VESSEL DESIGNATION: LV 58

YEAR BUILT: 1894

BUILT AT: Toledo (OH) BUILDER: Craig Shipbuilding Co

APPROPRIATION: $70,000 CONTRACT PRICE: $50,870

SISTER VESSELS: None

DESIGN: Steel framed, iron plated and fastened; 2 steel masts w/wood spencers; 2 daymarks; 2 smokestacks abreast; flush spar-deck above main deck; no deckhouses or lantern houses
LENGTH: 121'10"(loa) BEAM: 28'6" DRAFT: 12'0" TONNAGE: 449 gross

PROPULSION: Steam screw - one single cylinder condensing engine, 18" bore x 20" stroke; 2 vertical fire-tube boilers 12' high x 6' dia, 90 psi; four bladed propeller 6'dia; max speed apprx 7.5 knots; also rigged for sail

ILLUMINATING APPARATUS: 2 lanterns, each with 8 oil lamps and reflectors

FOG SIGNAL: 12" steam chime whistle; hand operated bell

CONSTRUCTION NOTES - MODIFICATIONS - EQUIPMENT CHANGES & IMPROVEMENTS: LV 58
-Although a few earlier vessels were built up forward and covered by a fore-castle deck to protect the windlass and access to crew quarters, nearly all the early lightships were single deck vessels having crew quarters on a platform below water line. LV 58 was first lightship built with a complete upper deck above the main deck, allowing placement of crew quarters in a better environment and the higher freeboard added stability for a safer and drier ship - a fore-runner of the "modern" lightship. LV 58 also unique in that lanterns were housed on spring loaded platforms on the enclosed main deck, being raised and lowered entirely from below thru hatches in the weather deck, giving safety and convenience in during handling and servicing the lanterns
-1901 Oct, Marconi wireless telegraph equipment installed for evaluation
-1903 Oct, Electric lighting plant installed at Boston, lanterns electrified
-1904 Radio placed in full time service, following its adoption and use aboard LV 66

STATION ASSIGNMENTS: LV 58
1894-1896 Nantucket New South Shoal (MA)
1896-1897 Fire Island (NY)
1897-1905 Relief (MA)

HISTORICAL NOTES: LV 58
-1894 Sep 15, placed on Nantucket New South Shoal replacing LV 54
-1895 Feb 1, parted chain during gale; regained station under own power Feb 3
-1896 Jul 16, placed on Fire Island (NY) pending completion of new lightship 68
-1897 Sep, returned to New Bedford, repaired, and assigned Relief duty
-1898-1905 Frequently used as tender during the period, carrying coal, supplies, mail and relief crews to Nantucket LV 66. Otherwise during the period, annually relieved lightships assigned to Nantucket, Great Round Shoal, Pollock Rip, Pollock Rip Shoals, Vineyard Sound, Boston and Portland stations.
-1900 Dec 9, while relieving Nantucket LV 66, parted chain and drifted 70 miles off station in heavy gale; towed in to Edgemoor Depot (DE) by British steamer LUCILINE on Dec 17; returned New Bedford Dec 21 for extensive repairs.
-1901 Oct, fitted with Marconi wireless equipment; operators furnished by USN
-1903 Oct, electric lighting plant installed and lanterns electrified
-1904 Jul 19, rammed by steamer while relieving Pollock Rip LV 47; minor damage
-1904 Radio placed in full time operation; following adoption of radio for LV 66
-1905 Feb 15, while relieving Nantucket LV 66, broke adrift and unable to regain station against gale; headed for port and picked up off Gay Head by AZALEA and towed in for replacement anchor and chain

More notes: LV 58
-1905 Dec 10, during heavy gale, while relieving Nantucket LV 66, serious leak developed in fire-room compartment; pump suctions clogged repeatedly; distress messages sent by radio were handled by Newport Naval Station (RI). Rising water eventually extinguished boiler furnaces and ship was then bailed by hand for 24 hours. Tender AZALEA responded, arriving 0400 Dec 11 and started towing about 1100. Heavy cross seas hindered the operation and about 4 hours later, lightship signalled "must abandon". Crew safely taken aboard AZALEA and 10 minutes later LV 58, listing heavily to starboard, went down by the stern in 25 fathoms about 18 miles NW of station
-First US vessel of any type to transmit a distress call by radio

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RETIRED FROM LIGHTSHIP DUTY: (1905) AGE: 11
SUBSEQUENT DISPOSITION: Leaking badly, and while being towed in by tender AZALEA the lightship foundered approx 18 miles NW of station at 1532 Dec 11, 1905. Entire crew of 13 taken off safely by tender, and landed at New Bedford

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COMMANDING OFFICERS: LV 58

1893-1894 George W Thompson, Master
1894-1896 James Jorgensen, Master
1894-1905 Charles E Acorn, Mate
1896-1897 David H Caulkins, Master
1897-1899 George W Thompson, Master
1899-1903 Francis Hallett, Master
1903-1905 James Jorgensen, Master
