid to navigation. In excellent condition, she is the only lightship to currently operate on the open sea, sailing to different New England ports.

The preceding statement of significance is based on the more detailed discussion which follows.

THE DEVELOPMENT OF THE AMERICAN LIGHTSHIP

While the first American lighthouse dates to the colonial era, the use of lightships is a more recent 19th century phenomenon in the United States, though employed earlier in Europe. Moored on treacherous reefs, or marking the narrow approaches to a channel or harbor entrance where lighthouses could not be built or placed in areas too far offshore for a shoreside lighthouse's lens to reach, lightships were fewer in number than the hundreds of existing lighthouses--in all, 179 lightships were built between 1820 and the 1950s, and in 1909, the heyday of the United States Lighthouse Establishment, there were 51 lightships (46 on the eastern seaboard and five on the Pacific Coast) on station in the United States.

Among the more famous and significant lightship stations were "Ambrose," marking the southern entrance into New York harbor along the New Jersey coast; "Nantucket," marking not only the entrance to Boston harbor but also the American end of the transatlantic route; "Chesapeake," marking the entrance into Chesapeake Bay, "Diamond Shoals" off the Outer Banks of North Carolina, which marked a dangerous spot along the coastal ocean highway by way of the Gulf Stream; and "San Francisco" on the bar three miles out from the Golden Gate. The first lightship was a small wooden schooner moored on Chesapeake Bay. From this pioneer, the lightship type developed through the 19th century from sail to steam, from wood to iron to steel hulls, and to more powerful optics. Assigned sequential numbers usually as they entered service under the United States Lighthouse Board, later the United States Lighthouse Establishment, lightships like lighthouses remained at a constant location, with new vessels

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replacing the old. Thus there were more than one "Nantucket," "Ambrose," "Chesapeake," "Diamond Shoals," and "San Francisco," as well as others, on the various stations through the years. [1]

By the end of the 19th century, hard-learned lessons had resulted in a standardization of lightship form and design. Heavily constructed steel hulls moored with massive mushroom anchors; strongly forged huge cables, built to ride out storms and rough seas; decks designed to let the water quickly run off; and a dual mast system to always keep a light lit; characterized the "typical" lightship in the United States. Technological advances--the introduction of electrical lighting, welded hulls, and the switch from steam to diesel to diesel electric engines--brought modifications to the lightship without necessarily changing the basic form. While older lightships were modified to accept the technological changes, new classes of ships were also built to embody the technology. Thus the first class of lightships built in the 20th century with riveted steel hulls and massive steam engines--numbering in the high 70s through the low 80s--were replaced at some stations by welded steel lightships such as the Pacific Coast's No. 100 with Diesel-electric propulsion, diaphone air horns, 1,000-watt electric lights in 375-mm lenses, and a reduced tonnage (with the installation of a less heavy diesel electric system) meaning less resistance to the sea and hence less battering. [2] Several of these "modern" lightships were built by the United States Lighthouse Establishment between 1929 and 1936.

In 1950, a new (and the last) class of lightship was introduced under the auspices of the United States Coast Guard, which had absorbed the U.S. Lighthouse Establishment in 1939. Constructed of modern, welded hulls with diesel engines, and offering more amenities of life for their crews, these vessels closely resembled in appearance, the lightships of the 1930s, a number of which were still in commission. Technology brought an end to manned lightships about the same time manned lighthouses were being considered for automation. Large navigational buoys 40 feet in diameter and 42 feet high, painted lightship red with automatic lights, fog signals, and radio beacons, began to replace lightships in 1967, and by the beginning of the 1980s the last lightship had been retired, ending a 150-year lightship tradition in the United States.

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THE NANTUCKET SHOALS LIGHTSHIP STATION

The sweeping sand bars that stretch 35 miles south from Nantucket Island have been an obstacle for maritime trade and commerce since the earliest voyages along New England's shores. The Nantucket Shoals, as these bars are called, "stretch like angry fingers, covering hundreds of square miles with shifting sand bars and dangerous cross currents. Heavy fog saturates this area, covering it in a grey shroud more than 40 percent of the year." [3] In 1843, a report to Congress noted that "the Shoals of Nantucket are known and dreaded by every navigator on the Atlantic seaboard, and among the great number of missing vessels recorded at the insurance offices there are doubtless many that have been swallowed up in these treacherous quicksands." [4] Increasing trade as the nation's merchant marine recovered from the Panic of 1837 led to more shipwrecks on the Shoals, and on June 15, 1854, the first lightship, No. 11, was assigned to the newly created station off Nantucket. Blown off station in December 1855 and grounded on Long Island, the badly damaged No. 11 was replaced by No. 1, which remained on station from 1856 until 1892. In August 1891, Gustav Kobbe, writing in the Century Magazine of his visit aboard No. 1, described Nantucket Shoals as

> the most desolate and dangerous station in the United States lighthouse establishment. Upon this tossing island, out of sight of land, exposed to the fury of every tempest, and without a message from home...ten men, braving the perils of wind and wave, and the worse terrors of isolation, trim the lamps whose light warns thousands of vessels from certain destruction.... [5]

The passage of years and new technology did little to lessen the nature of duty on Nantucket Shoals. In 1971, Harriet Crowley, writing in Yankee magazine, noted that No. 112 "will remain a lightship right in the spot where she is today. What is foreseen for her is a long run as the last of her kind. She can't be replaced for the very reasons that make her the most dangerous on which to serve." [6]

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No. 1 was replaced by steel-hulled No. 54 for a few months, and was then replaced by No. 58, which served until 1896, when she was withdrawn to become the Relief lightship. Lightship No. 66 replaced No. 58 for ten years. No. 58, as "Relief," spelled No. 66 in December 1905. On December 10, 1905, the lightship, overwhelmed by a storm and leaking, was the first American vessel to use wireless to broadcast a distress call before she sank in 180 feet of water. No. 66 returned to station, remaining for a year before being replaced by No. 85 in 1906. No. 85 was retired from the Nantucket Shoals Station in 1931, when a new lightship, No. 117, was dispatched to the station. During that 80-year period the station had gradually shifted farther out to sea, "always southerly or southeasterly....in 1884, 2-1/2 miles; in 1892, 10 miles, and in 1896, 17 miles; and its present [1934] location is more than twice the original distance from Nantucket island." [7]

Lightship No. 117, with her radio beacon, served as a homing device for transatlantic vessels. On January 6, 1934, the lightship was sideswiped by the United States Line's Washington. After minor repairs, No. 117 returned to station. At 10:06 on the morning of May 15, 1934, the inbound liner Olympic, sister of the famed Titanic, while running at 16 knots rammed No. 117 midships in the thick fog, instantly killing four crewmembers and mortally wounding three others. Sliced open, the lightship sank within minutes, taking the four dead with her. Boats from Olympic rescued the 7 survivors. [8]

With reparations paid by the White Star Line, Olympic's owner, the U.S. Lighthouse Service built a new vessel for the Nantucket station. No. 112, launched in 1936, served from 1936-1941, 1945-1958, and 1960-1975. Withdrawn from service on March 21, 1975, No. 112 was replaced by the modern Coast Guard-built lightship WLV-612, which remained on an alternating schedule with WLV-613 (designated "Nantucket I" and "Nantucket II") until December 20, 1983, when the station was discontinued and a large navigational buoy was placed on the site. The same year, lightship historian Frederic Thompson noted that the two Nantuckets "are the only lightships left guarding the shores and waterways of the United States. It is fitting that this, the most famous lightship station, should be the last." [9]

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CONSTRUCTION AND CAREER OF NO. 112

Following the sinking of Lightship No. 117, the White Star Line paid the United States Government $500,000 in reparations for the lost ship and the seven dead crew members. A contract was let with the Pusey and Jones yard in Wilmington, Delaware, for the replacement lightship, and early in 1936, the new vessel, numbered 112, was ready at a cost of $300,956. [10] The largest lightship ever built in the United States, No. 112 was built with heavy reinforcement, a high degree of compartmentalization, a warning air whistle should other ships draw too near, and 6 exits to the upper deck, all saftey features designed to avoid a repetition of the worse lightship disaster in the history of the United States Lighthouse Service.

The new vessel was prominently featured in "New Safeguards for Ships in Fog and Storm" by the retired head of the United States Lighthouse Service, George R. Putnam, in the August 1936 edition of National Geographic. Pictured in the article, "the new Nantucket Lightship No. 112 leaves Wilmington, Delaware, to take up its station on the Nantucket Shoals. It replaced a relief ship rushed to this important outpost, 47 miles from the nearest land, when the original lightship was rammed and sunk....The new lightship embodies numerous improvements...." [11]

The lightship was near the scene in July 1936 when a plane carrying aerial photographer Edwin T. Ramsdell crashed into the ocean "when endeavoring, in the company of Associated Press representatives, to secure aerial photographs of the Queen Mary upon her approach to the United States' shores." [12] A memorial plaque was placed in the pilothouse of the lightship at the request of Ramsdell's friends and associates; its current whereabouts are not known.

Originally equipped with a submarine oscillator, the lightship lost this piece of obsolete equipment in 1939, just as the Lighthouse Service was integrated into the U.S. Coast Guard. Two years later, with the United States' entry into World War II, she was withdrawn from service and taken to Woods Hole, Massachusetts, where the ship was painted grey, armed with a 20MM gun at the bow, and outfitted as an examination vessel for

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Portland, Maine, where she served for three years (1942-1945). During that time she was struck by a barge under tow on September 1, 1943, with minor damage, and ironically the same year also received detection radar. Returned to her station after V-E Day, the lightship once again entered into her regular duties as scores of returning troopships steamed past her on the way home.

The fate of No. 112's predecessor apparently weighed heavily on the crew. Constant drills and strict safety measures were the order of the day aboard. In 1971, it was noted that:

> In fog, ships still bear down on her relentlessly. Radar, called by Chief Warrant Officer Peter A. Brunk, the commanding officer, "the greatest thing since night baseball," adds considerably to the excitement since a ship shows up on the radar screen when it's eight miles away. This gives the crew a good long time to sweat it out. When a ship comes within half a mile, the general alarm is signaled and everyone gets into life jackets and out on deck, hoping for at least "a swimmer's chance." [13]

The ship was seriously tested twice by hurricane. On September 14, 1954, Hurricane Edna smashed into the ship with 110 mph winds and 70-foot seas that nearly tore off the pilothouse, smashed bow plates, tore off the rudder, snapped the anchor chain, and disabled the engines. A jury-rigged anchor kept the bow into the seas. On January 5-6, 1959, hurricane force winds and 50-foot seas again parted the anchor chain and ice coated the radio antenna. When the radio antenna was repaired and the buoy tender Hornbeam caught up with No. 112, she had drifted 80 miles off station. [14]

The lightship remained on duty for 39 years before being retired by the Coast Guard on March 21, 1975. Laid up at Chelsea, Massachusetts, on the Charles River, the lightship was sailed to Nantucket Island on December 6-7 by a volunteer crew. There the lightship served as a floating museum operated by the Nantucket

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Historical Society until 1984, when she was leased to Nantucket Lightship Preservation, Inc. (NLPI), a non-profit organization established to save the lightship from scrapping and to make her an operational floating museum "to educate the general public concerning and to promote and increase the general public's awareness of the maritime history of the United States...and the history of the Nantucket lightship." Sold to an anonymous private individual who had established NLPI, the vessel remained on display at Nantucket until September 1985, when No. 112 was towed to Boston. There the lightship was overhauled and restored to operating condition in 1986. On July 4, 1986, the lightship was one of the vessels that made the parade of tallships in New York harbor during the OpSail `86 celebration of the Statue of Liberty's restoration. Since then operating out of Boston and more recently South Portland, Maine, the lightship has cruised with a volunteer crew (two paid crew members supervising) to various New England ports for maritime events and public open houses while Nantucket Lightship Preservation, Inc. seeks to complete negotiations to permanently homeport the vessel in Portland, the site of her World War II duty.

NOTES

1
See George R. Putnam, Lighthouses and Lightships of the United States (New York: The Houghton-Mifflin Co., 1917).

2
A.C. Hardy, American Ship Types: A Review of the Work, Characteristics, and Construction of Ship Types Peculiar to the Waters of the North American Continent (New York: D. Van Nostrand Co., Inc., 1927) pp. 254-257, passim.

3
Frederic L. Thompson, The Lightships of Cape Cod (Portland, Maine: Congress Square Press, 1983) p. 35.

4
As cited in Thompson, Op.cit.

5
Gustav Kobbe, "Life on the South Shoal Lightship," The Century Magazine, August 1891, p.

SEE CONTINUATION SHEET

6
Harriet Crowley, "The Most Dangerous Lightship," Yankee, May 1971, p. 64.

7
"Historical Notes Regarding Nantucket Lightship Station," Lighthouse Service Bulletin, Vol. IV, No. 54, (June 1, 1934), p. 170.

8
"The Sinking of Nantucket Lightship," Lighthouse Service Bulletin, Op.cit, p. 170 and Thompson, Lightships of Cape Cod, p. 41.

9
Thompson, Op.cit, p. 43.

10
Willard Flint, Lightships of the United States Government, (Washington, D.C.: United States Coast Guard, 1989), unpaginated, entry for lightship No. 112.

11
George R. Putnam, "New Safeguards for Ships in Fog and Storm," National Geographic, Vol. LXX, No. 2 (August 1936), p. 182.

12
"Memorial Tablet on Nantucket Shoals Lightship," Lighthouse Service Bulletin, Vol. V, No. 11 (November 1936) p. 40.

13
Crowley, "The Most Dangerous Lightship," p. 171.

14
Flint, Op. cit. and Crowley, Op.cit, p. 172.