# Welcome to the CAARA Norman 'David' Curley Memorial Member's Meeting

Celebrating CAARA's past President

Who was lost aboard the

### **Pilot Boat CAN DO**

February 6/7<sup>th</sup> 1978

#### 'The Blizzard of '78'

From February 5<sup>th</sup>, through February 7<sup>th</sup> of 1978, New England was inundated in a winter storm of historic proportions. It's effects would be felt throughout the region for many weeks and months after, and the stories will last for generations...

...but no story of heroism, courage, or tragity can equal that of the **Pilot Boat CAN DO** and its brave 5-man crew...

MAMATEUR Radio Asc



Loucester Massachuseur

As the storm intensified on the 6th, the Greek tanker GLOBAL HOPE in Salem Sound, started dragging her anchor. She ran aground at Coney Island and was holed, flooding her engine room and killing the power. Her crew started blowing the ships whistle in apparent distress. This signal was heard by people ashore around the Sound who notified the Coast Guard.

#### MANATEUT RADia







The Coast Guard assumed the worse.
Sector Boston dispatched two ships, the 95foot Type-A Cape-class patrol boat; CAPE
GEORGE, WPB-95306 out of Boston and
the 210-foot Medium Endurance Cutter
USCGC DECISIVE (WMEC-629) from
Provincetown.





Knowing that in the storm, it was going to take some time for CAPE GEORGE and DECISIVE to arrive on the scene, Coast Guard Station Gloucester dispatched their two boats, a 41-foot Utility Boat 41353, and a 44-foot Motor Lifeboat 44317, to head to Salem Sound to assess the situation and assist the GLOBAL HOPE's crew, if possible.

U. S. COAST GUARD Loucester Massachuseum



The lightweight Utility Boat was forced to turn back shortly after getting underway...

...but the more rugged 44-foot MLB kept on for Salem Sound...

Amateur Radio



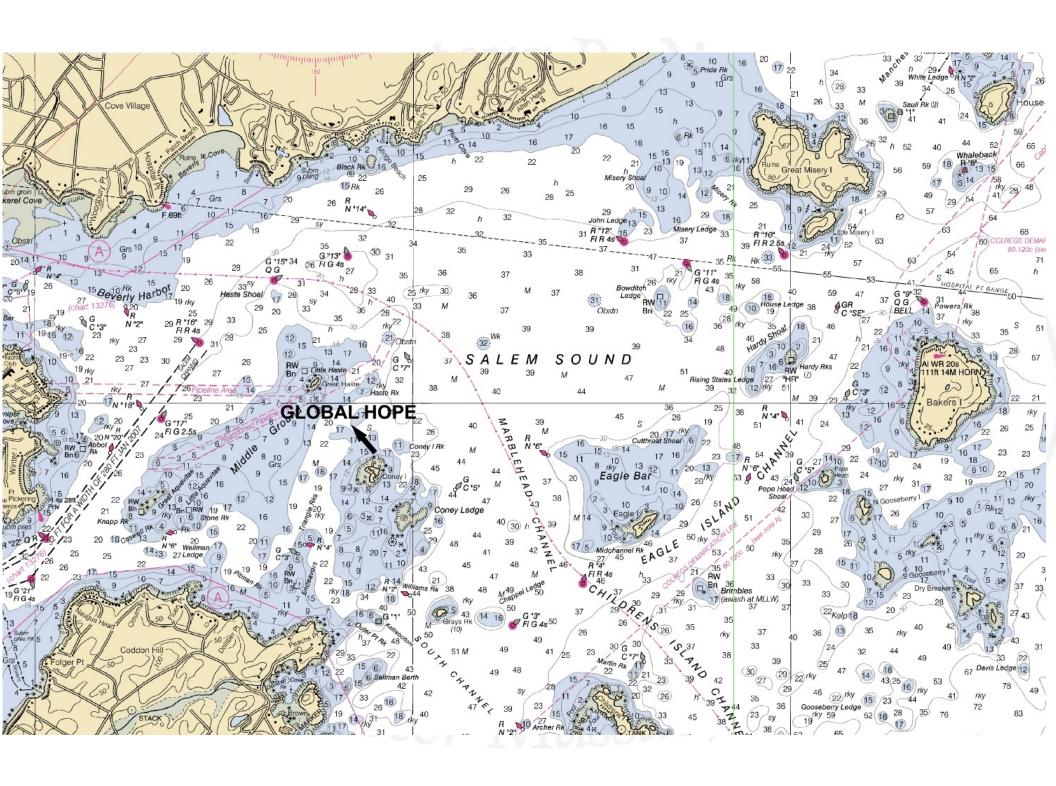
oucester Massachusetts

Amateur Radio



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Although the 44-foot MLB was designed for heavy weather rescues, the storm proved too much for her electronics and navigation equipment. Once she entered the 'minefield' of the sound, she lost her RADAR 'eyes'.



The 44's crew was in trouble. It was now dark, with white-out conditions in hurricane force winds and 20-foot breaking seas. With no RADAR, depth sounder, or compass they were blind amongst the angry rocks and ledges in the Sound, they had gone aground once, and their situation looked bleak...

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Gloucester Massachusetts

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Back in Gloucester, the crew of the CAN DO was listening to the drama unfolding on the radio. Captain Frank Quirk, a retired Sea-Bee was not one to sit around when he thought he could help. Thinking to use his RADAR to find 44317 and guide her to safety, he readied his crew and prepared to take CAN DO out into the storm.



#### Captain Frank Quirk Jr.

Retired Navy Sea-Bee
Two time recipient of the Master Mariner Award
Coastal and Harbor Pilot
Accomplished SCUBA diver and mariner



#### First Mate Charlie Bucko

Retired U.S. Marine with two Purple Hearts
Retired Coast Guardsman and
Qualified 44-Foot MLB Heavy Weather Coxswain
Recipient of the Master Mariner Award
Experienced crewman aboard CAN DO



#### Crewman Kenneth Fuller

Restaurateur,
Commercial fisherman aboard SISSEL B
Magnolia Lions Club Member
Massachusetts Restaurant Association Member

#### **Crewman Donald Wilkinson**

Marina operator and business manager American Power Boat Racing Assn. Member Mass. Bay Offshore Power Boat Assn. Member Cape Ann Stamp Club Member Magnolia Lions Club Member

# Crewman Norman 'David' Curley Electrician, Local 103, I.B.E.W Member Experienced boatman and boat owner Gloucester Lodge of Elks, No. 892 Member President, Cape Ann Amateur Radio Association



### P/V CAN DO

#### **Ex GRAMPUS**

48-foot / 8-foot beam, single screw motor workboat 3/8-inch 'Hot Roll' Corten Steel hull Aluminum wheel/cabin house and deck 220 HP Cummings diesel main engine Considered by many to be as seaworthy as a 'surfaced submarine'.



Amateur Radio



The CAN DO headed into the storm As she neared Gloucester's Dog Bar Breakwater, word was given that the 44 had regained some navigation functionality and was proceeding into Beverly Harbor. As CAN DO was still 100% functional, Capt. Quirk decided to attempt to pick up on the 44's mission to assess the situation at the GLOBAL HOPE.

The CAN DO worked its way down the coast towards Salem Sound. Somewhere off of Baker's Island, a sea took out an antenna tower which crashed into the RADAR's dome, rendering them blind. They turned around and tried to use the LORAN to navigate back home, but something crashed aboard and smashed in a pilothouse window and disabled the LORAN and injuring Capt. Quirk.

Now, completely blind and damaged they were trying to work their way back to Gloucester, but the storm's waves were actually driving them backwards, into the teeth of the Gooseberry ledges. Soon, CAN DO was driven ashore.

They managed to free themselves and get started again, but the seas continued to drive them further and further into the ledges and she grounded once more, this time killing the power, and hope for good. Sometime in the early morning hours of the 7th, the seas drove her hull over the rocks and into deeper water, but the damage was too extensive to re-start. She drifted until she foundered near Tinker's Island, south of Marblehead Neck.

The bodies of Capt. Quirk and Don Wilkinson came to rest on Short Beach in Nahant. Those of David Curley and Ken Fuller came ashore at Devereux and Goldthwait beaches in Marblehead. The body of Charlie Bucko was later found in the engine room of the CAN DO's hull.



A special pullout section

## The Boston Globe

Four full pages of storm pictures

# Awesome GOV. MICHAEL S. DUKAKIS, returning from helicopter survey



### US troops here and cleanup is on

By Robert Turner and Al Larkin Globe Staff

The first two units of the more than 200 soldiers from Ft. Brugg, N.C., who have been detailed to aid in the cleanup operation in Massachusetts arrived earby last night at Logan Airport The first group, a dozen men from the 27th Engineer Airborne Battalion, landed at 3:48 abourd ahuge goven and belows campu- nice to have you abourd." fispe-collect C 130: With them were a Jeep, a front end loader and communications equipment.

from Highland avenue in Needham to Ris. 138 in Canton. The rest of the 200 men, 12 more front end loaders, four were expected late last night.

The first arrivals were greeted at the hase of the C-130 ramp by Gov. Mi-



Army Jeep and front-end loader during unleading from C130 at Logue.

Dukakis, drawed in tan cordurary. pants, a blue and red parks and black galcabes, told a brief news conference Their first duty is to clear lite. 121 that the men would go first to lite. 128. and then into Boston Dukakis also noted that about 100 soldier from Pt. Devens had been aiding in Revere evac. hour shifts. build ners and for or five dump drucks uation efforts all day. "Revere is in have been evacuated," he said.

O'Neill 3d and Public Safety Secretary or dozen men and two small parkup parachused when necessary. Charles V. Barry Barry teld the com- trucks. A spokesman said the flights ly morning hours.

> The men from A Bragg dressed in equipment could be separed the marrow berets of the Army Rangers. and white, ralf-high boots draigned for use in Alaska, were to be put to work during the night and were to work 24- ago.

About 50 minutes later, a second to any spot in the nation within 24 last year.

(Globe photo by John Blanding)

chael S. Dukakis, Lt. Gov. Thomas P. transport plane landed, corrying anoths hours. The men and equipment can be

Before arriving in Massachusetts, manding officer, Col Dwayne Lee: "It's were expected to continue into the cor- the buttalion was told the heights and widths of all bridges in the state, so it would know how an and where its

> "Apparently we have expert anowighters here." Dukakis said. They were in Choo just three days

Many of the men are veterans of The 17th Battalion is the only one of snow emergencies all over the East. good shape now. Most of the people its kind, according to Loc, and it has Staff Sgt. David Briggs hattled blizthe ability to move with its equipment gards in Obto last week and in Buffalo

Late in the afternoon Revers's mayer, Greege Celella, declared an 8 p.m. pedestrian curfew.

Thousands of people who had been evacuated from their homes during the previous 48 hours filled the balls and auditorium of Nevere High School

Samuel and Edith Newman alemped fully clothed in their chairs sleeping all their earthly possessions packed in two brown shopping bags tucked at their feet Samuel, a 30-year-old after. ney, just should his head and forced a and smile as he said. "Wall, what do you want, I should be happy we got out in one parce. The kids are away at achoor and we know they're safe and sound I've got enough incurance to cover my losses, I hope. But what about all these other people? At least there is no one to blame for this mess. And that's a time how do you do."

Sen Edward M. Kennedy flow Into the area by helicopter with Greg Schneider, one of President Carter's political lieutenants, to view the damage. People modded politicly and shook his hand as he walked through the streets. but for once, most people were too preoccupied to notice that a political celeb rity was in their midet.

### Rescue boat skipper, and four crewmen perish

By Lise Bung-Jensen Special to The Globe

The hoties of pilot beat exptain Frank Quirk of Peabody and his four crew members were found washed ashore yesterday. The five drowned making a courageous rescue attempt in the Salom Harbor at the bright of the storm Monday night.

The erew members were identified Don Williams of Bockport, Norman arriev and Kenneth Fuller of Gloucester and Charles Bucks, whose address was not available last night.

The hodies of Quirk and two of the crewmen were found at Nahant and the other two crew members were found at Marblehead.

The skipper of the 42-toot pilot boat Can Do credited with saving scores of lives, went out in vicious seas Monday evening to help the Coast Guard assist the Greek oil tanker, Global Hope, which was grounded in Salem Harbor.

which is everying 3000 horrels of pil.

The other four erest mumbers remained abourd the tanker, it was tak-Coast Guard's Atlantic Strike Team to close to zero. prevent an oil spell.

Coast Guard had evacuated 28 of the 22 named for the mosto of the Navy Concrew members of the 582-foot tanker, struction Battalion, was one of the first vessels to reach the foundering tanker Cheetee A. Poling in January 1977.

Seventy-mile an hour winds ing in water in the engine room, but re- whipped across Mi-fest waves Monday partedly was in no danger of breaking evening when Quick headed out on his up. The crewmen will work with the final mercy mission The visibility was

"That was the kind of man he was." Quire who leaves a wife and three Warren Andrews, a harbor radio children, had received arreral estations dispatcher recalled. "He didn't have to tor in Reverly around 2 a.m., Tuesday

By early yesterday afternoon, the for his rescue efforts. The Can Do, get involved, He'd get no pay, "

Quick, an experienced seames wh maintained his boat metarologity, ice radio contact with the Coast Guarhortly after midnight

The seas had smashed the Can Do radar and radio antenna, blow through the windshield and washed no the electrical system before Quirk to contact with a civilian hard radio oper

## Salvage attempt likely for Stuyvesant Outermost House

#### Engineer says Pier 4 ship didn't have chance in storm

springly reportioned the designors and trailders, and despite its show bulk and and the 50 Peter Stayreauxt dole? Caughtin said. have a choice.

Harricase force winds ripped the 169-feet-long, 2000-ton ship from the specially built study sarly Tuesday morning and demped it into Boston Harbor. The factor Budson River. craire then converted to a mektadi blocks connected by anel pipe. losegy for the affected Anthony's Pier I restaurant, is under source.

Thomas Coughles of Bustons, the ship's engineer and the sun who brought the result to Boston in 1960. and the ship was related in the millions. of deflars and that salonge partially will be attempted.

The second is incurred. No estimate of durage war possible. Crugities said until sources and saturge experts inspent the ship.

No one was alread the Stanweight might be re-mable when it capacied, and there were experperiod reporter. Coughlin and father. "These got top many variables to prese ary is the traditional time for resister. numbers and report and that the Atlanta could not be reached for autithing year short and occurred at 6 p.m. on ment up his plans for the restel. the day of the shorts.

If the topping of the Stayresont fied man's engineering chill in ad least

These registery were from two out of contentuelon around 1964. prestigious Restatianta construction

region and The test was allowed to the control. not by and drope with the last but. Now those skip models are awards on

Though the stop could find, it was little stop

Departs the encourse for safety, do. More a creature of Land than of the sea Welded fore and all to the part side tree to steel extenders - Thesex two hollow flots held at arm's length."

> Through the "link" can but vertical piper, each 70 feet long and 16 inches in discreter Coughlin and the pipes had turn unchived in the parking list by hammering them into bedrock and surreserving there with 43-con concrete

That was extra-heavy pipe," Coughto need "It was the recovered made strength in the US - the kind used in the silfields of Treas - and hammered 40 fost mon bedrock. The force of the word literally ripped the weldings out."

Coughlin said it would take a week or two for a proper survey of damage. He said it is possible the cradle and other handware, which he retired had cost about \$100,000 to acceptive

The whip itself is another succesat the case or cost of salvage," he said.

The Stupyesant with Coughlin as dramaticed the force of Monday's 1965 it had been exceed previously by regioner, arrived in Buston on Sept. 5. the Hudson River Day Line of New work that held the stop in place type. York Dett 1945-40, the stop made day trips from New York to Albany was the Hudson Breez, remaining oversight. "He put acceptions into it." Cough- with its pastengers and returning the in said of Authory Advance owner of next dee When that kind of cruite lost the other and Anchony's Plan 8. "Me population the Staybound was used for word to extreme on refery He hard high school excurses trips absolut the first engineers to design this thing." Manhattan Island. The slop was below.

Revides acting as engineer for the Iron. Poncy Corp. and Furth Crantall. Staymount. Coughin also sweed a spe-Dry David Co., the latter a specialist in coalty gift shop aboard the sessed "One." of the strange things," he said, "is that The stop was on an underwater for had just set up the display of operal. meter grad, in scales halfs by Porton." The fident sellerations of ship models in

and not have free, all or universe. the submarged interior of the SS Peter



Peter Scayerson frendering tear Authory's Pier & restaurant on naterfreed.

Two landmarks are swept away

By Jeremish V. Murphy Globe Staff

Two New England landmarks - Mont No. 1 Encipled and the Outerment Moone in Employer Cape Cod - were destroyed by togs words and total in the blessard.

Month No. I was a familiar eight to thousands fleckport tourists. The old wooden two story for house, presented a fresh and every spring, was Rad port's unofficial symbol. It was on Bearship New Wharf provide the terror backer and was read to ste tuning and unitering gene.

The Mont descriptioned in the street Toront contains and topped into the water about 1125 a.m. a sever of townspeople watched from scrope the hi nor in Duch Square.

Your officials have indicated that the Motif of be retoil! During the mod-1960's, Police Chad Le Anderson took deturbed photographs of the house exact measurements were also taken - tronically case of fire. A sorres and high tides were not con ered as dangers because the structure was reade more harbor.

Outcoment House was built about 55 years up the late Henry Section, an author and philosopher. lived there aline for one winter and wrote a facbook, "The Outermost House," hased on his esp

The house; on Namet Spit in Eastham. (AP photo) sweet by the Massachusetts Auguton Secrety.

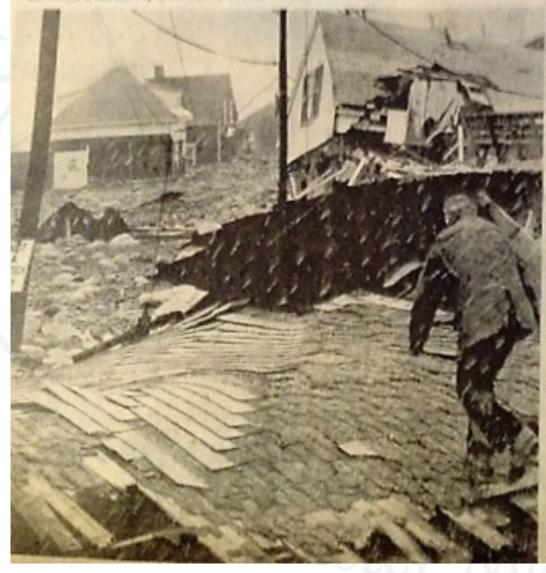
We're American Airlines. Doing what we do best.

American has the



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SCITTIATE.— the magnife agrees that white outling over end from our of some than its feature deposited on Property Reach to stand and high war high on subgless puls in only indication of retreases to Young Way, non-harded made its first of each found up to the same ways and deliver from house.

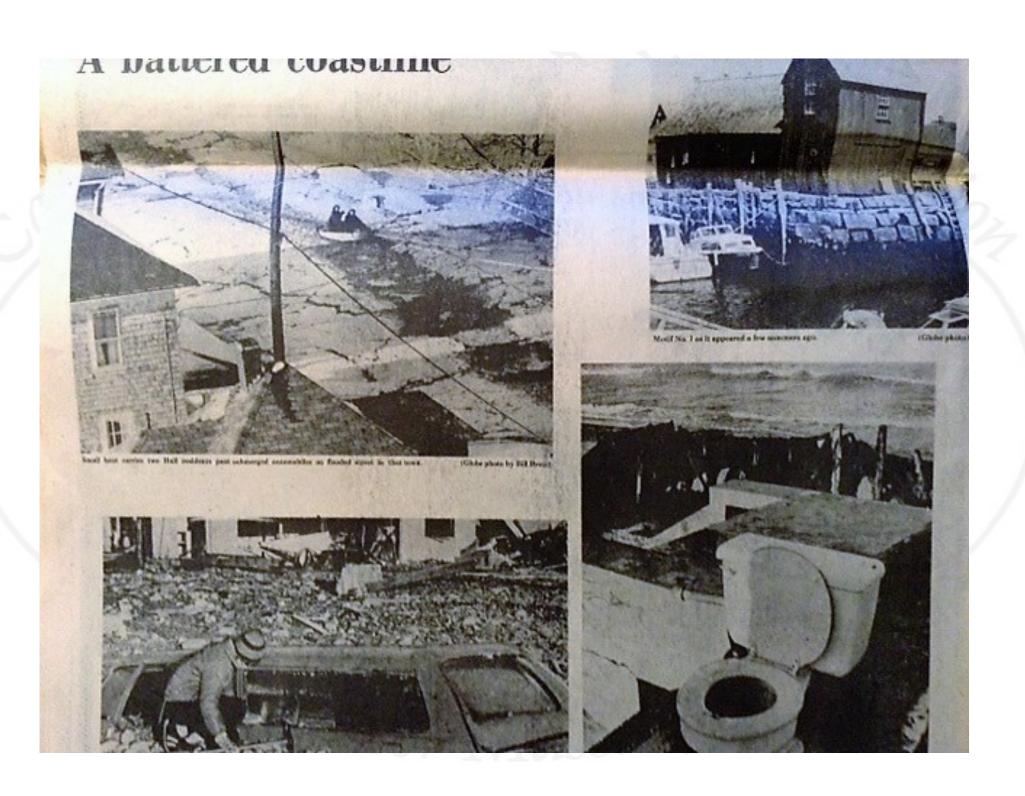




Chile photo by SSE S

SCITUATE - Our of more than 70 houses from Neitzate Harbor to Missed Light that fell victim be the sea. No fact of sand filled search to the



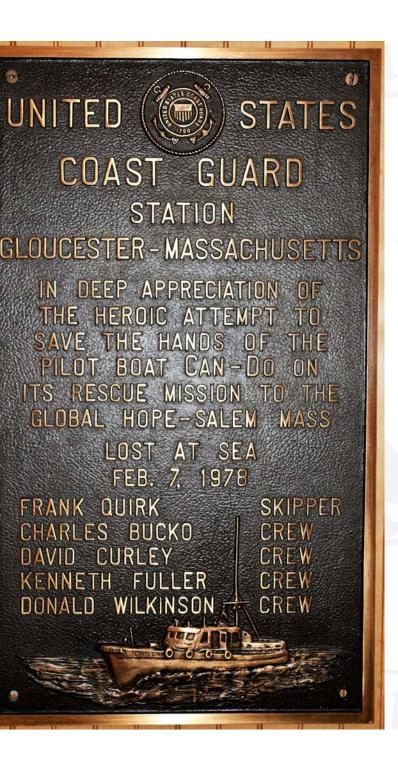


The snow melted away and our world slowly returned to normal, but the sense of loss of the CAN DO and it's brave crew, for some will never fade. Many memorials were held and monuments to their memory were placed and still are sacred places of honor to these heroes of the Blizzard of '78.



The CAN DO memorial at Cape Ann Marina







Mess Deck at Station Gloucester



int hope r Frank ree men

Wildon

Flume

Attempts to sight the vessel from shore this morning were hindered by driving snow that limited visibility to less than 100 yards, Coast Guard spokesman John Bablitch said. Estimates of the crew's chances of

survival varied widely, with Rablitch saying that there was still hope while knowledgable observers on the waterfront doubted that the powerless

waterront doubted that the poweriess ressel could endure.

Quirk, the skipper of the pilot boat which escorts freighters in and out of Gloucester Harbor, is one of the city's most celebrated heroes.

He has twice been decorated with the city's highest honor, the Mariner Medal, for his acts of heroism.

In 1974, he was decorated for saving a child who caught his pant leg in a bicycle chain and fell with the bike into the North Channel from the Community Fish Pier.

Last year, he received the medal again for his involvement in the rescue of the crewmen from the coastal tanker Chester Poling which

coasan tanker unester roung when broke up off Dog Bar Breakwater. After all but one of the men had been brought ashore and the search for a man missing at sea was called off, Quirk pointed the Can Do into the 40-foot seas and returned to search again for the 1 sing man.

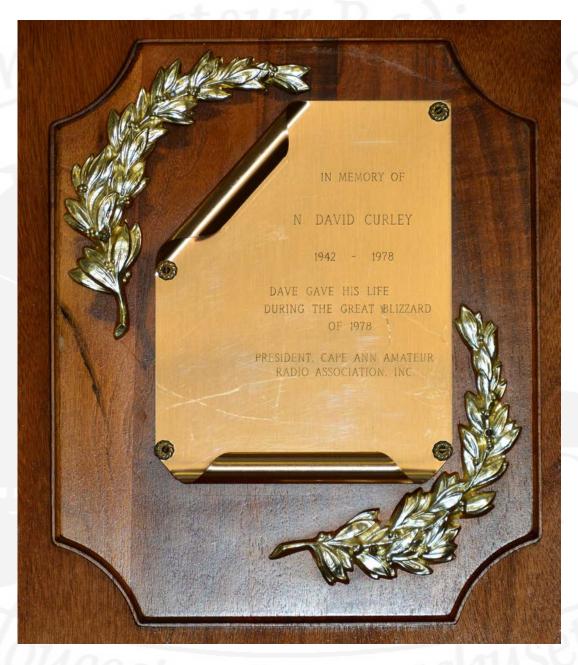
Bucko was the coxswain of a Coast Guard 44-foot partol boat that was also involved in the Chester Poling rescue attempt. Wilkinson has been active in power

boat racing and Curley is an ele



#### The Can Do —a desperate jour

Destino's Sub Shop



**Cape Ann Amateur Radio Association** 

The hull of the CAN DO was eventually raised by Burnham Associates in Salem, to be repaired and used as their yard boat. The cabin and wheel house were left as an underwater memorial. On cleaning the hull out, some artifacts were found...



M/V GRAMPUS, EX-CAN DO in Salem Harbor



Their last communications were made on this radio.



A life ring from the GLOBAL HOPE adorns the wall at Station Gloucester.

They that go down to the sea in ships, that do business in great waters;

These see the works of the LORD, and his wonders in the deep. For he commandeth, and raiseth the stormy wind, which lifteth up the waves thereof.

They mount up to the heaven, they go down again to the depths: their soul is melted because of trouble.

They reel to and fro, and stagger like a drunken man, and are at their wit's end.

Then they cry unto the LORD in their trouble, and he bringeth them out of their distresses.

He maketh the storm a calm, so that the waves thereof are still.

Then are they glad because they be quiet; so he bringeth them unto their desired haven.

Psalm 107

