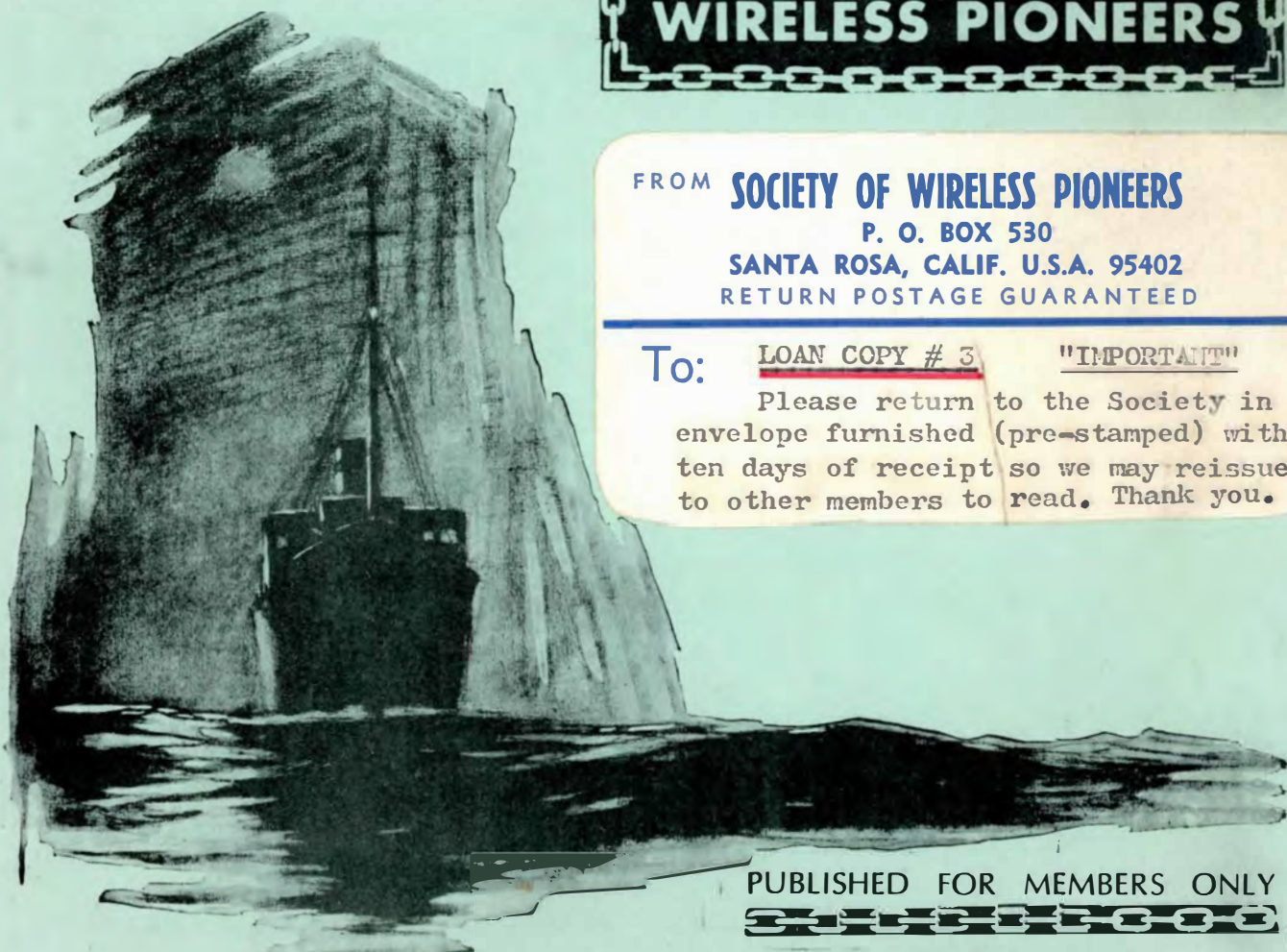




Ports O' Call

Society of Wireless Pioneers - California Historical Radio Society

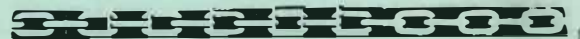


FROM **SOCIETY OF WIRELESS PIONEERS**
P. O. BOX 530
SANTA ROSA, CALIF. U.S.A. 95402
RETURN POSTAGE GUARANTEED

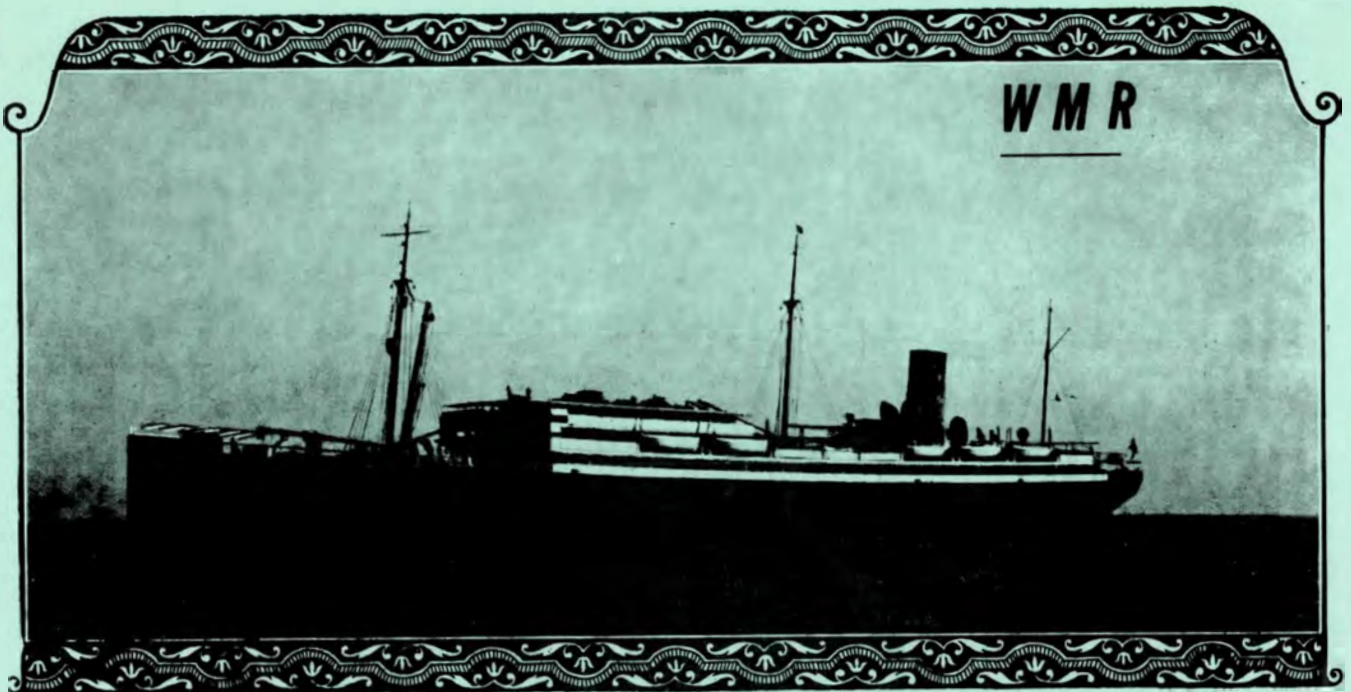
To: LOAN COPY # 3 "IMPORTANT"

Please return to the Society in envelope furnished (pre-stamped) within ten days of receipt so we may reissue to other members to read. Thank you.

PUBLISHED FOR MEMBERS ONLY



Winter Edition 1968 - 69



THE SOCIETY OF
WIRELESS PIONEERS

S. S. Maui of the Matson Navigation Company



PORTS O' CALL



VOICE OF THE "WIRELESS PIONEERS"

Volume 2, Number 1 "Winter Edition" SOCIETY OF WIRELESS PIONEERS January 1969



*Best Wishes for the Holidays
and the Coming Year*



SEASON'S GREETINGS !

Speaking for the Officers and Directors of the SOCIETY -- as well as for myself, I would like to thank all those who sent us so many nice cards and letters during the holidays.

They are indeed appreciated and since it is difficult to convey our thanks individually, we are taking this means of thanking one and all. We wish all members and their families... the best of health, happiness and prosperity for the years ahead !

We wish the Society of Wireless Pioneers - steady growth of the fine type of professional members that our Society seems to attract. May our stewardship justify your trust in us.

William A. Breniman

YOUR SOCIETY IS GROWING !



We are elated at the Society's growth rate. While Frank Geisel and the Ancient Mariner have put in many dedicated hours "beating the brush and scrounging the boondocks" for eligible potential members, we feel that the building of any worthwhile organization such as ours requires the active support and a bit of yeoman duty on the part of

every member. We do have many who have given very freely of their time, money and effort to this end ... and it is to you that we all owe a big debt of gratitude.

We believe that the WIRELESS PIONEERS is now the LARGEST organization of "professional" brass-pounders in the world. We should cross the three hundred mark shortly and remember - we only started less than a year ago.



WELCOME ABOARD !



Cordial and hearty greetings to nearly a hundred new members since the last issue of the WIRELESS PIONEER. We hope you enjoy your cruise with us and we'll promise not to send you for a bottle of enone or have you look for the capatan wrench.

MARLINSPIKE WIRELESS

The lexicon of the English language has suddenly been enriched by the above nomenclature from the aft-section of Ye Ancient Mariner's brain. We don't know whether it will find its way into Funk & Wagnall or Webster's books of words -- doubt if they will fight for the "scoop" but we do think it is somewhat definitive of the early days of wireless when der iron men sailed der vooden ships or vas it der vooden men on der iron ships ? Anyway, we have declared it "public domain" ... you can use it without charge or pass it up. Its your choice.

We have been using a sort of "Marlinspike Wireless" theme through our "PORTS O' CALL" charging up the salt water with a bit of ozone as we think this is what you like ?

Ye Ed (and "Old Bart") plan to give you what you want... but we are not mind readers. Our readers are an erudite group. Admirals, Generals, Business Tycoons and many professional men (including a few dentists) who all got their start toying around with "cat whiskers" before the art became highly sophisticated and we all learned the meaning of words we can't pronounce. Anyway, we feel that you can furnish constructive suggestions to improve our "product-mix" ie: PORTS O' CALL and the WIRELESS PIONEER. So gentlemen - your ideas are welcome! We also invite you to send in pictures and stories for your paper. We'll try and fit them in coming issues. Please be sure to send pix that are clear and sharp (close ups mostly) and PLEASE IDENTIFY the subject so we can title it correctly. Clippings from days long ago in the age of Marlinspike Wireless can always be used. CQD'ers should send in the stories of their emergencies. These first-person naratives are very interesting.

PORTS O' CALL

We hope to increase the size and scope of "PORTS O' CALL" with two editions annually. We will try to have it bring a cargo of nostalgic memories that will bridge time and recall old shipmates and colleagues.

THE WIRELESS PIONEER

The news-journal - "WIRELESS PIONEER" will alternate with P.O.C. (Spring and Fall). We plan to reduce the size of W.P. to letter instead of legal size. This will allow those who use 3-Ring binders of letter size to put all their publications in one binder. (suggestion of our Senior Veep - The Earle of Sebastopol (alias) Commodore.

A full directory of all members will appear in at least one edition of the WIRELESS PIONEER yearly. The names of "new" members will appear in each publication plus any news regarding regular members such as "change of address" et cetera. A roster of membership alphabetically and serially will also appear in PORTS O' CALL.

POLICY

All of the Society's publications are published and intended for members only. They are not published for commercial distribution, resale or profit. The content of each issue is considered personal between the Society or each member.

CQ DE SOWP QTC QRK ?



KPH VISIT OF MEMBERS FRIDAY SEPT. 6, 1968

This records the visit by some of the Society's members and guests to "KPH" Sept. 6 1968 honoring the 60th anniversary of the famous first wireless communication across the Pacific to Hawaii (See story on Page 47). It was a very enjoyable outing and all members appreciated the warm hospitality extended by Mr. Bill Hayten and staff. Identification of numbered pix on Page 3 is as follows:

No. 1

This was taken of part of the group on front steps of XMTR bldg., at Belinas. Members or guests, as follow: (*)

- | | |
|--------------------|-------------------------|
| A. Hedley Morris | I. Ray Newby |
| B. Bill Breniman | J. Howard King |
| C. Claude Cole (G) | K. Robert L. Simpson |
| D. Emery Simpson | L. G. Paul Gray |
| E. Frank Geisel | M. Lorin De Merritt |
| F. Bob Shrader | N. Barney La Petra |
| G. Jack Miche | O. Earl Wohler |
| H. Dick Johnstone | P. Clyde Sunderland (G) |
| | Q. Ralph Bobey (G) |

No. 2

Interior Receiving Station (Marine) with Manager "WH" Bill Hayten at left, "LR" Les Burger, "FG" Frank Geisel - Ex Mgr KPH and "AL" Al Leal, Staff Operator (right). Other member-operators on duty but not in pix include "EF" Earle Foster and "EB" Earl Brand.

No. 3

Transmitter site: Facing camera - (foreground) Lorin De Merritt, then L-R, Dick Johnstone, Earl Wohler, Emery Simpson and Jack Miche. Frank Spicer (left)

No. 4

Left - Jack Miche, V.P. (Chapters); and W. Earl Wohler our Senior Vice President.

No. 5

Front view of KPH Transmitter building. NO. 6 is a rear view of the same bldg., from spot about midway to the old motor-generator building. The start of the vast antenna farm can be seen to right and left of driveway.

We know that the holidays place a big strain on the pocketbook but if you can make the "extra effort" to send in dues without delay, it will help us in many ways, such as planning future editions of "PORTS O' CALL" and also conserve our time as the need to "repeat" calls several times for dues detracts from total time available and we would like to use it in the most constructive manner.

Fortunately members during 1968 sent in their dues promptly (even a few donated now and then which we appreciate as you would be surprised how much postage we use). THE SOCIETY OF WIRELESS PIONEERS still has the LOWEST DUES OF ANY ORGANIZATION WE KNOW OF. We hope to keep it that way. Your cooperation will assist in this effort. Collection last year was 98+ (percent) of total membership - which we think is a marvelous attainment and indicative of the way our members value their membership.

You will find a handy "statement" form (yellow) covering your dues for 1969. It has been left blank due to work load involved in getting out this edition. You will help us a lot by filling in your own name, address, zip and Serial Number. This bit of yeoman duty, plus prompt return (and S.A.S.E. for wallet-card/receipt) will help a lot. **THANK YOU.**

CERTIFICATES & M-SHIP CARDS

We expect to have wallet-size membership cards available and ready to return to all members upon receipt of their 1969 dues. Please send S.A.S.E. when you return the enclosed yellow blank statement form properly filled out. Card will be promptly returned for your receipt.

We also expect to have a very attractive wall certificate ready in the very near future. Format is presently being studied by our officers. The certificate will be one that you will be proud to display in any room. It is a multi-colored, dignified and ornate artifact, identifying you by name with the early days of the profession. You will be proud of it and we feel it will find a prominent spot in your home or den.

These certificates are quite expensive to print and process and their mailing will require PROTECTED FLAT covering to insure arrival in the best of condition.

This will be somewhat costly in postage and extra materials needed, hence we suggest enclosing an extra 50¢ (minimum) or \$1.00 to cover cost and postage. It will be very much appreciated. Certificates will be mailed, folded without extra cost if so desired, however, we are concerned about their condition on arrival. An added note: Please be patient. The job of processing will take time. We will handle in retation upon receipt of dues and orders, hence some delay may be experienced.

NEXT ANNUAL MEETING PLANS

The next annual luncheon "Cruise" of the Society and members will take place at VILLA CHARTIER, Villa Square, San Mateo, California, starting at 11:30AM, Saturday, Feb. 1, 1969.

The location was selected by our Secretary, Eb Cady for the following reasons: (1) It is easily accessible to the majority of members. (2) Adequate, clean and tasty food for the money and (3) Reasonable price for the area. Parking is also easily available.

Further information about this big meeting, which we hope all members who can will attend will be found by turning to Page - 46 of this issue (Pink Sheet).

GUARANTEED ATTENDANCE is required so advance reservations will have to be furnished. More on this will be found on the "pink sheet" noted above.

----- PLEASE PLAN TO ATTEND THIS LUNCHEON -----

WIRELESS PIONEERS

Call for Dues



BARGE - 91 WON'T MAKE IT

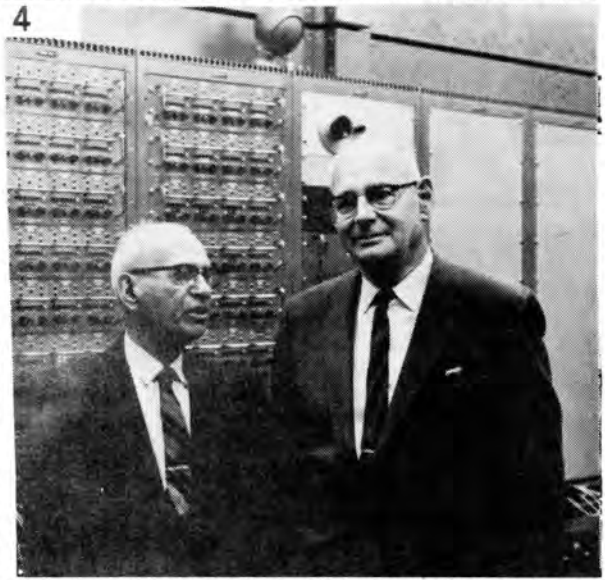
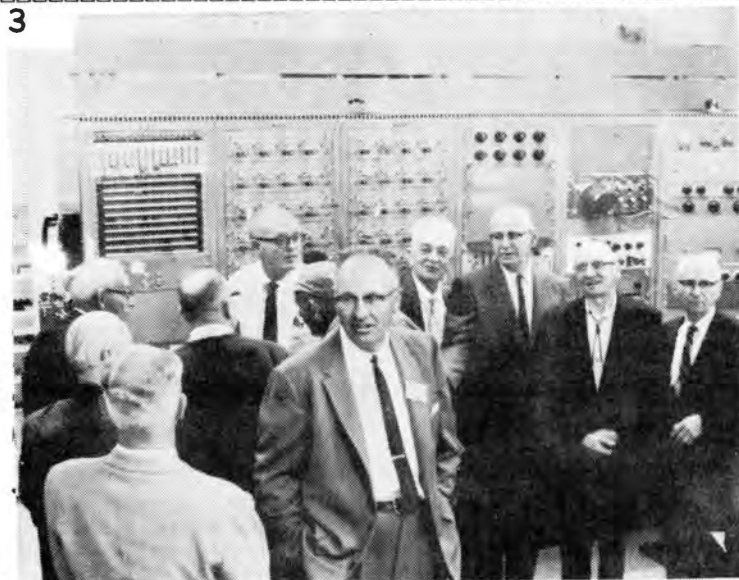
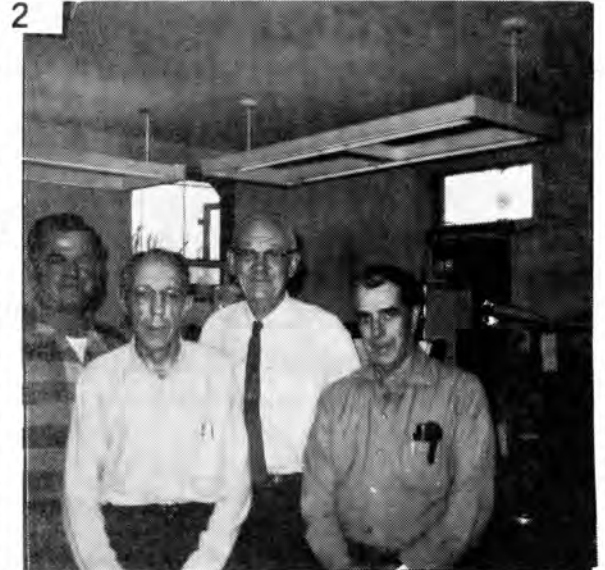
IN TIME

WE NEED YOUR HELP... NOW!!!

As you can plainly see, this unreasonable facsimile of our honorable Treasurer at left gives a good indication of our "Present State of Society Pocketbook". ACTUALLY, our Treasurer is a handsome man and our pocketbook isn't quite this flat - however the Exchequer is suffering from anemia. A transfusion of verdant green fluid (like five \$\$\$ bills or paper of equal potency) would alleviate the disorder before it becomes chronic, and restore it to a healthy state.



"KPH" Visited by Wireless Pioneers Sept. 6, 1968



THE SOCIETY OF WIRELESS PIONEERS

Society Of Wireless Pioneers

P.O.Box 530 Santa Rosa, Calif., U.S.A. 95402



Meet Your ... Executive Vice Pres.



William A. Breniman

Born, raised and attended schools at Ft. Collins, Colo., including Colorado State Univ. The sinking of HMS "TITANIC" fired interest in "Wireless" and at 15 he was experimenting with "Trans-Oceanic" long-wave coils, couplers, etc. etc.

Served in the U.S. Navy during WW-1 as signalman and radio "gadget" - paid off at "NAT" New Orleans (Algiers) and attended Marconi Wireless Institute, S. F. After Graduation 1919 shipped out on "W R T" The George W. Elder of Pacific Mail Line. Later served on many ships. Published "Trans-Pacific Radio Operators Guide" 1920, Communications Journal - 1929, Flight Log - 1946-50, The Airway Pioneer 1958-66. Learned to fly 1924 - Member "OX-5 Club of America (#5551), also Aviation Writers Ass'n. Former member IRE 1929-32 and member American Meteorological Society as well as many others.

Served as Deputy Chief, Communications Division, Civil Aeronautics Administration, Washington, D. C. when it had the largest leased wire teletype circuitry in the world and also one of largest communication systems with over 4400 communications personnel. Chief Operations Branch for Pac. Northwest Region C.A.A., and retired as Chief Technical Services and Planning Branch, Los Angeles (11 Western States) 1957. Served as Technical Expert to Department of State 1950. Participated in first National "DX" Radio contest 1923 as "anchor man" at Station "KHJ" Los Angeles with Mr. Lee De Forest at "W O R" Newark. Manager S.O.H.S. Los Angeles, Owner/Manager Los Angeles Radio Institute 1922 /23; MRI for RMCA 1927. Holds many certificates and awards from the U.S. Government. Authored "Titanic" article 1931.



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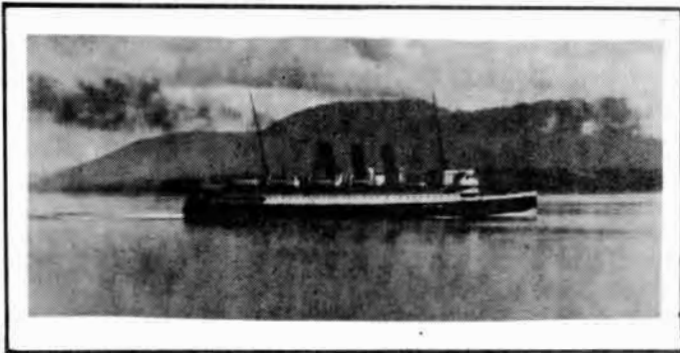
PORTS O' CALL

THE WIRELESS PIONEER

DEDICATED — to the men who "went down to sea in ships" as Wireless Telegraphers and all those who have earned their living "pounding brass" as wireless or radio ops since the day of Marconi.

Reker, Hero of the Admiral Sampson

The Story of the Wireless Operator who Sacrificed His Life to Live up to His Ideals of Duty



SS



Princess Victoria



MCM

THE name of W. E. Reker has been added to the list of Marconi men who died as heroes. He was senior wireless operator on the steamship Admiral Sampson, which sank off Point-no-Point, near Seattle, Wash., after coming into collision with the Princess Victoria, resulting in the loss of eight lives. While the Sampson was foundering he made his way to the captain on the bridge, preferring to share whatever fate overtook his commander rather than seek safety by leaving the doomed craft. And on the vessel he remained, even as the waters claimed the ship for their own.

Not less praiseworthy was the conduct of H. F. Wiehr, junior Marconi operator on the Sampson. He stayed on the vessel until the last, finally being compelled to jump over the side. He was picked up by one of the lifeboats.

The Sampson, owned by the Pacific Alaska Navigation Company, was feeling her way carefully along her course soon before five o'clock on the morning of August 25. The majority of the passengers were asleep in their berths, but some, aroused by the siren, had come on deck. The Princess Victoria, of the Canadian Pacific line, was also making her way through the fog in much the same cautious manner as the Sampson.

The fog whistles on both vessels were sounded continuously, according to reports of the accident, but the thick mist blanketed the warnings. Neither ship was steaming faster than approximately three miles an hour when the crash occurred. The Victoria rammed the Sampson, a steel vessel, directly on a line with the after hatch, cut three-fourths of the way through her and opened a 12-foot gash in the steel plates of the former, in which the cover of the

This is a reprint of the story of the sinking of the SS ADMIRAL SAMPSON/WAS by CPR Liner PRINCESS VICTORIA MCM on Aug. 25 1914 as published in "The Wireless Age" issue of October 1914.

Member, Henry F. Wiehr, No. 82-SGP was Junior Operator at time of sinking and has furnished reprint of story.

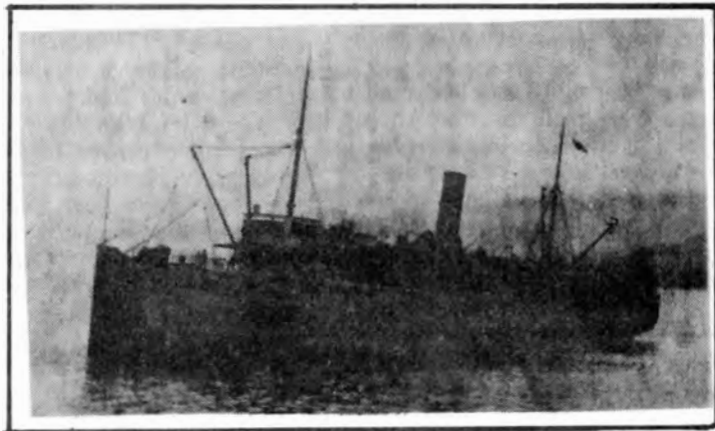
Reker's name is on the Memorial to Wireless Heroes in Battery Park, New York.

Henry recalls Walter Reker as ... "ONE SWELL GUY".

Sampson's after hatch was still jammed when the Canadian Pacific liner arrived in Seattle with the survivors.

With the impact the Sampson began to fill, and the captain of the Victoria, realizing the danger of the doomed ship, rang for slow speed ahead and kept the bow of the Victoria jammed in the gaping wound. The vessels were so close together that the majority of the Sampson's passengers were able to climb on board the Victoria. The bow of the Victoria entered the side of the Sampson at a point where a considerable quantity of fuel oil was stored and crushed several large containers. They were set ablaze and in an instant both vessels were enveloped in flames. For a time it seemed as if both the Victoria and the Sampson would be destroyed by fire. The Victoria, however, soon backed away and stood by to pick up the passengers that were being lowered to the water in boats. When the Victoria backed away the gap in the Sampson's side was left uncovered and the latter began to settle. She went to the bottom four minutes after she was struck.

In the meantime the wireless operator on the Victoria had not been idle. He sent out an S O S call which was picked up at the Marconi station at Seattle by A. E. Wolf, and established communication with the steamship Admiral Watson. The first information that came by wireless was to the effect that the Sampson and Victoria were in collision. Then came a marconigram saying that the



WAS - Admiral Sampson

Sampson had gone to the bottom. The Unalga left Port Townsend when news of the accident was received and began a search for bodies. Among the victims of the accident was Z. M. Moore, captain of the Sampson. Only two passengers out of a total of fifty-four lost their lives.

Operator Wiehr, who was on duty when the collision occurred, immediately awakened Reker. The latter had every opportunity of finding a way to safety with the remainder of the survivors. Wiehr last saw the senior operator a minute before the Sampson sank. At that time Reker was leaving the social hall. Reker was seen on the bridge with Captain Z. M. Moore of the Sampson a few minutes previously. The senior operator did not possess a life preserver and was unable to swim.

The Marconi Wireless Telegraph Company of America sent the following letter to Theodore Reker, father of the operator:

"Mr. Theodore Reker, 3503 Sixteenth Street, San Francisco, Cal.

"Dear Mr. Reker: Now that the first shock of your bereavement has passed, this company ventures to extend to you some measure of its appreciation of the noble devotion to duty shown by your son, the senior Marconi operator on the Admiral Sampson, who calmly and heroically went down with the ship he had served so well.

"Our official reports show that as the vessel was sinking he made his way to the bridge to report to his captain, deliberately ignoring opportunities of securing safety with the passengers and thinking only of his duty as a ship's officer. It is evident that had he so chosen he might have saved his own life for he was off duty and asleep at the time of collision, and the wireless appeal for aid to the sinking vessel had already been answered. That he further upheld the Marconi tradition and sought instead his post by the side of the commanding officer makes his record an immortal one with those who have courageously gone to death in the simple discharge of duty.

"Your son was one of our most valued employees, a thoroughly reliable and efficient operator, held in high esteem by fellow workers and his superior officers. Appreciation of his ability was expressed many times during the period he was in our service; in fact, on the very evening prior to the disaster Captain Moore of the Admiral Sampson praised him highly to Superintendent Irwin and expressed the wish that this company would not transfer him while the captain was in command.



HENRY F. WIEHR

A SALUTE!



EDITOR'S NOTE: The Sampson Story is not entirely correct. Member Wiehr WAS AT THE KEY of "WAS" -- SENT THE SOS -- remained at his post of duty - contacting KPE until MCM "QRMed" him.

"We sincerely share your grief that so promising a career should have been brought to such an untimely end and seek what small consolation there is in the thought that the great voyage on which he has embarked will be more glorious than the fateful one which took him from us and from you."

W. E. Reker was born in St. Paul, Minn., twenty years ago. He entered the Marconi service eighteen months ago and had been detailed at various times on the steamships Dirigo, Dorax, and Admiral Sampson.

Wiehr reported that there was absolutely no necessity for using the wireless apparatus of the Sampson because when she struck he could hear the operator of the Victoria communicating with ship and shore. He assisted several passengers in adjusting life belts and took charge of a three-year-old boy. When the Sampson was about to be engulfed by the waters he was compelled to throw himself over the side. He was drawn down by the suction of the sinking vessel and when he came to the surface seized a bit of floating wreckage. He clung to this until one of the lifeboats reached him.

George S. De Sousa, traffic manager of the Marconi Company, sent the following letter to Wiehr:

"Dear Mr. Wiehr: According to the reports I have received concerning the loss of the SS. Admiral Sampson, you conducted yourself well, and I wish to extend to you a word of appreciation for faithful service nobly performed under trying conditions.

"Facing death fearlessly in the line of duty has become a tradition among Marconi operators, but your consideration for the safety of passengers when your official duties had been discharged showed a high courage that will live long as an inspiration to your fellow workers.

"We treasure the thought that actions such as yours have been performed in the service of this company and that we have in your case an instance of exceptional devotion to duty in the cause of humanity.

"I am happy your life has been spared and I trust that you will continue to enjoy and merit success in our service."



DO sailors experience many thrills?

Well, son, I'll say they do! And, seeing that you've asked me,

I'll relate a few to you. It's not so much the work we do As the places that we see And when I get to thinking Many scenes come back to me,

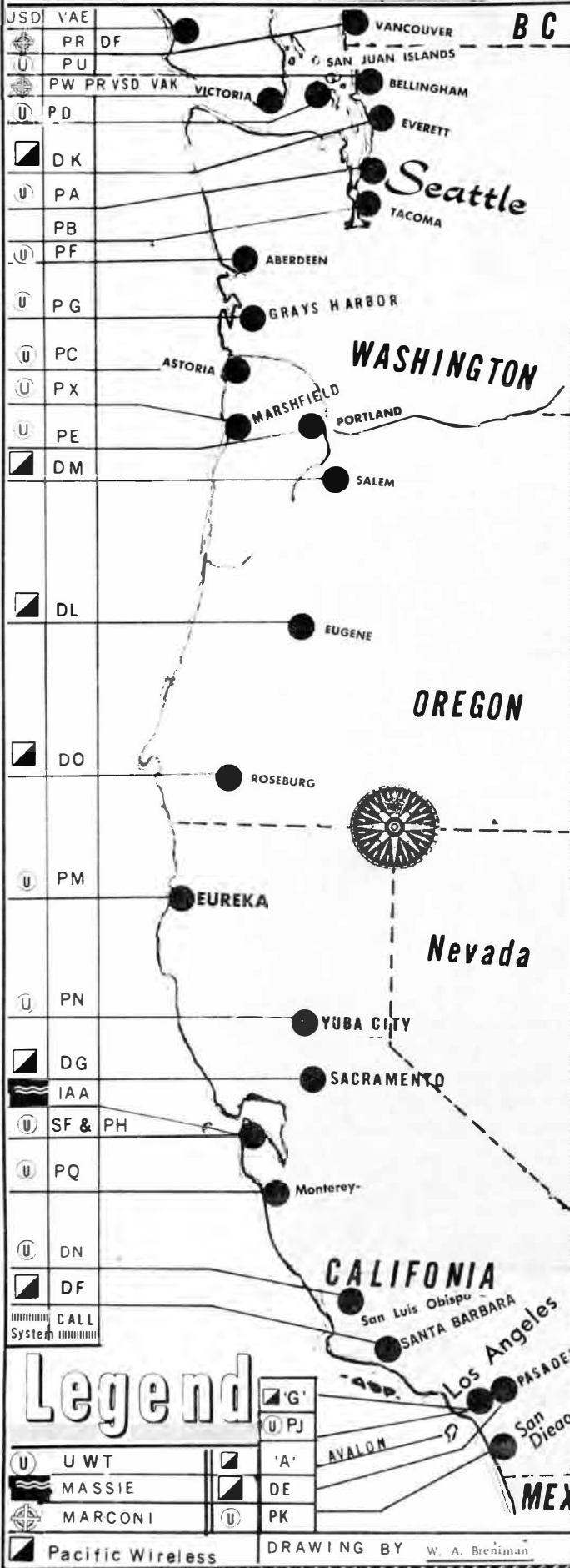
I've been to dear old Italy— That far-off, sunny shore; A land of song and laughter, One could ask for nothing more. In London I have had my fling— Piccadilly and the Strand; But English fog is not for me I prefer my native land.

With pleasure I recall the times I've been to gay Poree Where I tried to parle the lingo But could only say, "Wee! Wee!" And Germany—I've been there, too, And gazed upon the Rhine; But that was prior to "Der Tag" When Wilhelm tried to climb.

Took a sojourn to the Far East, Looked on many amazing sights; Felt the thrill that I'll remember From those Oriental nights. And I've been to Honolulu— By the beach called Waikiki, Where they do the hula hula In the moonlight by the sea.

Yes, son! It's great to travel In the free and easy way. But, somehow, a homesick feeling Seems to come at close of day. So I've come to the conclusion That, to me, the joy of joys Is to hear the Skipper saying— "We'll be home tomorrow, boys!"

Early West Coast Stations



DO YOU REMEMBER WHEN??

BY: Cdr. Richard Johnstone USN(R)
Marconi Operator "KPH" S.F.

(Here follows a bit of old time Pacific Coast Wireless History. Early in the 1900's ---- lets say from 1904-05 to about 1912)

During the above period many Pacific Coast steamers, passenger ships, freighters, oil-tankers, and steam schooners were equipped and being equipped with the WIRELESS TELEGRAPH. Such a word as "RADIO" was unknown.

There were no rules, regulations, licenses or a selection of wave-lengths. Everybody was "in the act" including the United States Government with Army and Navy ships and stations - and amateurs. The "Wireless Association of America" had enrolled 9,000 members according to their June 1910 Blue Book, the first Amateur Wireless Club. I was a member and listed as "RJ" in San Francisco.

The Station with the most power could be heard - true enough, but the interference caused by other stations, commercial, government and amateurs, killed his receiving possibilities.

Five commercial companies were engaged in equipping ship and shore stations, named her in order of their rise and fall. Each were finally absorbed by the MARCONI WIRELESS TELEGRAPH COMPANY LTD., in 1912.

- Pacific Wireless Telegraph Company
- De Forest Wireless Telegraph Company
- United Wireless Telegraph Company
- Massie Wireless Telegraph Company
- Marconi Wireless Telegraph Company

In later years there were eight other commercial wireless concerns active on the Pacific Coast, better known as RADIO companies.

You will notice all five companies had the name "TELEGRAPH" included in their title. Besides equipping ships with wireless, each company had planned a chain of "shore" stations to maintain contact between inland cities, and therefore compete with the land-line telegraph companies.

Wireless shore stations were located in Pasadena, Sacramento, Roseburg and Eugene Oregon and other inland points. One UNITED station was located in the YUBA CITY-MARYSVILLE district to maintain a constant direct contact with a San Francisco based mining company. This project, like all the inland endeavors, could not equal the land line telegraph service and accuracy, due to atmospheric disturbances, as well as inefficient receiving equipment, so the station to station projects fell by the wayside, leaving only wireless stations along the coastline for ship to shore communications.

Wireless communication in these early days was far from consistent. In summer the roaring static prohibited dependable operation, and the signal drop during daylight was a continual problem. Like any other new development, the wireless had its difficulties. For instance - the gasoline engine and automobile tires in the early 1900's. I well recall eleven tire blow-outs between San Francisco and Reno. So WIRELESS too had its progress or "growing" pains.

In the period before 1909 each ship and station had TWO LETTER CALLS. Like Monterey was "PQ" and San Francisco was "PH". Seattle was "PA". A look at the map to the left shows the location and calls of some of these Pacific Coast WIRELESS STATIONS. (Ed. note: Map drawn by W.A.B. from information furnished by "RJ").

(Continued on next page)

"Dick" Johnstone recalls the "Early Days"



of Wireless on the Pacific Coast

There was no systematic issuance of any of the ship or shore station calls because each company issued any call or combination they wished. It was noted in call lists published prior to 1909 and 1910 that many were incorrect. For instance the 1909 call list shows the steamer QUEEN's call as "A2". As it happened, I was operator on the S.S. ACAPULCO with the "A2" call and my Dad was Captain of the S.S. QUEEN with the call letter "GX". Many nights, as an amateur I listed for the "GX". This information was recalled only to show that there were many incorrections and mixups.

The PACIFIC WIRELESS COMPANY first used single calls like "A" for their Avalon station, and "G" for their Los Angeles station. The De Forest Company used the letter "P" as a prefix, such as "PH" for their San Francisco (Palace Hotel) station. The MASSIE WIRELESS COMPANY used letter and combination numeral calls such as "H2" for their ship stations. ("H2" was the S.S. ROSE CITY). Massie also used the first three letter calls on the Pacific Coast. Their San Francisco station at the Cliff House was "IAA" and the S.S. CUZCO was "IAO" and the S.S. HYADES answered to the call "IAC".

For reference a list of some Pacific Coast stations and their early calls is shown on Page Seven. See how many of these you can recall. They were all SPARK transmitters with crystal detectors.

Following the HMS TITANIC disaster in 1912, by international agreement, all nations adopted a systematic call letter procedure., and were allocated three letter calls with a prefix letter for identification. The United States Navy had already adopted the prefix "N" and their Atlantic Coast stations included "NAA" to "NAZ". The Pacific Coast stations started with "NPA" to "NPZ".

Commercial coastal stations on the East Coast were assigned calls with the prefix "W" like "WCC", "WNY" and so forth. East Coast ship stations were assigned calls with a "K" prefix like "KSH". On the Pacific Coast, it was just the opposite as the Coastal stations used a "K" prefix like "KPH" and the ships used a "W" prefix like "WMO", "WRH" etc.

Japanese ships used three letter combinations starting with the letter "J" - "JTY", "JSH" and so forth. BRITISH ships, in part were identified with a call letter using the letter "B" and "V", etc., also the letter "M". GERMAN ships used "D" among others to identify them. Each nation had its allocation, and as more ships were built and more stations were added, in less than ten years we find FOUR LETTER calls were added, and as this is written, we have five and six letter calls in use.

Throughout the years the call letter situation has been in somewhat of a "muddle" --- always changing ---always cancellations --- always additions --- but in keeping with progress.

Those of us who can recall these early days of the WIRELESS have enjoyed every bit of it. It was exciting -- a great adventure --- fifty miles --- 100 miles --- everything was an accomplishment. You were part of the "WONDERFUL WORLD OF THE WIRELESS". You didn't have a loud speaker You sat there in the tropics with a heavy head-set clamped to your ears -- a tiny piece of galena. You held your breath -- a faint signal --- and you copied the press news of the day from "KPH" ---- might have been me who was sending it ----

With 73's

"Dick Johnstone

"RJ" at old "KPH"



The following list of WIRELESS STATIONS and SHIPS (in the R.H. column) date back to the early 1900's --- 1905 --1912 will refresh your memories. No doubt you will recall some of these first calls. (Company names are abbreviated in the last column, ie: "Pacific" for Pacific Wireless Telegraph Co"; UWT for United; "DeF" for DeForest, etc.)

Early Station Call Letters

COASTAL STATION (Location)	CALL before 1909	CALL listed 1912	COMPANY Operating
Avalon (Catalina Isl.)	"A" & "PI"	KPI	Pacific
Los Angeles, Calif.	"G"	---	"
Los Angeles, Calif.	PJ	KPJ	UWT
San Diego, Calif.	PK	---	UWT
Pasadena, Calif.	DE	---	Pacific
Santa Barbara, Calif.	DF	---	Pacific
San Luis Obispo	DN	KDN	UWT
Monterey	PQ	---	UWT
San Francisco	PH	KPH	UWT
Sacramento	DG	---	Pacific
Yuba City	PN	---	UWT
Eureka, Calif.	PM	KPM	UWT
Marshfield, Oregon	PX	KPX	UWT
Roseburg, Oregon	DO	---	Pacific
Salem, Oregon	DM	---	Pacific
PORTLAND, OREGON	PE	---	UWT
Astoria, Oregon	PC	KPC	UWT
Aberdeen, Washington	PF	---	UWT
Gray's Harbor, Washn.	PG	---	UWT
Port Townsend, Washn.	DS	---	Pacific
Tacoma, Washn.	PB	---	UWT
Friday Harbor, Washn	PD	KPD	UWT
SEATTLE, WASHN.	PA	KPA	UWT
SEATTLE, WASHN.	DA	---	Pacific
Olympia, Washn.	PY	---	UWT
Bellingham, Washn.	PU	---	UWT
Vancouver, B. C.	DF	---	Marconi
Victoria, B. C.	PR	---	Marconi
North Victoria, B. C.	PW	---	Marconi
Honolulu, Oahu (M.T.S.)	HU	KHK	DeForest
Molokai (M.T.S.)	AM	---	DeForest
Puako (M.T.S.)	KA	---	DeForest
Mauai (M.T.S.)	LA	---	DeForest
Kauai (M.T.S.)	NW	---	DeForest
San Francisco, Calif.	IAA	---	Massie

Many of the above stations were built by De Forest and sold to United Wireless Telegraph Company. Same applied to the Pacific Wireless Telegraph Company, then in turn sold to the Massie Wireless Telegraph Company -- finally all taken over by the Marconi Company, except the Hawaiian chain in 1912.

U.S.NAVY CALLS -- PACIFIC COAST

CORDOVA, ALASKA	---	NPA
SITKA, ALASKA	---	NPB
BREMERTON, PUGET SOUND	---	NPC
TATOOSH ISLAND, WASHN.	---	NPD
NORTH HEAD, WASHINGTON	---	NPE
CAPE BLANCO, OREGON	TA	NPF
TABLE BLUFF, CALIF.	TD	NPW
MARE ISLAND, CALIF.(***)	TG	NPH (now NPG)
FARALLON ISLANDS, CALIF.	TH	NPI
YERBA BUENA ISLAND, CA.	TI	NPJ (now NPG)
Pt. Arguello, Calif.	TK	NPK
POINT LOMA, CALIF.	TM	NPL
HONOLULU, (PEARL HBR)	**	NPM

U.S.N.

(***) PS: In 1910 Mare Island Navy Yard signed "NPH" and was the first 500 cycle quenched spark I had ever heard.

NOTE: While three letter calls became "in order" in 1912 the Navy Stations used the three letter calls before that time. The WIRELESS ASSOCIATION "BLUE BOOK" dated and corrected to June 1st 1910 lists all the above three letter calls.

" R J "

(See Early Day ship calls on page 9)

OLD PACIFIC SHIP CALLS

SHIP NAME	CALL PRIOR 1909	CALL 1912	REMARKS
SS ACAPULCO	A2	WVO	
SS ASIA	WT	---	Sunk 1911
SS ALLIANCE	BV	WRV	
SS PRESIDENT	G2	WGP	
SS GOVERNOR	B2	WGR	Sunk 1921
SS CITY OF PUEBLO	GQ	WGQ	
SS QUEEN	GX	WXG	
SS CITY OF TOPEKA	GY	WGY	
SS SANTA CLARA	AK	WRS	Sunk 1915
SS GEO. W. ELDER	M2	WRT	
SS ROANOKE	S2	WRR	S - 1916
SS ROSE CITY	H2	WVR	
SS HUMBOLDT	D2	WHX	
SS HANALET	HN	WHN	
SS BUCKMAN	P7	WAY	
SS WATSON	P8	WAW	
SS PORTLAND	P3	WNV	
SS ENTERPRISE	P1	WVN	
SS HILONIAN	P2	WVN	
SS LURLINE	U2	WNL	
SS HYADES	IAC	WVK	
SS NORTHWESTERN	AN	WAN	
SS VICTORIA	AD	WAD	
SS YUCATAN	AG	WMY	
SS REV. CUTTER BEAR	RCB	---	
SS NANN SMITH	BO	WBO	
SS ADELINE SMITH	HS	WHS	
SS TENYO MARU	TTY	JTY	
SS NIPPON MARU	TNP	JNP	
SS ALAMEDA	HD	WHD	
SS MARIPOSA	HK	WHK	
USAT. THOMAS	ATU	WXM	
USAT. SHERMAN	ATR	WXK	
USAT. SHERIDAN	ATS	WXJ	
USAT. LOGAN	ATK	WXF	
SS YALE	RY	WRY	
SS HARVARD	RH	WRH	S - 1951
SS ASUNCION (TKR)	GM	WTX	
SS ATLAS	GN	WTT	
SS CAPT. A.F. LUCAS	GB	WTV	
BARGE #91	GD	WTU	
SS MAVERICK	GH	WTF	
SS W.S. PORTER	RD	WTM	
SS MACKINAW	HW	WHW	
SS COL. E. L. DRAKE	P5	WTS	

Many of the above vessels were equipped with spark sets, Massie Wireless Systems (mostly those with letter-number calls were Massie). Others equipped with UNITED WIRELESS spark equipment. In 1912 practically all were taken over by the MARCONI COMPANY except the U. S. Army transports and the Revenue Cutter "Bear" and two Japanese ships as above.

(ED. NOTE: See Commander Richard Johnstone's book ... "MY SAN FRANCISCO STORY OF THE WATERFRONT AND THE WIRELESS" for other nostalgic recounting of early day history on the Pacific.)

85 Years at Sea

RECORD SET BY "OLD VIC".

"OLD BART" our Assistant Editor recalls with a bit of nostalgic interest, one of the ships listed above in "RJ's" list of calls ... the SS VICTORIA (Call "AD" and later "WAD", one of the truly historic ships of the Northland.

She was launched as the "PARTHIA" in 1870 for the Cunard Line and entered the trans-Atlantic run as their flagship.

Like all steamers of that time she was first equipped with sails to help her along with fair winds. She originally had a compound engine with a clutch to disconnect the propeller when on sail, but it only lasted two years, when her triple expansion was installed. This lasted the rest of her long life and must have been designed by a brilliant engineer. The valve linkage was so complicated that engineers, in working on it, would always leave one set intact as a sample for re-assembling.

The "VIC" was used as a transport during the Boer and Spanish-American wars, carrying troops to Africa and the Phillipines. Having clean lines and being made of wrought iron, instead of the usual steel, she made a very good ship for pounding through Bering Sea ice. Therefore, she served most of her long life on the Nome run. Being a fast ship for that period - about 15 knots - she would outrun her many competitors and be the first in Nome each Spring. Also, she was usually the last one out in the Fall, always taking chances of being caught in the Arctic. She originally carried 790 passengers and crew, which later was reduced with more stringent modern marine regulations.

We would herald Spring for Nome residents with Capt. Johnnie O'Brian's famous private steam siren, sometimes after being stuck in the ice fields for a week or more. Our arrival certainly was a time of great rejoicing by "Nomites" - after their long eight months of isolation and especially before the days of radios.

In 1955, the "Vic" ended up in a Japanese junk yard, AFTER 85 YEARS plying the seven seas with nary a mishap of consequence.

Dexter S. Bartlett

CIRCA... 1910-'14

"CLEANINGS" from Modern Electrics and
Popular Electricity.
(By - "Old Bart")

- J.J. DUCK & CO. A new compressed spark gap.
 - ADAMS-MORGAN CO. Most efficient loose coupler on the market.
 - C. BRANDIES: Superior headset for \$5.00. Send 2¢ stamp for catalogue.
 - HALLER CUNNINGHAM ELECTRIC CO. New "Halcum" detector.
 - THORDARSON ELEC. CO: Operators say ... "our transformers are the best".
 - RADIO TELEPHONE & TELEGRAPH CO: New De Forest audion detector - \$25.00
 - CLAPP EASTMAN CO: One KW "Blitzen" Xformer - \$36.00
 - WM J. MURDOCK CO: \$4.00 variable condenser for every station.
 - J. H. BUNNEL & CO: Beeko rheostat - 60¢.
 - COMOS ELECTRIC CO: Unimprovable crystal detectors (???)
 - ELECTRO-IMPORTING CO: Electrolytic interrupter will increase sending range 100%. Bull dog spark coils, Leydon jars, etc.
- (Note: Each issue had at least eight ads of Wireless schools - "See the world and get paid for it" variety. (\$30.00 per month).

Even in 1911, crude attempts were made to discover oil, coal and ore bodies by wireless.

Wireless Operators are subject to anemia due to unsanitary ships and ozone from spark gaps.

September and October 1913 issues of "MODERN ELECTRICS" has ham station lists of the sixth, seventh, eighth and ninth districts. (I have no earlier editions for the rest)

The "WIRELESS ASSOCIATION OF AMERICA" had 22,000 members and ... "with no dues" !

"Static Kickback" - Its prevention and cure by Ellery W. Stone.

Historical Notes from the Wireless Pioneers

Haraden Pratt

Robert S. Palmer

The following from Haraden Pratt, Spark-Gap Pioneer member No. 252-SGP, dated Oct. 23 1968 contains much "early day" historical data of interest to all members. We consider Member Pratt as one of the real pioneers of the Wireless.

The first operator at the "Jones and Vallejo" address of "PH" in 1907 was old friend and former employee of mine, Tim Furlong. He stood watches for about a year with no business - no ships had wireless. The station was then owned by the OCCIDENTAL & ORIENTAL W/T COMPANY, which later was acquired by the UNITED WIRELESS TELEGRAPH COMPANY. They induced Standard Oil of California to equip one of their barges which was towed to Puget Sound in 1906 by the tug Atlas and Tim went with it. Communication was so successful Standard ordered installations for their tankers. Tim was relieved at "PH" by J.O. Watkins (deceased last year - I visited him two years ago).

In 1908 S. D. Maddams was at "PH" for awhile, during the time the "Great White Fleet" was in the Bay. Then came Eddie Foy of Berkeley, L.M. Malarin and others like "Pop" Hyde. "CH" was opened in 1909 on the Chronicle building and was used while "PH" was dismantled and moved to "Hillcrest" at Daly City.

"PH" was on a lot owned by the Public School Department of San Francisco and the City refused to continue the lease on account of the complaints of the people living around there. In fact, during 1909 and the PORTOLA FESTIVAL, I came home about 3 AM one night and stopped at "PH" to talk to Eddie Foy. We opened the double sound proof box the spark gap was in and you could hear the spark crash echoed from the downtown buildings. Then the neighbors started to raise their windows and curse so Eddie and I decided to lock up the place and go home before someone called the police.

The FIRST OPERATOR at "PH" when it opened at Hillcrest was A.Y. TUEL. At that time the station was open from 8 PM to 8 AM only and Tuel did the 12-hour trick. I do not remember the date it opened but it was about June 1910 as I worked A. Y. from the Tanker Pectan about July 1st coming up from Chile. The United Wireless Station at San Luis Obispo broadcast the Johnson-Jeffries fight at Reno July 4 and I copied the whole works for the gang on the ship who crowded into my shack to get it as it came in.

Malarin assigned me to "PH" about June 1910 for the third trick which I did until college started in September. In those years we had the first half hour of every hour for the Navy and the last half hour for the commercial stations. On the 3rd trick we had lots of paid messages from the Jap liners. They started sending soon after leaving Yokohama. Then during the Navy half hour I would put them on the Western Union wire and telephone messages on ships positions to the Marine Exchange, Newspapers and specials such as Captain Matson, who ordered that any message from one of his ships had to be phoned to his residence. His daughter, Lurline, had the job of answering the phone and she did not like it a bit to be awakened late at night. In 1912 I worked the 2nd trick at "PH" all summer.

(PS): I left operations in 1912 after completing voyage No. 1110 of the S. S. Santa Rosa to go to surveyor's School. So did Capt. Alexander for his annual vacation. This was in 1911. On the next trip the relief captain ran the ship onto a sand bar at Point Arguello. When the tide went out she broke in half. Operator Kessler (#95) on duty at "PH" during the S.O.S. I relieved Kessler on the Tanker Washtenaw in 1910. Kessler had the 2nd trick at "PH" in 1910 when I had the third.

More than a decade ago (May 5 1958) Robert S. PALMER (SGP-61) wrote a letter replying to a newspaper editor in Puget Sound about pictures the editor had of "KPC" towers at Young's Bay. Bob's letter is very interesting.

"You were right in your guess about the towers at YOUNG'S BAY". It was the old Marconi station "KPC". All of these old sites seem now ... near "Holy Ground" to me. I have some pleasant memories of KPC semi-high-power and its Officer in Charge, Ira F. Julien who was there from the time it opened in August 1915 until he left to go to the new Federal Telegraph Company station "KGGH" at Hillavoeo in 1922.

As this was the most important single activity of the MARCONI COMPANY in the Pacific Northwest, I still have copies of quite a lot of the technical data on this station and its near duplicate "KPB" at KETCHIKAN. The original towers are standing as placed. They are 300 ft. high and are at the corners of a rectangle 300 x 600, the axis of the long dimension aimed at Ketchikan. The original main antenna was composed of 20 wires supported on stay cables between the towers that are 300 feet apart, so the flat top wires were 600 feet long and this with the approximate 300 feet of lead-down made each wire about 900 feet long. The ground system consisted mostly of wide zinc strips and zinc plates sunk in the marsh land that then surrounded the station buildings. The ASTORIA buildings then were: Transmitting building of corrugated galvanized iron about 20 by 25 feet. Receiving building of concrete only about ten feet square.

At Astoria the lead-in was from the north end of the flat-top and at Ketchikan the reverse was true so as to use what directional effect was possible with an antenna of that length, but the directivity was very little at the wave lengths used with such a short antenna. In addition to the big flat top antenna, originally there were 15 ft. wooden top masts on the towers and a single piece of antenna wire strung all around the rectangle at the top. This was generally used as a receiving antenna. There was little difference in the receiving capabilities of the two antennas as I recall while using the MARCONI TYPE 101 RECEIVER WITH CRYSTAL DETECTOR. Later MARCONI TYPE 105 receivers was furnished and then after the Navy took over, SE-899 and other receivers were used. I still have some of the things here among the "relics" that were used at Astoria.

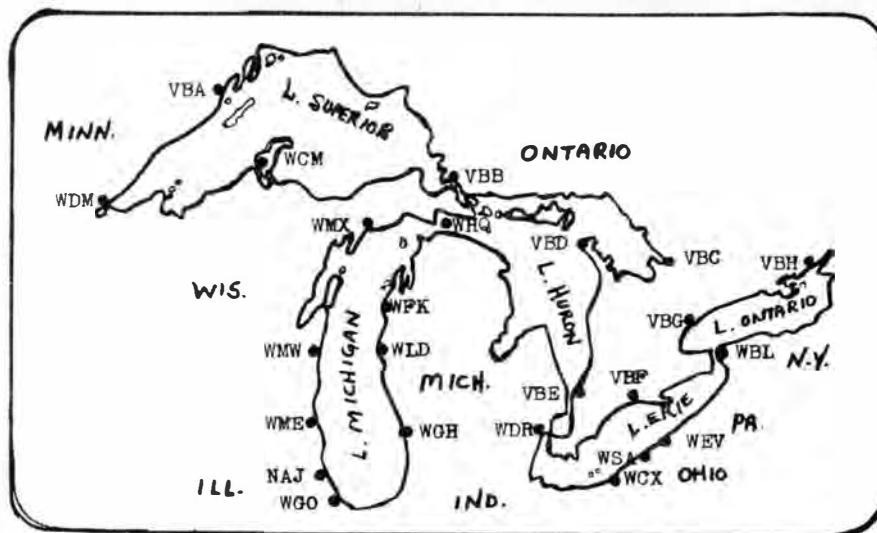
The fundamental wavelength of the transmitting antennas at both stations was about 1900 meters and the receiving antennas about 1750 meters. ASTORIA usually transmitted on 3900 meters and KETCHIKAN about 3850 meters. With full power of 25 KW input to the transformer, the current at the base of each antenna was usually between 35 and 40 amperes. Some trouble was experienced with the glass plates in the condenser with this power so they usually kept the power down to about 22 KW or less.

Commercial 60 cycle power was available at both ASTORIA and KETCHIKAN so no engines or generators were necessary. A synchronous converter was used to drive the rotary gap and also supply D. C. for relays etc. The transmitting equipment of these stations was copied somewhat from the 1905 type used at POLDHU in England and the CAPE COD Stations. Litz cable type of oscillation transformer, glass plate condenser in oil inside earthenware jars, and MARCONI type ROTARY gap. Some of the gear actually used at Astoria came from the earlier station at FAUNTLEROY PARK in West Seattle. The original station in SEATTLE was built by WILLIAM DUBILIER of "condenser" fame when he was Chief Engineer of Commercial Wireless Telegraph & Telephone Company about 1910. On the bankruptcy of this company, Dubilier moved to New York and the Marconi Company took over the station and remains of the Company in Jan. 1912. Marconi then used the station for ship communication and testing until late in 1914 when the new SMITH BUILDING STATION was opened. (PLEASE TURN TO PAGE 22)





Wireless on the Great Lakes - 1916



HAROLD BURHOP (SGP-99) was one of the early-day "fresh-water" sailors on the Great Lakes. The "Salt-water" boys sometimes liked to refer to the "Lake" ops with something less than reverence, however ... sailing the Lakes had problems that made even the Salt-water boys respect. Did you ever go through a "blow" on Superior? If so, you would settle for a West Indies hurricane most any time!

While working up this page, Ye Ed, by coincidence, just happened to note that Harold was listed on the MARCONI "HONOR ROLL" in the March 1919 edition of the "Marconi Service News"

"Ye Ed" had the pleasure of working with Harold for several years (with C.A.A.) where Harold was in charge of frequency matters and the operation/s of about sixty five Airway Stations in the Chicago, Great Lakes area.

Harold, since retirement, travels about the country - to Mexico, etc., in his radio equipped Airstream. Call letters W4ZL and W8ZL. (Collins rig). He is a very fine gentleman.

By : Harold J. Burhop, SGP 99

I had the pleasure of operating stations WMX, WDR, NAJ, WFW and WGO to name a few - plus ships on the Great Lakes from 1916 until 1921.

The station at DULUTH (WDM) was located on top of the 700' hill upon which Duluth is built and could be reached via an inclined railway which has long since disappeared. Mackinac Island prohibits motor vehicles on the island, but at one time Operator Tellefson ferried his car to the island and ran it up the hill to the station. After the arrest, Tellefson fought the charge but lost out. "WMX" at Manistique was located in a railroad box-car alongside the Ann Arbor R. R. station. "WFW" at MANITOWOC had the unusual distinction of being located on top of the Rahr Bros. Brewery. "WBL" Buffalo was serviced with 25 cycle AC and so the rotary gap had the 25-cycle purr in it and could be instantly recognized. "WGO" CHICAGO was on top of the Congress Hotel and "WME" Milwaukee was on top of the Railway Exchange Building.

(continued - upper right)

There were 16 American and 8 Canadian shore stations on the Great Lakes at that time. Of the 14 American MARCONI stations, all but one had the old 2 KW UNITED WIRELESS "coffin" transformers with the 40,000 Volt secondary, condenser consisting of a dozen leyden jars in series-parallel in a mahogany holder, the Marconi 1' brass disc and rotating stud for the spark gap.

"WGO" at Chicago had a 500 cycle quenched gap transmitter. The eight Canadian shore stations had identical 240 cycle synchronous transmitters with "pump-handle" keys and they sounded so similar that you couldn't tell which one you were hearing until you caught the call letter. "NAJ" had a 5 KW 500-cycle spark and a 30 KW arc set.

There were almost 100 passenger ships and over 400 freighters and railroad car ferries operating on the Great Lakes. Most of these carried operators. WFD, the S.S. NEVADA, was a modern ice-breaker commissioned in 1915, and was chartered in the Spring by the Coast Guard to assist in opening a channel through the ice of the "Straits of Mackinac" and Whitefish Bay in Lake Superior.

The SS CHRISTOPHER COLUMBUS was a passenger whaleback, shaped like a huge fat cigar. There were quite a few whaleback freighters, now entirely done away with. Some of the older passenger ships, such as the SHEBOYGAN, CITY OF DETROIT, SEEANDBEE and others, were sidewheelers. "WCA", the SS Juniata, already old in 1916, has been modernized and converted into the "SS MILWAUKEE CLIPPER" and is still crossing the lake on schedule.

My first 1916 "Lake Trip" was on "WCD", the S. S. OCTORARA. The ship docked at the Kemp Docks in Sault Ste. Marie. We went to see the sights in the city with Eric Lyons, first Operator. We got back just in time to see the Octorara about 100' from the docks. Lyons ask me if I could run? I told him I could, so he said..."Lets run for it" so we started out... and run we did. For about a mile and a half to the Soo Locks, just in time to step aboard as the Octorara was locking through. We apparently were not missed. At the Soo, the U. S. Steel service ship OJIBWAY will run alongside freighters plying the St. Mary's River connecting Lakes Superior and Huron, and with her own hoists deliver groceries and supplies. At Detroit a mail boat operates similarly on the Detroit River connecting Lakes Erie and St. Clair. Iron ore, wheat and coal are the principle lake vessel cargoes.

Some of the pre World War 1 operators were Messrs. Dent, Marconi Manager at Chicago WGO, Wilkensen at WME Milwaukee, Biescmeyer at WMN Manitowoc, Tellefson at WHQ Mackinac Island, Judge at WMX Manistique, Mowery at WLD Ludington; Slyfield at WFK Frankfort; Lyons and Burhop on the SS Octorara; Piersol on the Nevada, Alabama, Virginia, Georgia and others; Matthews and Prenzel on the Carolina, Tellefson on the Christopher Columbus; (p-12) 11

Great Lake Wireless : Harold Burhop



(Continued from Page 11).

Other pre-war (WW-1) operators included Dibbell on the S.S. EASTLAND when it turned over in Chicago Harbor in 1914 with the loss of almost 1,000 lives; O'Keefe on the Yacht Lydonia. The SS Nevada carried Kilbourne and Clark equipment.

When navigation opens in March, the Coast Guard ice-breakers open a channel through the ice of Whitefish Bay into Lake Superior which almost never freezes over. Ships are held at the Soo, then escorted through the ice. Watching a convoy of 27 freighters and 2 cutters makes a very fascinating sight.

The Soo locks have 4 locks in parallel on the American side, plus one on the Canadian side. They can also be used simultaneously. The new second lock, under modernization and construction for 4 years has just reopened. It is 1,200 feet long, 110 feet wide and 31 feet deep. It is the largest lock in the world. The Soo locks handle more tonnage than Panama and Suez combined - even before Suez was closed by the latest conflict and they are the busiest locks in the world. During a peak year they average better than 130 ships a day for the entire 9 months of the navigation season.

There are several canals on the Great Lakes waterway. The "Portage" Ship Canal cuts through the Keweenaw Peninsula near Houghton, Michigan. The Sturgeon Bay Canal cuts through the Door Country Peninsula at Sturgeon Bay, Wisc. The Neebish Rock Cut in the St. Mary's River provides a separate downbound channel.

Now the "wireless" and operators have largely been replaced by radiophone equipment handled by the skippers and their mates. The Straits of Mackinac ferries have been replaced by the great Mackinac Bridge which is 5 miles long, 155' above the water, and the suspension cables containing 42,000 miles of cable wire are over two-feet in diameter (24 1/2"). Incidentally the only time that pedestrians are permitted on this bridge is on Labor Day forenoon, when the annual walkathon is put on. My wife and I have walked it twice, the last Labor there there were 15,500 walkers.

Much of the material for this article as requested from my old friend Bill Breniman is taken from memory, and therefore may contain some errors. I wish to thank Myron D. Piersol, W8TYW of St. Louis and W. C. Gross, W8BKM on Conneaut, Ohio, for supplying me with considerable data of value.

Following are some of the GREAT LAKE call letters as of April 1st 1910:

oooOooo

UNITED WIRELESS TEL.	GOODRICH TRANSIT
GO CHICAGO, ILL	AB ALABAMA
NK MILWAUKEE, WISC.	BC VIRGINIA
NW MANITOWOC, WISC.	DC IOWA
DM DULUTH, MINN	GO GEORGIA
GM GRAND MARAIS, MINN.	HC ARIZONA
CM CALUMET, MICH.	KC CHRIS. COLUMBUS
HX LUDINGTON, MICH	MC SHEBOYGAN
GH GRAND HAVEN, MICH	NO CAROLINA
SH SAULT STE MARIE, MICH	SC INDIANA
HQ MACKINAC ISLAND, MICH.	NO CHICAGO
GRM GRAND RAPIDS, MICH	NORTHERN SS COMPANY
H HOLLAND, MICH	ND NORTHLAND
DS SOUTH HAVEN, MICH	NW NORTHWEST
BH BENTON HARBOR, MICH	DETROIT & CLVLD TR.
PN ALPENA, MICH	CO CITY OF CLEVELAND
DZ LANSING, MICH.	CD CITY OF DETROIT
DR DETROIT, MICH	CG CITY OF ST. IGNACE
MR MARQUETTE, MICH	CF CITY OF BUFFALO
IC ISLE ROYAL, MICH	CP CITY OF ERIE
CA CONNEAUT, OHIO	CLVLD & BUFFALO SS CO
DX TOLEDO, OHIO	CW WESTERN STATES
CX CLEVELAND, OHIO	CS EASTERN STATES
KN ERIE, PENNA	WOLVIN LINE
BF BUFFALO, NEW YORK	DBO H.P.POPE
GRAHAM & MORTON T. CO.	ACME S.S. CO
AQ CITY OF BENTON HARBOR	DAB AUGUSTUS WOLVIN
PQ CITY OF CHICAGO	DWA WARD AMES
WQ CITY OF TRAVERSE	DJC JAMES WALLACE

GRAHAM & MORTON TRANS. CO.

NQ HOLLAND
SQ PURITAN

SHENANGO S.S. CO.

SND WM P. SNYDER
SNA SHENANGO
SNW WILPEN

TOMLINSON LINE

OBI SIERRA

(UNKNOWN LINE)

AD EASTLAND

PROVIDENCE S.S. CO

DAM JAMES H HOYT
DGK D G KERR
DJR JAMES H REED

VULCAN SS COMPANY

WB W B DAVOCK

CANADIAN TOWING CO

JW JAMES WHALEN

CHICAGO & DULUTH TRANSP..

MAV ALVIN
MOI CHILI
MPD W.H.GRATWICK

PERE MARQUETTE RR CO.

PM5 PERE MARQUETTE #5
PM17 PERE MARQUETTE #17
PM18 PERE MARQUETTE #18
PM19 PERE MARQUETTE #19
PM20 PERE MARQUETTE #20

NORTHERN MICHIGAN TRANSP.

RN MISSOURI
MN MANITOU
YN ILLINOIS

CRAWFORD TRANSP. COMPANY

KY KENTUCKY
TN TENNESSEE

BOOTH TRANSP. COMPANY

ES EASTON
AM AMERICA

POSTAL S.S. COMPANY

BJ JOHN J. BARLUM
BR THOMAS BARLUM

CROSBY TRANSP. COMPANY

BM NYACK
FG NAOMI

CHICAGO SOUTH HAVEN LINE

BX CITY OF SOUTH HAVEN

PEAVY S.S. COMPANY

DAN FRANK H PEAVY
DFB FRED B. WELLS
DUF GEORGE W. PEAVY
DNM FRANK HOFFELFINGER

MARQUETTE & BESSEMER NAV

B1 M&B #1 (Collier)
B2 M&B #2 (Car ferry)

MINN. TRAINING SHIP

MS TRAINING SHIP "GOPHER"

CALL LETTERS OF LAND STNS
---- (ABOUT 1915)-----

MARCONI WIRELESS TELEGRAPH COMPANY OF AMERICA

WDM DULUTH, MINN.
WCM CALUMET, MICH.
WHQ MACKINAC ISL. MICH.
WMX MANISTIQUE, MICH
WMW MANITOWOC, WISC.
WME MILWAUKEE, WISC.
WGO CHICAGO, ILLINOIS
WGH GRAND HAVEN, MICH.
WLD LUDINGTON, MICH.
WFK FRANKFORT, MICH
WDR DETROIT, MICH
WCX CLEVELAND, OHIO
WSA ASHTABULA HARBOR, OHIO
WBL BUFFALO, NEW YORK

MARQUETTE & BESSEMER NAV.CO

WEV CONNEAUT HARBOR, OHIO

U.S.NAVAL TRAINING STATION

NAJ GREAT LAKES, ILLINOIS

CANADIAN MARCONI CO. LTD.

VBA PORT ARTHUR, ONT.
VBB SAULT STE MARIE, ONT.
VBC MIDLAND, ONTARIO
VBD TOBERMORY, ONTARIO
VBE SARNIA, ONTARIO
VBF PORT STANLEY, ONTARIO
VBG TORONTO, ONTARIO
VBH KINGSTON, ONTARIO.

--- "30" DE "HG" -----

'K P H'

Calling ...

CQ QST

CQ QST

CQD SOS

CQD SOS

DE FRANK GEISEL

FRANK GEISEL ("FG" TO MOST OF YOU) VEEP AND CHAIRMAN OF THE SOCIETY'S MEMBERSHIP & CREDENTIAL'S COMMITTEE IS WRITING A HISTORY (IN HIS SPARE TIME) OF "K P H" WHERE HE WAS ASSIGNED AS AN OPERATOR AND LATER FOR MANY YEARS AS MANAGER - 42 YEARS (GIVE OR TAKE A FEW MONTHS.

FRANK WOULD LIKE VERY MUCH TO INCLUDE ALL THE NAMES AND THE "SINE" OF ALL OPERATORS WHO HAVE EVER WORKED AT KPH TO MAKE HIS BOOK COMPLETE.

HE WOULD APPRECIATE - VERY MUCH - IF YOU HAVE EVER WORKED AT KPH TO SEND FRANK THE DESIRED DATA. PLEASE ADDRESS HIM: FRANK GEISEL, 2816 TICE CREEK DRIVE #6, WALNUT CREEK, CALIF., 94595. Please include anything of historical note you have record of or can recall.

The Society hopes to publish Frank's HISTORY OF KPH when he completes the manuscript - at least in an abridged for. Thanks fellows !



The "Static Room"

BY GILSON "Radio Rex" WILLETS



WHAT'S IN A NAME?

Many an old-time brass pounder, who sat in the static rooms of yesteryear with a packed suitcase behind his chair awaiting some ship assignment, in later years turned to writing. Such men are legion but let us consider just a few of them.

As this is written HENRY W. DICKOW is seriously ill in a government hospital, but at home there is the most fantastic collection of memorabilia on old time wireless men ever gathered in one place. His book "Tales of the Wireless Pioneers" is almost completed. If published it will be the outstanding work of all time in this field. Dick's past is well known to most Pioneers, especially his days as editor of "RADIO" and "RADIO FAN FARE" in the 1920's.

Many old timers recall KARL BAARSLAG. He has written countless articles and books, best known to our fraternity being "S O S TO THE RESCUE" published by the Oxford University Press in 1935. Among many famous sea disasters covered from the wireless angle are those of the S.S. REPUBLIC; S.S. TITANIC; S.S. EMPRESS OF IRELAND; S.S. VESTRIS and others. It also has a chapter devoted to "Girl Wireless Operators", especially Miss Graynella Parker. Karl is still writing. He spends his summers at Wimble Shoals, Rodanthe, North Carolina while winter will find him in Tequesta, Florida.

This brings to mind MARY TEXANA LOOMIS who held a commercial ticket but turned her talents to establishing and running the Loomis Radio College in Washington D. C. Many of her graduates are still pounding brass or holding down high positions in the radio electronics industry. She is the author of one of the best text books ever published "Radio Theory and Operating" which appeared in 1930. One day Mary fell over a generator and injured her back. She gave up after a long illness. Came to San Francisco where she became this writer's secretary for many years. From her we obtained considerable data on Dr. Mahlon Loomis who in 1885 sent the "first aerial telegraph message", antedating Marconi by many years. This data we passed on to TOM APPLEBY ... who spent many years gathering material for his fine book "Mahlon Loomis, Inventor of Radio". It may now be out of print, but Tom, one of the real old-old-time brass pounders, has assured us that a second edition will soon be available.

Then there is LEE de FOREST concerning whom many books and articles have been written, but who, himself wrote a huge volume, his biography "Father of Radio". He was also the author of many fine stories and articles about the early days of wireless communications. In 1952 Lee and his wife Marie, spent a week as house guests of this writer in Villa Grande, California. We were lifelong friends.

We must mention PAT. O'KEEFE, a sort of dean of radio writers. He is now retired after long service with the United Fruit Company. Pat has written many books, stories, etc., with a radio theme. His friends are worldwide. He edits the VWOA Newsletter with a splendid professional touch.

We recall in 1916 serving as Jr. operator under PIERRE HENRI DOUCHERON aboard the Ward Liner S.S. MEXICO. After many years at sea he became active in the electronics industry and then retired. Author of many fine stories and articles, his triumph was a book "How to Enjoy Life After Sixty" which should really be interesting to those who read this. His book is a guide on how to enjoy one's later years and reflects much profound thought and it is encouraging. It appeared in 1959 published by Archer House, Inc., New York.

Do you know FRED LANE ? He was for many years a sea-going brass pounder. Then went into broadcasting at KFRC San Francisco, and from that turned to writing. His dramatic sea stories were favorites in the Saturday Evening Post and other periodicals. He has written several books. Today Fred is in real estate and lives in Hillsborough, Ca.

There are many others who have made their way as authors and journalists after years at sea pounding brass and they will be mentioned in later columns as we dig out the facts.

Meanwhile, we humbly mention that in 1927 following our last trip as "Sparks" aboard the S. S. HARVARD, this writer became an author and journalist and worked at this until 1948 when ill health forced him to flee the deadlines and settle in Villa Grande to end his days. For 21 years we wrote a column for the Scripps-Howard newspapers which appeared locally in the San Francisco News. We also wrote thousands of magazine articles, a great many fiction stories and novelettes, and perhaps the closest to wireless operating was the "The Phantom SOS" a novelette that appeared in Ghost Stories. In 1943/44 we were invited to Boys Town, Nebraska, where we wrote the biography of Rt. Rev. Msgr. Edward Joseph Flanagan, "Father Flanagan of Boys Town". The manuscript was placed in the archives of Father Flanagan's Boys Home to be made available to all who came seeking information on this great humanitarian after he passed away.

Indeed we lanky kids who haunted the static rooms have in the course of time left our imprints in the sands of time ... and it was fun !

MARE LIBERUM

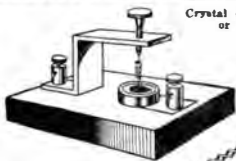
It was the famous Dutch lawyer, Hugo Grotius in his "Mare Liberum" who advanced the idea that no state could control and rule the open sea. John Seldon in 1635 replied that England "owned" the seas which surrounded the British Islands and separate them from Europe.

The Dutch jurist Cornelius van Bynkershoel in 1702 published his views in "De Dominio Maris", arguing that while the "sea belonged to all", the seas adjacent to any country remained in their sovereignty to a distance that a cannon could project its shot - the range of which was accepted to be about three miles. Hence the "cannon-shot" rule of three miles. This has been accepted by nations which own four-fifths of the world's shipping.

International Law does not specifically define the limit of sovereignty over adjacent seas. The rule of 3-mile has been used in defining whether straits can be considered international since if the distance across is greater than six miles, a belt of "high seas" exists. A good example of the importance of this territorial sovereignty as it might affect all nations would be to increase the three-mile limit to six miles would then close the Straits of Gibraltar, Malacca and Bab-al-Mandeb to completely free passage of shipping - hence the interest of the larger nations in keeping such limits as low as possible.

The Straits - four - subject to international regulations include (1) STRAIT OF GIBRALTAR, (2) TURKISH STRAITS (Bosporus and Dardanelles) (3) DANISH STRAITS (Little Belt, Great Belt and The Sound); (4) STRAITS OF MAGELLAN.





Crystal detector using contact wire, or "cat-whisker."

'50 YEARS LATER'

BY:

CLIFTON T. NICHOLS

SGP-39



Arriving in Seattle and aboard the SS NORTHWESTERN VICTORY, I had an opportunity to meet the previous operator who was leaving the ship to get married. He went over the equipment rather hurriedly with me and the operation seemed simple enough at the time. Three transmitting sets and two receivers aboard. All receivers of 1942 vintage. One 100 to 600 KC and the other 400 KC to 23 MC. The transmitters were first a 50-watt emergency job, battery operated, 400 to 500 KC. Next there was the "so called" main transmitter run from the ships power thru a motor generator. This transmitter covered 400-500 KC with a maximum rated power of 250 watts. The THIRD transmitter was the H.F. job 2 MC to 23 MC, also 250 watts with a pair of 813's in parallel. All transmitters of 1942 variety.

This introduction to the set was in Seattle. Next morning we left for Bangor, Washington, where our cargo of Bombs was loaded. This is a Naval Ammunition loading plant miles from everyplace. Sort of like Port Chicago though I think Port Chicago more accessible.

All radio transmissions are forbidden while at Bangor as a precaution against radio waves exploding the ammunition. Loaded for six days and on a Sunday evening, May 7th, cast off our lines and we were on our way to the Asiatic Mainland. Had a Ship-Shore radio phone and when I tried to use it found it would not work. Had to get a message to the Coast Guard at Port Angeles to have a boat ready to take off our pilot when we arrived there about 10:30 PM. Tried the H.F. transmitter - no work! Tried the main transmitter - no work! Tried the emergency transmitter and it would not function. Operator in a state of shock ... Again went to the emergency transmitter and finally got it to put out a signal. Called the Navy Station NMW at Westport Washington and ask them to phone the Coast Guard at Port Angeles of our approximate arrival time. They said "will do" and the message must have gotten through as the pilot boat was waiting for us when we arrived. Just slowed down to let our pilot board the waiting boat and we were on our way to the Pacific Ocean. Was tired and worn out so decided to call it a day and crawled into the bunk and had a good nights sleep.

Next morning tried to get the other transmitters to working but without results. Blood pressure going up by the minute. THEN, I got seasick and tossed my breakfast over the side. Crawled into the bunk and slept for about three hours. Felt much better and at noontime went to the saloon for lunch. This was my first and last touch of seasickness. Now feeling much better I went back to and this time took out the manual. (Continued)

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On June 16, 1917 I completed my last assignment as a WIRELESS OPERATOR in the Merchant Marine Service. The ship was the S.S. "MATSONIA". Several new versions of the Matsonia have been built since that time.

On April 26, 1967, almost fifty years later, I again found myself headed for sea going duty on the S.S. NORTHWESTERN VICTORY as a Radio Officer. The difference in pay between a Wireless Operator and a Radio Officer is about \$1200.00 per month. A lot of changes taking place in 50 years. All we used to need was the Radio Operators License issued by the Department of Commerce and a ship assignment by the Chief Operator of Marconi Wireless Co.

In those days the Wireless Operators were paid by the Marconi Company rather than the Steamship Company. Now, in order to get a job at sea one has to go through a complicated procedure and first get a Coast Guard Marine officer's license. You are investigated by the FBI and many other investigations are involved. Takes about six to eight weeks of investigation before the Coast Guard is ready to issue the license.

Then you have to take a physical examination at one of the U. S. Public Health hospitals and also pass an examination in First Aid and obtain a First Aid Certificate. I told the medical examiner that I wanted to be a radio officer not a doctor, but still had to pass the test. Well I got through all of this testing okay and then the U.S. Coast Guard issued me a license as RADIO OFFICER in the merchant marine service.

The reason that I got started on all of this was that I had heard that there was a terrific shortage of qualified radio operators to man the greatly expanded fleet of ships being put into the ammunition trade with cargoes destined for Viet Nam. Uncle "Nick" being qualified decided to do his part.

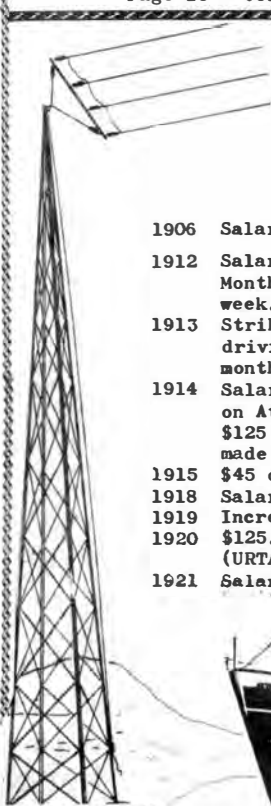
Was called by the Radio Officers Union and given the assignment. General Steamship Company at Wilmington, provided me with a Jet Plane ticket to Seattle where the S.S. NORTHWESTERN VICTORY was loading 750 pound demolition bombs for Cam Ranh Bay, Vietnam.

That night before leaving for Seattle really had a stomach full of butterflies. Almost decided that night to give the whole idea up but Sylvia gave me wise counsel and told me that everything would work out all right. The butterflies still remained however. Had three main worries; First, that I might get seasick; Second, that I would have food problems; and Third, and most important, was the fact that I am a lousy technician and was worried about what would happen if a major breakdown of equipment should occur. A minor worry was that the last commercial transmitter I had operated was of the "SPARK" variety. I was quite sure that as an operator I would have no trouble. I considered myself a good operator and that was the only PLUS factor.

(Upper right please)

OPERATOR SALARIES

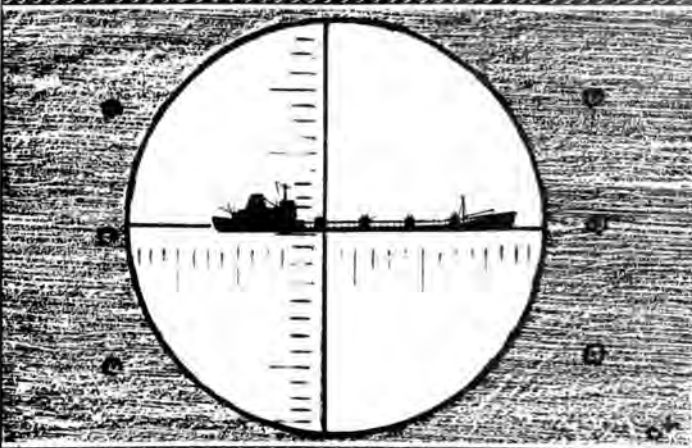
- 1906 Salaries were about \$80.00 per month
- 1912 Salaries had been reduced to \$45.00 per Month. "RJ" reports being paid \$9.35 per week.
- 1913 Strike. Noted that some ops came down driving \$5000 cars to buck for a \$40 per month job.
- 1914 Salaries (?) \$30.00 on Pacific; \$25.00 on Atlantic. Shipping Companies paid \$125 per mo to operating agencies who made about \$100.00 per mo. on each opr.
- 1915 \$45 on freighters/Tankers; \$60 Pgr.
- 1918 Salaries (?) increased to \$80.00 mo.
- 1919 Increased to \$110 per mo
- 1920 \$125.00 mo and \$150-225 on combo jobs (URTA helped this).
- 1921 Salaries cut to \$107.00 1922 - \$90/\$75



WIRELESS PIONEERS



WW2 CASUALTIES OF ESSO TANKER FLEET & RADIO OFFICERS



FACTS BY: JOSEPH E. MEDITZ PA-206

Editor's Note: Thanks to member, Joseph E. Meditz furnishing the data on which we based the following summary - a review of those who lost their lives or were aboard vessels of the Esso Tanker fleet during WW-2.

During WW-2, it was recorded that 574 ships were sunk in the Atlantic Ocean, involving over twenty thousand seamen. There were over 75,000 individual ship crossings and many of them in the 2200 (plus) convoys which gave some protection. At any given moment, it was estimated that over 700 ships were exposed to enemy action - mostly by submarine, however, many were also sunk by surface cruisers and converted "prowlers".

The Esso tankers, operated by the Standard Oil Co., of New Jersey - supplying critical petroleum products to our fleet and merchantmen during the war were of course prime targets for enemy action. Due to the explosive and the dangerous nature of their cargoes - Radio Officers were indeed placed in "double jeopardy" due to the unusual risks taken.

The Esso fleet numbered approximately 132 ships. Of these, our researcher checked 47 ships that had been sunk by torpedoes or enemy action. Due to these sinkings, nine radio officers lost their lives while 49 others were rescued from ships which were sunk from under them.

The members of our profession who lost their lives and the ships on which they were serving (sunk) is as follows:

NAME OF RADIO OFFICER	SHIP (S.S.) SERVING & SUNK
Rosario S. Gauthier	C. J. Barksdull
Alvis Jones	Esso Bolivar
Weston C. Pound	Esso Gettysburg
Leam Gayle	Esso Williamsburg
Stonic V. Lowry	Franklin K. Lane
Knud Moeller	J. H. Senior
Fred C. Hanson	E. L. Drake
Clarence E. Armstrong	R. P. Resor
Francis E. Siltz	W. L. Steed

All of the above are hereby posthumously named as "HONORARY MEMBERS" of the Society's "SOS & CQD'ers CLUB".

-----oOo-----

The following men served on other Esso Tankers that sunk due to enemy action but rescued:

NAME OF RADIO OFFICER	SHIP (S.S.) SERVING & SUNK
Stephen Verbonich	Allan Jackson
Earle J. Schlarb	Arriaga
Rosario S. Gauthier (1)	Beaconlight
Francis J. Abel	Benjamin Brewster
Clement A. Luckenbach	Charles Pratt

NAME OF RADIO OFFICER

NAME OF SHIP (S.S.)

Ernest Gannett
Leif C. Eriksen
Eugene G. Osborne
Earle J. Schlarb (2)
Bobby M. Pouncey

C.O. Stillman
E. G. Seubert
E. J. Sadler
E. M. Clark
Esso Aruba

Charles H. Bideker
Michael J. Reilly
Robt. E. Callan
Knud Moeller (1)
Winthrop C. Andersen

Esso Augusta
Esso Baton Rouge
Esso Boston
Esso Copenhagen
Esso Harrisburg

Bruno Mauer
Edward M. Stepson
Tjomas R. Rhiel
Eldon E. McCarthy
A. M. Arthurs (1st)

Esso Houston
Esso Manhattan
Esso Nashville
F. W. Abrams
Geo. H. Jones (3-man)

J. A. McDowal (2nd)
A. Gegg (3rd)
Albert L. Brown
Svend P. Mohr
William Cain

do
do
George G. Henry
Hanseat
Harry G. Seidel

Charles C. Young
Thomas B. Thompson
George R. Dickens
Crawford H. Brierley
George W. Sublette

Heinrich V. Riedmann
H.H. Rogers
I. C. White
James McGee
J. A. Moffett, Jr.,

Maurice W. Peters
Irving B. Goldfinger
H. Eric Clogg
Siguard Hansen
Edward M. Stetson

J. A. Mowinckel
John Worthington
Joseph Seep
Leda
M. F. Elliott

Nolen L. Cooper
Birger Larsen
Henry De Geynst
Clayton Knight
Frank K. Russell

Paul H. Harwood
Penelope
Persephone
R. W. Gallagher
S. B. Hunt

Lawrence R. Diener
Siguard Hansel (2)
W.H. Parrott (1st)
Don M. Stickland (2nd)
R. Hanson (3rd)

T. C. McCobb
Thalia
T. J. Williams (3-man)
do
do

Norman D. Houston (2)
Percy C. Neal

W. C. Teagle (British Esso)
William Rockefeller.

NOTE (1) Lost life in another sinking; (2) Survived a sinking on another ship.

Radio Officers Gauthier and Moeller were not only lost but they also survived earlier sinking on another tanker.

Operators Schlarb and Hansel were aboard two ships that were sunk from under them.

NICHOLS: 50 YEARS LATER

I went over the equipment step by step (Sylvia keeps telling me to read the instructions). Lo and behold --- I got the main transmitter to working properly and then tackled the H. F. transmitter and got it properly tuned up and working. Of course trouble was the OPERATOR! Several interlocking switches to be thrown and I did not do it in the proper sequence.

Lots and lots of traffic on 500 KC. That is the frequency all ships with one operator are required to monitor at least eight hours per day while at sea. Ships with 3 operators have to monitor 24-hours per day. Log entries must be made at least every fifteen minutes, indicating stations heard or worked. Initial contacts are on 500 KC (Calling frequency) and upon the coastal stations acknowledgement and "UP" you shift to the indicated frequency, usually between 425 and 480 KC and on that frequency your traffic is handled. (Turn Page-16, Col.1)



NICHOLS: 50 YEARS LATER

The same shift from calling to working frequency is used when working the higher frequencies. Most of the ship traffic is transmitted to coastal stations such as KPH on the mainland; J C S in Japan; DZR in the Philippines and X V S in Saigon. Since the SS NORTHWESTERN VICTORY was under charter to MSTs (Military Sea Transportation Service) we were required to send to government agencies a daily position report as well as other information. These messages always went through Government Navy or Coast Guard stations. I used mainly "NPG" San Francisco; "NMW" Westport; "NHB" Kodiak; "NPM" Honolulu; "NPN" Guam; "NDT" Tokyo and NPM Manila.

On these contacts we used spot frequencies; 8574 - 12867 - 17156, sending and receiving on the same frequency. It was a pleasure to work these frequencies as you could always depend upon getting rid of your traffic no matter what part of the Pacific Ocean you happened to be in. I have called "N P G" on the west coast and not receiving an immediate answer would be told to "GA" by Tokyo or Guam. Guam was a real "eager-beaver" in collecting messages and always seemed to be on the job. I just listened to the stations with the loudest signal and on the frequency that put in the best signal and then called on that frequency. Due to skip, you could never tell where you put in the best signal but you could always be sure of getting rid of your traffic.

Another important part of the work was the copying of weather reports, particularly when in the vicinity of typhoons. On the last trip homeward bound we played hide and seek with TYPHOONS -- OPAL -- THELMA & RUTH. We crossed the path of all three but missed each one by at least 24 hours and had no winds stronger than 35 knots though these typhoons had center wind velocities of over 140 miles per hour. We were in a lot of rough weather but none of it really bad, though the ship would do a lot of "groaning" when we were on top of a 20-foot wave and then the wave would disappear and let us drop to the bottom of the wave-trough.

Speaking of Weather Reports, the best ones came from JMC reporting from the Japanese Observatory. These reports were complete, on time and on several frequencies. Next best were the reports from the Royal Naval Observatory at Hong Kong - "V P S". I found that our own weather reports came in third best. Not always on times indicated and information not as complete. "KPH" at 0500 GMT puts out a fairly good Pacific Coast weather report each day. This report is sent after the traffic listing.

The SS NORTHWESTERN VICTORY first loaded at the Naval Ammunition Depot at Bangor Washington. Had a full cargo of 750 # demolition bombs destined for Cam Ranh Bay Vietnam. Before our arrival there, we were diverted to Sattship, Thailand. While unloading there had a chance to spend three days in Bangkok which was about 95 miles to the north. No regular transportation so the trip was by taxi, cost was \$15.00 each way. Second trip of the SS NORTHWESTERN VICTORY, we loaded at Columbia River Ports and then shifted to Puget Sound where our final cargo was loaded at Seattle. This cargo was for delivery in Saigon and we arrived there three weeks after departure with a 24-hour stop in Yokohama for fuel oil and water.

During the two trips the ship called at Yokohama, Subic Bay and Bataan in the Philippines; Sattship, Thailand Cam Ranh Bay, Vung Tau and Saigon in Vietnam. I was in Saigon in September during their National Elections. All of the places visited were interesting and somewhat changed after 50 years. No need to go into detail on these places as the magazines, newspapers and TV gives a pretty good and accurate picture of the country.

To sum it all up ... "NEVER let it be said that you are too old to take on a new job. Meeting new challenges keeps you young!"

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EDITOR'S NOTE. After "Nick" completed his trip on the SS NORTHWESTERN VICTORY, he took an assignment on the SS MARGARETT BROWN - KIWT embarking in Coos Bay in March 1968 and ending at Baltimore in June. 35 days from Manila to Balboa and then only 10-hours at this port. Says they were stopped more than that time while making engine repairs at sea. We have printed the above because it gives the perspective of an "old timer" who returned after so many years... and the changes experienced. Very interesting !!!

The "Wenatchee Story"

EDITOR'S NOTE: Pioneer member, Alfred K. Robinson #200-P on the S.S. WEST IVIS in 1921 furnished this unusual account of emergency (?) communications. It was verified by Mr. L. R. Rutter, Manager, Operations Dept, USSB., and by Mr. L. L. Lee Acting head of the Radio Section on June 13 1921.

The United States Shipping Board vessel, S.S. WEST IVIS of which I was the Radio Officer was anchored in Yokohama Harbor, quarantined for cholera, having just arrived from the China Coast. Each of us had submitted his cup-full "sample" and we were awaiting the pleasure of the Japanese Health authorities.

Having nothing to do during this interval I tuned in on 600 meters and was just in time to copy some interesting and urgent traffic being sent by the S.S. WENATCHEE to "J.C.S." the Japanese Coastal Station.

(The SS WENATCHEE was the first of the large passenger/cargo vessels - later being known as the "President" boats. From the traffic, it was apparent that she was having engine trouble and trouble with her fresh water condensers and was drifting some 800 miles off the Jap Coast).

As the operator on the SS WENATCHEE had a good "fist" I continued to copy, even the code messages, just for the practice. I must have had a half waste basket full by the time the chow-bell sounded.

The U.S. SHIPPING BOARD representative was having lunch with us, having come out to get a few more samples and during the usual varied conversation he mentioned that it was funny they hadn't heard anything from the SS WENATCHEE. Of course, I piped up with the information I had and as several of the messages were addressed to him, I could see no reason why he shouldn't have them.

After decoding a couple, he really hit the ceiling! It seems that Major General Wood, then the New Governor of the Philippines was aboard and was fast becoming irate at the Shipping Board and others involved for taking no action on the many messages sent during the past two days on the SS WENATCHEE situation. The Shipping Board representative wanted to know if I could contact the S.S. WENATCHEE direct as it was apparent that the Japs were holding up all their traffic. (I guess they didn't like the idea of this big new series of vessels entering the Oriental Trade). I told the Shipping Board man that I would try, but was somewhat fearful of what the Japs might do to the S.S. WEST IVIS if they found us operating as a Japanese Coast Station. He said he would fix that and went ashore in a big hurry. He was back in a couple of hours with an authorization from the U.S. Embassy to permit me aboard the S.S. WEST IVIS to carry on whatever communications were necessary at our present location for... "the protection of lives and property"... in the interest of the U.S. Government, etc., and to use the temporary call letters "UA" if necessary.

Well after the first couple of coded messages we really settled down to some traffic. After a while a couple of Jap stations started testing on the frequency but fortunately the WENATCHEE and the WEST IVIS were both equipped with 450 KC. (right in the middle of the present day broadcast band) and after shifting to this we not only had no interruption but better contact. The big 4-wire flattop antenna was resonant close to this frequency and with the 2-KW spark transmitter she really put out a signal (20 AMPS in the Antenna).

I put in 36-hours straight whereas the WENATCHEE had three operators so I was dead tired but felt like a VIP with the messengers standing by and launches coming and going from the ship. Anyway, it was arranged for the SS CITY OF SPOKANE to go take the WENATCHEE in tow. It must have been something to see that little boat pulling the big passenger ship. This happened in April/May 1921 and I can't imagine it being of much interest to anyone except members of the Society of WIRELESS PIONEERS. They might get a "drive" out of this bit of history in the real early days.

- 30 -
Alfred K. Robinson - P200

WIRELESS PIONEER PROFILES

JOSEPH H. HALLOCK SGP - 148

I started my radio "career" in 1908, first with a 2" spark coil, quickly graduating to a home-built 2KW transformer. This I really BUILT, from the ground up. Each piece of core iron was hand-cut with tin snips, Lord only knows how many pieces. The primary with 440 turns of #10, and the secondary was 88,000 turns of #28 !! This was in 20 pies of 4400 turns each, all wound through melted wax, with the aid of a foot-pedal sewing machine. This, I believe was the crowning achievement of my life ! Needless to say it took months of painstaking effort. The finished transformer was put in oil, and performed nobly for many years thereafter. Open gap spark was used, with a fancy home-made helix of brass wire, and the usual glass plate condenser.

The receiver was a two-slide tuner with carborundum detector. With this and a large flat-top antenna, station "FU" was on the air ! By dint of 2 KW power and a mighty blinkin' of our lights, I was able to establish "reasonably" dependable communication with other Portland stations as much as five miles away !! Two of these I still recall were Charlie Austin, "SN" and Clif Watson, "RM". The gear was moved in 1910 to Corvallis Oregon, where I attended OAC, and was operated by Watson and me, with the call letters "CZ". This time we were becoming real "DX" hounds, and almost nightly distant contacts were made. One operator I recall we often shot the breeze with was a NAVY op at NPP, Cape Blanco!

Yes, life was simple "in them days". When I finished college in 1913 I sold this outfit, and another complete set of ham gear to the Northwestern Electric Co., of Portland. These two stations, together with 125 foot masts, were installed at Portland Oregon and at Underwood, Washington as "Limited Commercial" stations ... "PNW" and "UNW", on 1625 meters.

They operated successfully for four years, with good men at both keys, handling hundreds of company messages when the phone line was down or unworkable due to forest fires, "silver thaws" etc. The distance was some 70-miles and due to the low frequency used, communications was always dependable. I worked at the Underwood Hydro-plant thru 1913/14, as oiler and then switchboard operator, also as Chief Operator of "THE WIRELESS". The station was shut down during World War 1, and re-activated in 1920 with radiophone gear.

Meanwhile (as they say in the movies) ... let us go back to our hero and his other early activities. In 1910 and early 1909, the UNITED WIRELESS COMPANY had two stations in Portland. These were "DZ" at the old PERKINS HOTEL and "PE" up on Council Crest. The latter, due to its elevation and a 200 foot stick, really worked well with other Oregon and Washington stations. But "DZ", surrounded by city buildings, was practically useless except as an "eye catcher" in the business of selling stock in UNITED WIRELESS!!! The REAL eye-catcher however, was the day operator, the VERY attractive tall blond - Miss Abba Lindsay. In her blue serge uniform emblazoned with gold trim she certainly SOLD UWT to the travelling public!!!

Through the acquaintance with the company's local manager, C. B. Cooper, Watson and I "broke-in" on Commercial wireless here. United Wireless never did develop as was hoped, and in 1912 was taken over by Marconi, as far as Coastal and Ship stations were concerned. The dream of overland "point to point" service "a la" Western Union went the way of many another dream!

I see I've left out the real "highlights" of my first year's amateur operation (1909). Whereas the actual operating results were at best mediocre, the side-effects were, to say the least, impressive. One day my good brother Blaine inadvertently got against the helix as I was transmitting. The resultant 22,000 volt "jolt" shot him backwards across my big 4 poster bed, which promptly collapsed on both ends, smothering him in bed-clothes, indignation and profanity. At another time the wind blew the window curtains into my "anchor gap" promptly leaping down curtain, poles and all. (See upper right please).

The bright flame that followed was something to behold however, the situation was saved by "our hero" yanking down curtain, poles and all, happily saving the situation with only a few caustic words from Mother, re: 'the modern age of Wireless and what might happen next. "Next" turned out to be when R. F. feedback leaped across the inside of a down-stairs gas chandelier, luckily blowing a main fuse and leaving only the startled screams of the lady tenant who seemed confused at the sudden darkness and the roar of escaping gas! I have often pondered on what might have happened had not the fuse blown BEFORE the gas spurted out! The final touch was when the lead-in sagged down on the roof, setting it afire and bringing out the Fire Department. Luckily they were quickly effective, and only a "reasonable modicum of damage. Needless to say I was entirely "at a loss" to know what could have caused the fire!

Happily for all, September came and Our Hero and the wireless gear moved to Corvallis and College. There I installed the outfit in our Fraternity's second bathroom. As there was no room for any furniture, other than the existing bathroom equipment, our readers will readily see what constituted the operator's seat, and why operations were often temporarily interrupted. After some mild complaint by the Brothers - the gear was moved to more spacious quarters in the College's Mechanical Hall. In order to get a good antenna support I used a bow to shoot an arrow (with a light fish line attached) over the high brick power house chimney, and pulled up a light steel gantline to hold the antenna.

"Meanwhile" during the summer of 1910 I got my first commercial operating job at the CONTINENTAL WIRELESS CO., downtown PORTLAND station "O2". We handled "traffic" to the S.S. ROSE CITY, R2; The Roanoke, and Seattle "S2". Unhappily this outfit, like United, shortly "folded", owing me three months salary! I recall we had a 5 KC 240 cycle rotary, with a beautiful note. I rather think but am not sure, that Lee De Forest was among those interested in this short-lived concern. At the same time I recall two similar concerns, Messie and CLARK WIRELESS.

During the summer of 1911, my pal Clif Watson and I went to San Francisco and hit up Mr. L. Malarin for a sea-going operator job. "LM" was in charge for United, with offices at 420 Market Street. We both got jobs, he shipping out on the CHEHALIS, and I on the J.B. STETSON, both steam-schooners. I shortly got on a little bigger ship, the NORWOOD. United came out with an order that we could no longer accept "franked" personal messages from the Capt. When I refused to do so, the skipper said it was "mutiny" and promptly cut off my power! When we got to S. F. he insisted I be fired, so L.M. gave me a better ship, the W.S. PORTER at a raise of \$10.00 per month !!! No action was taken against the skipper, who today would have of course been subject to a possible \$10,000 fine for disabling the radio at sea. - 30 -

EDITOR'S NOTE:

"Joe" Hallock - Sparkgapper # 148 retired from FCC Portland 1960 as Engineer in Charge. He was member of partnership in the firm "HALLOCK & WATSON RADIO SERVICE" 1922-33 and many West Coast Ops remember this organization or worked for them. Joe received his COS (Certificate of Skill) at Mare Island 1911. During the WW-1 years he helped establish the 1000 KW ARC station near Bordeaux France. During the early 1920's he installed a number of radio stations in China. He operated "PC" at Astoria Oregon in 1912 and many of the West Coast's early days ships. Son "Ted" is now State Senator in Oregon.



Skinderviken Transmitter Button.

REMEMBER

THOSE "SKINDERVIKEN" BUTTONS ?



Books

Book Reviews



WEST COAST WINDJAMMERS (In Story and Pictures) By: Jim Gibbs - 1968 (LOC # 68-22361) Superior Publishing Co., PO Box 1710, Seattle, Washn. 98111.

This is a book for the "Sail" buffs. It is a fascinating story of sailing ships which were built or operated on the West Coast and written by the Editor of

"MARINE DIGEST" published in Seattle - perhaps one of the most knowledgeable men on the Pacific Coast when it comes to maritime history of the Pacific.

The book (\$12.95) is 8 1/2 x 10 1/2" printed on heavy gloss and crammed with pictures of West Coast Sailers. Comprehensive appendix lists all the sailing ships built on the West Coast from the 100 tonners to the four masted Barkentine "FULLERTON" (1554-Tons) built at Alameda, Calif., in 1902 and until WW-1, the largest ever built on the West Coast. She was abandoned in 1927 after being converted to a "fishing barge" and used off Redondo Beach, Calif. Also listed is the five masted auxillary schooner "FANESTRAND" of 2557 Tons -- largest sailing ship ever built on the Coast according to our records. She was completed at Aberdeen Washington for French interests. She sailed on her maiden voyage in 1918. Two slightly smaller sailing ships included the "JOHN W. WELLS" (2527-tons) and the "OREGON FIR" (2526-tons) later renamed the "HELEN B STERLING" -- both built on the Columbia River.

The fate of these sailing ships is a very fascinating saga of the past. The "all-time" record (of sorts) made between Cape Flattery to Honolulu was the SLOW PASSAGE of the Margaret F. Sterling (Ex-Vancouver) which took 49 days, while the all-time "speed" record over the same route was made by the "THOMAS P. EMIGH" in 1909 when she logged the course in 7 days 22 hours.

Another "bit of information" we picked up was that there was a maritime operating firm named... "SOS" Inc. We failed to find "CQD" Inc.

You will find this book highly interesting. Cost, as mentioned is \$12.95 and can be ordered from the publishers or through the Society.

STEAMSHIPS AND MOTORSHIPS OF THE WEST COAST By: Richard M. Benson - 1968 (LOC 68-22360) \$12.95. Pub. Superior Publishing Co., Box 1710, Seattle, Washn.98111.

We find the above book just released, a very readable and absorbing book about ships of the Pacific Coast and of course especially interesting to the West Coast members of our Society. It is not complete as it would take several volumes to cover the field, however, Author Benson knows his field and his work reflects an inborn interest in ships and things nautical. He has several other titles to his credit including... "By Steamer Down the Coast", "History of the San Francisco Marine Exchange" etc., He is a member of the Steamship Historical Society of America, Friends of the Bancroft Library and several other such organizations.

Author Benson's book includes a chapter on "Pioneer Vessels" on the Pacific Coast - going back to the first ship on the Pacific which was the "TELICA"... arriving at



Guayaquil Ecuador in 1825 where she was fitted with a steam engine which had been carried in her hold. Early day coastwise travel, including profiles on many ships our own members have sailed both coastwise and offshore, are included.

A picture of the Liner ... S.S. GOVERNOR (WGR) as she appeared before she sank in 1921 is shown on Page-83 with a short article about the sinking on Page-84. Elsewhere in this issue of "PORTS O' CALL" you will find a story about the S.S. GOVERNOR'S last trip written by our own member, Ernie Wolcott who was Chief Operator at the time she sank. There are several other marine tragedies which are covered in some detail.

A chapter is devoted to ... "Some Unusual Steamships and Motorships" which make for "easy" and enjoyable reading. Additional chapters on "Steamships and Motorships of Today and Tomorrow" complete this book of about 175 pgs.

Copies can be secured by ordering from the Publisher direct or they may be purchased through the Society.

MEN, SHIPS AND THE SEA

National Geographic Society - Capt. Alan Villiers. Perhaps one of the finest publications on the subject ever written. It is now in its second edition with over 300,000 copies in print. Price of this superb book is \$9.85 postpaid.

This book draws on the tremendous resources of the National Geographic Society -- covering many nautical phases of great interest. It is a reference "must" for any sailor buff's library. Order direct from the National Geographic Society, Washington, D. C. 20036

SAILORTOWN

SAILORTOWN - Stan Hugill - 1967.



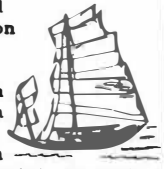
This is an "unusual" publication which must be read to be appreciated. It will perhaps appeal to seagoing men more than their shoreside brothers, as anyone will note after picking it up.

The book was written by Stan Hugill and published by E. P. Dutton & Co. (1967) LOC-67-12230 \$10.00. It is a fascinating history of "SAILOR TOWNS" the world over and ... "Houses of Joy" to be found in the various world ports.

We get first hand reports on such places as ... Paseo de Colon in B. A., Paradise Street, Liverpool; Ratcliffe Highway, London; St. Pauli, Hamburg; Crystal Palace in Antwerpen; The Barbary Coast in "Frisco"; Gafftop's St. in Valpariso; Ship Street in Hong Kong; Number "NINE" in Yokohama or Bloody Alley near the Bund in Shanghai. They are all here.

We also read about the "Midnight Fairies" who used to board ships in Hong Kong Harbor, (now called "Dollar Princesses") also referred to as "sew-sew" girls or "Sing-song" girls on "Flower Boats".

The author has collected his stories on the Magdalenas from all over the world and a vivid account of the "Jack Tars" from the days of the early whalers to the more modern twenties. The world's oldest profession still flourishes and as Kipling said:

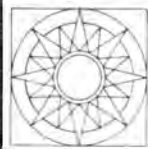


"Ship me somewhere East o' Suez, where the best is like the worst. Where there ain't no ten commandments and a chap can raise a thirst."



Today may be known as the age of "free wheeling" but it was only yesteryear that was known as the age of "Free sailing". A wildly romantic roughshop and a stimulating era in the days of sail... now gone forever.

(SEE REVIEW ON MAHLON LOOMIS - INVENTOR OF RADIO P-26)



S.S. UNITED STATES.

'SECRETS' DECLASSIFIED

DE K J E H Q T J 42 KNOTS

S.S. UNITED STATES * SECRETS UNCLASSIFIED

She could churn across the Western Ocean at the record speed of 48 land-miles per hour with a power plant of nearly a quarter-million horse-power, taking a full division of men (10,000) ten thousand miles without having to refuel or stop for water -- these are a few of the secrets that have been "classified" since the S.S. UNITED STATES was launched by the Newport News Shipbuilding and Dry Dock Company June 23 1951 and before she made her maiden voyage to Le Harve and Southampton one grey day in July 1952 when she brought back the "BLUE RIBAND" to the United States by bettering the HMS QUEEN MARY's record by over ten hours.

The "brass-curtain" that high Navy officials secured 16 years ago to hide design secrets of this superliner were rolled back during August 1968 when Admiral T. H. Moorer, Chief of Naval Operations announced that all classified restrictions had been removed. It was then learned that the S.S. UNITED STATES could develop 240,000 HP or nearly 100,000 HP more than the "Queens" or other large liners. Her speed at maximum was rated at 42 knots, although top speed on trials was limited to 35.59 knots and this was the speed used to capture the mythical "BLUE RIBAND" across the Atlantic. Engineers limited her to 149,999 HP as it was explained that the higher thrust would have invalidated the six-months contractual guarantee placed on the ship by its builders. No ship has since matched her time of 3 days 10 hours and 40 minutes on the Atlantic crossing.

It was also revealed that the S.S. UNITED STATES had two separate engine rooms which were totally independent of each other. These lay athwartship - the forward engine room controlling the two outboard propellers while the aft engine-room controlled the inboard propellers. There were no entrance passages from the passenger section of the ship to the engine rooms. This will now be modified to allow conducted tours as is the practise on most other ships on the North Atlantic run and in cruise service.

Our Senior Vice President, (Commodore) W. Earle Wohler, is reported to be one of the very few passengers per se, who ever visted the radio-room "KJEH" on the S.S. UNITED STATES. He along with General Sarnoff have enjoyed this unique privilege, so it is reported. This due to strict security reasons. Security in the engine-rooms has even been "tighter" up to date of declassification

The S.S. UNITED STATES carried a maximum crew of 1,050 including 54 licensed engineers plus an additional hundred unlicensed men in the engine rooms. The balance were required to staff and care for the 1930 passengers she is equipped to handle on a normal crossing.

The S.S. UNITED STATES was reported to have cost \$77 million dollars of which \$25 million was paid for by the Department of Defense for extra speed and specifications they required. She is 990' feet long and her twin stacks



measure 55' high. It is reported that the S.S. UNITED STATES steamed over a half million miles during her first three years without stopping once or even slowing down due to mechanical defect. She is truly a masterpiece of marine design and as they say of watches -- precision built. It is said that you can stand a coin on end anywhere on the ship - she is so vibration free! This can not be said of many ships, even today, where it was found necessary to close out certain staterooms on one of the large newer passenger liners due to extreme vibration and discomfort to passengers from it.

The S.S. UNITED STATES is considered the "SAFEST" ship that has ever been built with the greatest survival potential of any large ship afloat - especially from fire.

It is reported that the reception given the S.S. UNITED STATES upon completing her maiden voyage was one of the most tremendous ever given a ship entering New York harbor. She had broken both the Eastbound and Westbound records held by the S.S. QUEEN MARY by a speed of nearly four knots per hour - the greatest "increase" in modern maritime history. The Eastbound time between Ambrose Light and "Bishop's Rock" was 3 days 10 hours and 40 minutes which was 10 hours and 2 minutes faster than the S.S. "QUEEN MARY"!

It was reported that the British - always appreciative of maritime achievements - gave the S.S. UNITED STATES an even greater ovation upon her arrival in Southampton than that accorded her in New York. Prime Minister Winston Churchill himself sent a congratulatory message to Commodore Manning.

While the SS UNITED STATES is outranked in size by both "Queens" which are leaving the sea-lanes, she has been the "Ribbon Holder" of the Atlantic Greyhounds for some 15 years and approaching the record set by the SS MAURETANIA which held the "BLUE RIBAND" for 22 years. The size of the Liner United States was purposely fixed to allow passage through the Panama Canal if desired.

It was reported on Nov. 4 1968 by the venerable San Francisco "GUIDE" (in business over 100 years - reporting maritime news) that the P & O Steam Ship Company may take over operations of the SS UNITED STATES, according to a statement made by an official of the U.S. Lines who preferred to remain unknown. Controlling interest of the U.S. Lines was recently taken over through purchase by the Walter Kiddie Industrial Organization who plan to continue the operation of the big fleet of freighters of the U. S. Lines but wish to withdraw from the passenger business - hence it is likely that the S.S. UNITED STATES may go the way of the S.S. AMERICA which was sold to Greek Shipping Interest for \$4,250,000 about four years ago. The SS AMERICA - one of America's most popular ships has since been renamed the S.S. AUSTRALIS and at last report - runs from Europe to Australia.

The P & O Lines is now the world's largest operator of passenger ships and they seem to be operating them at a profit while many others lose money. It has also been reported (without confirmation) that should "Cunard" fail to make money on the new HMS "QUEEN ELIZABETH - 2" during the first five years of her operation, she too may become part of the P & O Line's fleet.

The S.S. UNITED STATES will depart from her North Atlantic run early in 1969 for special cruise trips. The first of these will be a 39-day trip leaving New York on Jan. 23rd when she will make a "triangle" tour of three continents, calling at Curacao, Rio de Janeiro, Cape Town, Port Elizabeth, Luanda, Dakar, Tenerife, Gibraltar, Lisbon Funchal and then back to New York.

On March 28 1968 the S.S. UNITED STATES is scheduled for a 16-day "Easter Holiday" cruise which will take her to Gibraltar and on into the Mediterranean to Cannes and Palma and then back to New York via Madeira and Bermuda.

When the S.S. UNITED STATES passes from American management and ownership - she will be the last United States ships on the North Atlantic run to Northern Europe. The Liners Constitution and Independence are the only remaining large American ships regularly scheduled across the Atlantic.



BOUQUETS . . . we love 'em!



We have received so many expressions of appreciation for "PORTS O' CALL" and the "WIRELESS PIONEER" that we find it next impossible to thank each one individually. Such gratitude is of course our compensation for the time and effort. Ye Ed would like to speak for and include Frank Geisel in expressing our thanks. While "Ye Ed's" efforts are perhaps a little more visible, it takes a substantial organization to support these publications and Frank is doing a superb job in his own way of building a solid entity which we can all be proud of. I might say that all officers, Directors and members have also given us the type backing needed. Just give us time and good health and we'll have an organization - we hope - everyone will be very proud to belong to.

I am printing a few excerpts - taken at random - from letters that we happen across, which gives the clue to the reaction of our efforts and hopefully light the path to future efforts.

"I did not want to let one more day go by without congratulating you and associates of the Society of Wireless Pioneers. Never before in all my years in wireless and radio have I witnessed any group being as well organized with such eclat and as meticulously complete a set of constitution and by-laws. The first issue of "PORTS O' CALL" is a knockout. Congratulations."

s/ Barney Osborne - #20

"Three Cheers for "PORTS O' CALL" ! Looks like we are off to a good start"

s/ Dr. Robert R. Crees #97

"Congrats - found contents intensely interesting."

s/Wally Leland - #66

"Very, Very Wonderful. Design and appearance was perfect."

s/ Dick Johnstone - #2

"Let me be among the very first to congratulate you, heartily - on your magnificent production of "PORTS O' CALL. Only those who have been in the publishing business are aware of the intense effort and long hours of labor you devoted to this project, and I really hope - and believe - that all members of the organization will enjoy and appreciate your work. The whole thing has been prepared professionally and beautifully, and I was really amazed when I opened the envelope and saw what was in it. Let's hope you will get a great mass of information from the members for future editions."

s/ Henry Dickow - #3

"You have produced a remarkable journal in "PORTS O' CALL, indicating keen perceptiveness as to the type of thing with most appeal to the particular reader group. I imagine all the Wireless Pioneers have had a long standing love affair with ships and wireless, and the guys who are still around are completely fascinated, for lack of a better word, the combination of nostalgia and current data covered in POC".

s/ John J. McCarthy - #68

"You are to be complimented in putting together, in such a fine way, all the data and information pertaining to the WIRELESS PIONEERS. I for one greatly appreciate the facts documented, with so much history about the boys so many years ago who played his part (no matter how small) in the development of radio communications on land and sea"

s/ Lee O. Fassett - #37

"PORTS O' CALL" is really great! Heard from several members - a lot of friendly comment. Also, that issue will definitely be a "collectors item".

s/ W. Earle Wohler - #4

(NOTE: We printed 500 copies of this edition and they are

gone. Better hang on to your copies

"Have not yet finished reading all this most interesting material, but at this point can assuredly say that this new organization "SOCIETY OF WIRELESS PIONEERS" should become one of the most successful - long overdue - member binding organizations - of all the others now prevailing".

s/ Harry R. Lord - #238

"I personally feel the advent of the SOCIETY OF WIRELESS PIONEERS will create interest in many of our radio-men who have spent hours on the "key" in years past. More so since moders single side band and radio-teletype is slowly pushing "CW" into the background. The "Wireless Pioneers" would seemingly bring out the pride in a man that he has accomplished something that not just anyone can do."

s/Capt. G.F. Hemton USCG
(Chief Communications Staff-
Washington D. C.)

"PORTS O' CALL" just rec'd is a splendid initial offering of the Society's publication . . it really is ! Intensely interesting reading, well put together and very attractive cover; you've done yourself proud. Congrats !

s/Howard S. Pyle - #50

"I would like to compliment all hands involved in publishing the "PORTS O' CALL". I thoroughly enjoyed reading every article from the Old Timers and am eagerly looking forward to the coming issues of P O C."

s/ Arthur C. Jacoby #62

"PIONEER" is great but "PORTS O' CALL" is just out of this world. GREAT!

s/ J.L. "Mac" McCargar -#36

"PORTS O' CALL"...fine. Youse guys really did a Bang-up job and no foolin'! Huge Congrats!

s/G.S. "Sam" Corpe - # 29

"it may be radio to forty million ... but its ALWAYS WIRELESS TO ME (end quote). Thats what PORTS O' CALL means to me. Thanks for letting me into the organization. As Ye Olde Editor - you and your fine staff deserve a big hand for getting out such a fine publication".

s/ Walter W. Alfonse - #101

"I note the remarkable increase in your membership. Harvy Butt, Ray Guy, Henry Dickow, Wm Hollis Hoffman, Howard Pyle, Ed Raser, Gilson Vander Veer Willets, Karl Baarslag, members, are all friends of mine. So, as "All-State Insurance" says - "you'r in good hands Tom Appleby." Best wishes and much success.

s/Tom Appleby - #251

"...want to compliment you swell fellows for doing a bang-up job on both your Ports O' Call and your more recent Newsletter (WIRELESS PIONEER). They are both swell.

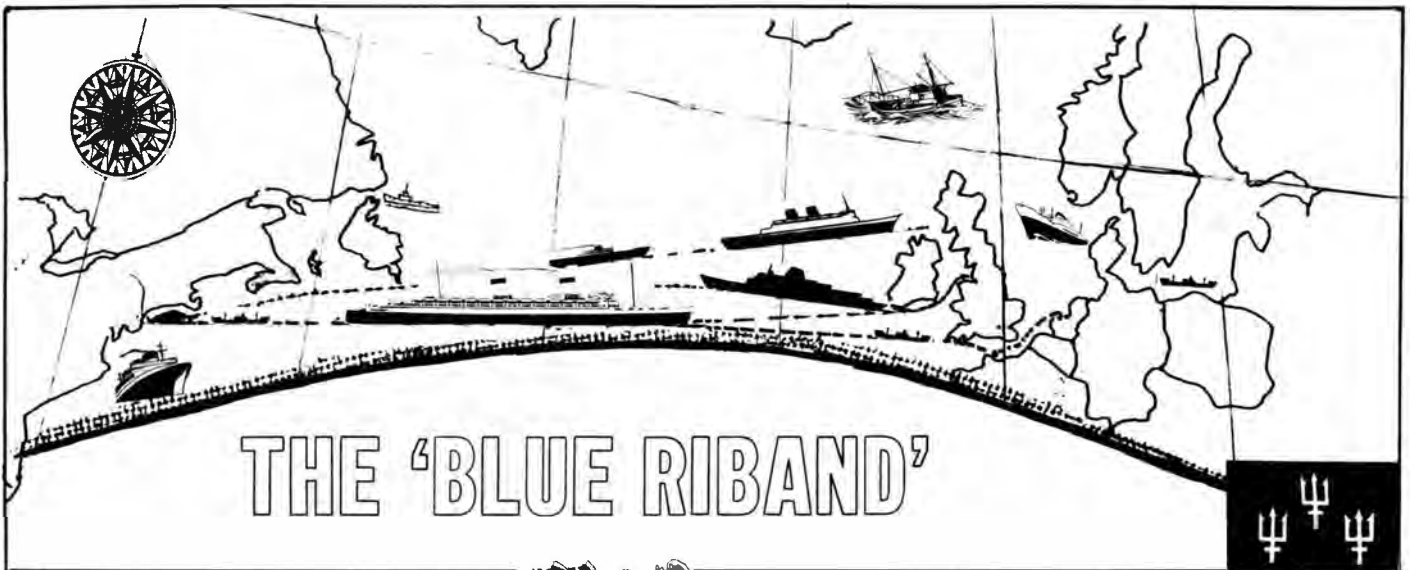
Henry F. Wiehr - #82

"Certainly wish to congratulate you on a most wonderful job on the "PORTS O' CALL. Its really a "dinger", and every one of you fellers who have given so much of your time and hard work to get this Society launched on an even keel, deserve a vote of thanks from all of us.

s/ Eb Cady - #54.

NOTE

Please don't feel slighted if we didn't print yours. Space limits how much we can devote to such letters and I just grabbed a random bunch. I feel that we are on the right road and it is gratifying but we need your help !



A "KNOTTY" RECORD



The mythical "BLUE RIBBON" which the Germans called "Blau Band", the French -"Ruban Bleu" and the British - "BLUE RIBAND" by which it is perhaps the best known has been reserved for ships making the fastest crossing of the Atlantic (Many Europeans call it the "Western Ocean").

Recording of elapsed time began in 1838. The public has always shown great interest in the fierce competition, especially toward the end of the last century when dynamic skippers pushed their ships to the last ounce of steam.

While the "BLUE RIBAND" remained a mythical symbol, a real silver trophy was introduced as a prize in 1935 when a member of the British Parliament set up a silver cup as a tangible prize. The Italian Liner "REX" was the first ship to hold the Silver Cup, followed by the French "NORMANDIE", then the "QUEEN MARY". It was reported however that the Cunard Line, owners of the Queen Mary refused to accept the trophy since in their opinion it introduced an element of competition which might compromise safety and they held to this philosophy.

It may be noted that over the years, Sam Cunard was well represented in the "winner" column. Speed has been one of the hallmarks of prestige on the North Atlantic. The first "Cunarder" to establish a record -- just "two-weeks" for the crossing -- over a century and a quarter ago (1840 to be exact) was the speedy passage of HMS BRITANNIA from Liverpool to Boston with a brief stop at Halifax.

Contrast this old record with the speed record established by our own S.S. UNITED STATES of 3 days 10 hours and 40 minutes established in 1952 and which has never been equaled since. Since U.S. officials declassified the "performance" of the SS United States in August 1968, it is now known that if the U.S. Lines permitted, she would be capable of over 42 knots per hour or better than 48 land miles per hour.

There has always been considerable dispute among shipping men about the "record". In checking over a sizable volume of records, I find a great many confli- tions. I have made an effort to verify my record list and believe it to be as accurate and reliable as you can find. Factually, there seems to be no record, as such available. The Author of this article would welcome any information which might enable him to correct any listing which is substantially incorrect. I will try to publish same at some future date.

William A. Breniman - Ye Ed.



THE SOCIETY OF
WIRELESS PIONEERS

HERE IS THE RECORD.

SHIP	K.	OWNER	DATE TIME	BETWEEN
Britannia	-	Cunard	1840 14-0	Lp-B v/Hfx
Arcadia	-	"	1843 11-14	
Britannia	-	"	1846 10-00	
Hibernia	11	"	1847 9-1-30	Lp-Boston
Atlantic	-	Collins	1850	
Asia	-	Cunard	1850 8-17-0	Lp-NY
Scotia	-	Cunard	1863 8-4-0	Q-NY
Russia	6	Cunard	1867 8-3-40	
City of Paris	-	Inman	1867 8-1-25	
Russia	-	Cunard	1867 8-0-25	
City of Brussels	-	Inman	1869 7-22-0	Q-NY
Oceanic	-	White Star	1872	
Adriatic	13.5	White Star	1872	
Baltic	-	White Star	1874	
City of Berlin	-	Inman	1875 7-18-0	
Germanic	-	White Star	1877 7-17-45	
Britannic	-	White Star	1877 7-12-41	
Arizona	-	Guion	1879 7-0-0	
Alaska	-	Guion	1881 6-22-30	W/Bnd
Oregon	18	Guion(Cunard)	1883 6-16-0	
Etruria	19	Cunard	1886 6-4-0	W/Bnd
Umbrria (Tie)	19	Cunard	1886 6-4-0	W/Bnd
America	-	Nat'l Lines	1887	
City of NY	-	American L.	1889 5-19-0	
City of Paris	-		1889	
La Touraine	-		1891 5-16-31	
Teutonic	20.3	White Star	1891 5-14-00	
Campania	21.1	Cunard	1893	
Lucania	22.	Cunard	1893	
Kaiser Wilehm der Grosse	NLC		1897 5-15-0	Hbg-NY
Deutschland	24.0	H.A.	1900	
Kronprinzessin Cecile	NGL		5-8-00	
Mauretania	27.0	Cunard	1907 4-17 & 4-11	WB
--- held record for 22 years ---				
Bremen	27.8		1929 4-17	Chby-NY
Europa	27.8			tied.
Rex	28.9	Italian Line	1933 4-13-59	Gib-NY
Normandie	29.9	French Line	1935 4-3-14	Fr-NY
Queen Mary	30.6	Cunard	1936	
UNITED STATES		U.S. Lines	1952 3-10-40	NY-Lp

HONORING THE S.S. UNITED STATES

She has New York's style and California grace,
The Mid-west's strength, and Texas Space,
The Southland's charm, and the Nation's pace,
She's got Freedom's form and Liberty's face

So salute the Liner ... United States.

(Author unknown)

Wireless History

ROBERT 'BOB' PALMER

(Continued from Page - 10)

From about 1906 until 1912 various companies including UNITED WIRELESS and COMMERCIAL WIRELESS TELEGRAPH & TELEPHONE had considered the possibility of establishing a regular service between the U.S. and Alaska, but early tests were not satisfactory so both technical and financial difficulties were present. In 1912 the MARCONI CO. took over the above mentioned companies and moved into the Pacific area in a big way and as usual in their carefully planned operations started making tests and collecting data for both the trans-Pacific circuit and to Alaska. The old Seattle station of Dubiliers was increased in power to 25 KW and a series of tests were started. The results of these tests and others all indicated the PUGET SOUND area was a very poor location and even the 2 KW station at Astoria did better in tests than sites tests in the Puget Sound area with Alaska.

Later, when I was in the San Francisco shop I read these reports and as I recall from reading a hundred or more pages of data, there were several reasons for picking the sites they selected, but the most important one was better signals between Astoria and Southeastern Alaska than other locations and likewise signals between the Orient and the S. F. area were in general better than other locations so the Trans-Pacific location at BOLINAS was picked and is still in use, and then the YOUNG'S BAY-ASTORIA location for the Alaska circuit. On picking the Alaska circuit there was conflict for they were looking far into the future possibilities of a Western Alaska circuit and all tests indicated that possibilities of a Western Alaska circuit and all tests indicated that SAN FRANCISCO was a far better location for working the interior of Alaska or Aleutian Island locations. The facts about signals in various locations mentioned in these early reports are as true now as then.

My old boss in San Francisco, ARTHUR A. ISBELL who was the Superintendent of Construction for Pacific Division - MARCONI COMPANY and later General Superintendent was responsible for much of this data and he was in charge of building the Juneau and Ketchikan Stations as well as many others.

It had been planned to inaugurate THE ALASKA SERVICE about the middle of August 1915 but a break occurred in the ARMY ALASKA cable on August 7th. So they made hurried preparation and were able to start service on that day and thus got a good start as they had no competition for several weeks until the cable was repaired.

I had no part in building these stations, but I knew most of the people concerned and once helped retune "KPC". I visited both of these stations a number of times in their early days.

The general planning of apparatus, engineering, and original blue prints in the New York office were mostly the work of C. D. Warner who was an assistant of Mr. Sammis, the Chief Engineer at that time. Mr. Moir was Engineer in Charge of Construction at Astoria. Henry Barker was Assistant Engineer and did most of the tuning and testing.

When the Astoria Station went into operation, IRA F. JULIEN became the Officer in Charge. I think "Red" ROY was the first one to act as assistant operator and then Loren LOVEJOY was there for a while before he went to Ketchikan.

When Isbell finished at Ketchikan, Buchanan became Officer in Charge. J. E. Johnson was also at Ketchikan. The JUNEAU station "KDU" was 10 KW and R. S. POWELL and MANAHAN were there. JACK IRWIN was in charge of the Seattle District Office at that time. CALL LETTERS and geographical locations of stations were:

YOUNGS BAY	KPC	123° 51 West	46° 11 North
KETCHIKAN	KPB	131° 38 - 51 W.	55° 20 - 45 North
JUNEAU	KDU	- at north West edge of town near base of cliff. (continue above right)	

Probably most of the employees of the MARCONI COMPANY thought of their work as just another poorly paid job. I always had a thought and the feeling of being ... "a part of history" -- and that even the best of us saw such a small part of the whole that although the individual technical job sometimes seemed very important I realized we were making very small scratches on the screen that kept us from seeing the real nature of the universe and the force we were dealing with in a minor way.

Twice in its first year of operation the ASTORIA station served the Northwest in emergencies --- first in the CABLE BREAK mentioned. And next, during THE GREAT SNOW AND SLEET STORM OF THE 1915-16 WINTER when all telegraph and telephone lines between the Northwest and San Francisco were out. Western Union made arrangements with the Marconi Co., to use Bolinas Trans-Pacific station to work Astoria, and they handled emergency traffic over that circuit for several days.

With the U.S. entry into WW-1, KPC along with all other U. S. MARCONI land stations were taken over for operation by the U.S. Navy and then on Nov. 30 1916, the Navy purchased all the Marconi stations in the U.S. except the TRANS-ATLANTIC and the TRANS-PACIFIC. ASTORIA-KETCHIKAN circuit was continued for several years by the Navy using the old MARCONI personnel and apparatus, but about 1922 they installed 20 KW FEDERAL ARC transmitters and better receiving gear.

They continued the same circuit until 1925 when the ARMY had the new Alaska cable installed and were able to handle all the traffic so the Astoria station was put on standby basis. Later Astoria replaced NORTH HEAD Wash., station as part of the N.W. NAVY NET. When the Navy bought the station they used the call NUZ and then when it replaced NORTH HEAD they used "NPE". Astoria became inactive after WW-2 and was sold as surplus in 1957. A girls school now owns the property but the last I heard - those fine old steel towers were still there.

ASTORIA PREVIOUS TO THE ABOVE: Charles B. Cooper after building stations in the Midwest, Dever area and in California for De Forest came to Astoria in 1907 shortly after formation of UNITED WIRELESS and built station "PC" on a hill near the west end of town. I believe this was the first regular commercial station in the State of Oregon.

Later that summer UNITED built a station in PORTLAND. Cooper then went to Seattle where he was Supt. of Construction in the Northwest and Alaska for several years. Later Marconi Chief Operator in Seattle until 1915 when he joined KILBOURNE & CLARK and formed the SHIP OWNERS RADIO SERVICE to handle ship service work for K & C. He was Gen. Supt. of "S O R S" during most of its ten-year life.

The old station at Astoria was retained with separate operators for marine work after the building of YOUNGS BAY station for the Alaska circuit. Both used the call "KPC" At Ketchikan both 5 KW marine and 25 KW Astoria (circuit) stations were at the same location, and the same operator worked both, so sometimes he was VERY busy !

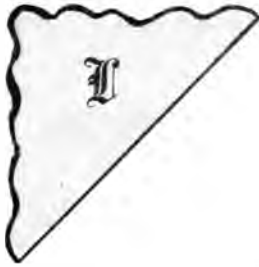
Since the above was written I hear that the old towers at ASTORIA are gone but recently a friend running to Alaska sent me pictures showing two of the old towers at Ketchikan still standing where originally erected.

S/"BOB" PALMER.



by courtesy of AIRWAY PIONEER

"... cheaper rates, leisurely pace and don't forget the free survival kit to each paying passenger!"



America's Largest Ship



S. S. LEVIATHAN

"They laughed when I sat down to play... but their laughter turned to surprise and then astonishment as I easily rattled off one tune after another" ...

That may have been the reaction of the German crew on the gigantic super-liner SS VATERLAND, interned in New York harbor as the United States entered WW-1 and seized their ship.

The German crew, realizing seizure was imminent, put their full ingenuity to work and when the crucial moment arrived, the boarding party was dismayed to find that the German crew had systematically painted out all instructions on pipes and wiring all over the ship. When the Americans tried to call on the phone system - they started the sirens. When they tried to flush toilets they got nothing but raw steam, and it was said that the showers sprayed oil and bilge water.

Without the aid of blueprints which had also been destroyed, the new American crew quickly traced out the Titanic mix-up, reassembled the engines and in a few short months the great new liner which had only made two crossings of the Western Ocean (and on her "turn-around" of the third) was steaming out of New York harbor bound for Europe - loaded with 10,000 troops - to the chagrin and humiliation of the Germans.

She had meanwhile been renamed the S.S. LEVIATHAN by President Wilson and was, at the time, the largest ship afloat -- 54,282 tons. Her bridge towered 90 feet above the water-line (high as an 8-story building); 48 boilers fired from both ends; propellers 18' in diameter. She was 950 feet long and approximately one thousand tons larger than the SS UNITED STATES which was to come over thirty years later.

The S.S. LEVIATHAN was refitted after the war at Newport News at nearly double her original cost. William F. Gibbs who undertook the herculean task of redesigning the S.S. LEVIATHAN was later to design the S.S. UNITED STATES.

The S.S. LEVIATHAN under command of Commodore Herbert Hartley was perhaps the world's most renowned super-liner, from the time she was launched on April 3 1913 as the S.S. VATERLAND until she reached the Rosyth Dock in Scotland for scrapping in 1937. Affectionately known as "THE LEVI"... she became the goal of many an operator. Because of the strict interpretation of the "Volstead Act" on American passenger ships, her "dry-status" did not draw the "money crowd" and consequently, while her reputation as a seaworthy ship had no superior - she lost money from the start bankrupting the United States Mail Line and the other operators handling her for the United States Shipping Board who retained ownership.

The S.S. LEVIATHAN was the second of a trio of German ships built for the Hamburg-American Line to give Germany undisputed command of the sea lanes. The first ship completed was the S.S. IMPERATOR launched the same year the S.S. TITANIC was lost (1912). She proved to be top-heavy and everytime course was changed she listed so badly that both officers, crew and passengers became frightened - it was said. Advantage was taken of knowledge gained from the ... Titanic sinking and the experience with the SS IMPERATOR (what later became the HMS BERENGARIA) so that the S.S. LEVIATHAN has often been listed as perhaps the greatest ship ever built, at least to the time of the S.S. UNITED STATES.

Certainly she was one of the most ornate and safest ship afloat. She was joined shortly after by the third of the trio - the S.S. BISMARCK which was later named the HMS MAJESTIC and operated by the White Star Line. It might be noted in passing that the SS IMPERATOR was operated for a short time by the United States but turned over to the Cunard Line. All three ships were "THREE STACKERS" and beauties to behold.

"HANKY-PANKY" ON LEVIATHAN OPERATION

Some of the untold "hanky-panky" that occurred during the life of the "Levi" was that in 1922 after alteration she was found to measure... 59,950 gross tons -- the largest ship afloat and so advertised! During economic retrenchment of the "depression era" she was again measured but this time it was found she was only ... 48,943 tons (a shrinkage of over 10,000 gross tons ... which enabled a saving of over \$40,000 per year in port tolls.

President Harding at one time had agreed to the political expedient of having this great ship named after him as the S.S. PRESIDENT HARDING. This was discretely shelved after the "Teapot Dome" affair.

The S.S. LEVIATHAN was operated under the management of the United States Mail Line which went bankrupt, then by the government owned United States Line and then for a short period of time by the International Mercantile Marine group, controlled by the former organization but owned by the USSB. She became a political pawn and due to inept management, she lost money from the start. The J.P. Morgan interests at one time tried to buy her but a crusade by the Hearst Newspaper interests blocked the sale. Thus in effect ended efforts of the United States to dominate the North Atlantic shipping lanes as 1932 saw an end to her regular scheduling. A brief resumption in 1934 (5 trips) and then to the mud-flats awaiting her last voyage to Scotland and the cutting-torches in 1937. She was the end of an era ... a very proud one in American Maritime History.

Ship Profiles



This is the second of a series on "SHIP PROFILES" that we would like to feature in "PORTS O' CALL". Last issue we covered the S.S. CONGRESS who spent most of her life on the West Coast. This issue we feature the S.S. LEVIATHAN which spent all of her life on the Atlantic.

We would like to bring a "thumb-nail" account of famous ships and an account of their lives under the various names they were known by including wireless history etc.

We welcome suggestions (and research material) on ships you would like to see featured. Address your letters to "Ye Ancient Mariner" (*) on the S. S. ARK. He will try and run a "SHIP PROFILE" in each edition of our good paper. TU.

(*) There are many "Ancient Mariners" but "YE" Ancient Mariner is Bill Breniman - Editor of "POC" and "WP".



SHIPS

PLEASE FORGIVE "Ye Ed" if he seems at time oblivious to everything but SHIPS! Sure we are a WIRELESS ORGANIZATION and its shaping up as one of the "best" - but it was his interest in ships and things nautical, and not overlooking...the call of ..."far away places, with strange sounding names" that perhaps sparked his early interest in wireless. Many of us, I am sure, found "WIRELESS" the magic word and the ticket to see these "far away.... places" ! Yes, perhaps it was a "means to an end" but as we became "code-merchants", we were caught-up in the fascination of not only "far away places" but another world. The world only wireless men know about. When we put on the "cans" ... we leave this mundane world and "listen-in" to sounds from out of space - a world few others are acquainted with or aware of.

Who among us is not fascinated by ships of all descriptions... whether they be the super liners - with majestic lines and magnetic appeal or the graceful sailing ships we have gimped on yonder horizon which has spiked our imagination with fascinating stories of the clipper days. The appeal and grip that ships and things nautical cast upon us is hard to explain - so we don't.

SHIPS ... the most exciting things that man has ever built ! Four-stackers - the symbol of prestige in the early part of the twentieth century included such magnificent vessels as the German Liners, Kaiser Wilhelm Der Grosse, Kronprinz Wilhelm, The Kronprinzessin Cecilie, followed by the Mauretania, Lusitania, Aquitania, Olympia and Titanic, also the Vaterland which became the Leviathan, The Bismark which became the Majestic., Etc.

The HMS Aquitania was the last of the "four-stackers" and so called "Greyhounds" that raced for the mythical "BLUE RIBAND". It remained for the HMS Mauretania, launched in 1907 to hold the ribbon for nearly a quarter century (1929). She had the classic lines, speed, grace and a beauty that made her legendary -- probably the all time great ship of the Atlantic.

SHIPS ! The word is still magic. There isn't a member among us whose eyes can resist following the movement of any vessel, whether it be one of our renown passenger liners, a tanker, cargo ship or banana boat. They are all creations of beauty (in our eyes) and as we follow their wake, conjecture fills our mind as we wonder .. QRD ? We have visions of Tahiti, The Bund in Shanghai, Rio, The River Plate, Capetown or perhaps ports on the Costa del Sol ?

W.A.B.

Those "Four-Letter" Words

Contrary to the norm, it isn't the "4-letter" words that "bug" most of us in the operating fraternity - at least among the professionals ... but those .. drat it THREE-LETTER WORDS !

For example - the word "HAM" might be accepted among the amateur fraternity without a second thought, but to tie such an appellation to an "old pro" has the same effect as waving the proverbial "red flag" at El Toro.

One of the "supreme insults" of course would be to call an old timer... a ... "lid"!!! Good idea to be elsewhere when El Sparko hits the deck!

Minor irritations include telling an operator to "QRT". Those who use such words or letters obviously have not taken Dale Carnegie's course... "How to win friends" etc. Perhaps there are other "atom powered" 3-letter words but here we sit, sans brains - fat, dumb and happy !

Dedicated to The "Wireless Pioneer"

I love the great open sweep of the sea; the smell of salt air; the touch of rain; the smile of the sun; the kiss of the wind; the call of the sea-gull and the soft slap of waves as they splash against the hull of my ship.

I love the delicate streamers of cirrus floating on high; the ominous thunderheads of the tropical squall; the colorful "Japanese Sunrise" over the China Sea; the stern posture of the North Atlantic; the gentle breezes of Hawaii and Polynesia; the awesome Aurora Borealis with its shimmering and ever changing shafts of light flickering across the skies as we ply the North Pacific.

I love the pungent smell of ozone from the leyden - jars in my wireless shack; the musical rythm of the 240-cycle rotary spark; the exhilaration of finding "THE SPOT" on my carborundum or galena crystal; the tone of my home-port station as it increases in volume as the ships solid throb brings us ever closer state-side.

I love - most of all - signing off the "rusty old bucket of bolts" and receiving my check in front of the Shipping Commissioners. GOODBY... you "lousy" hooker !!! Keep all your copra bugs and smelly tanks !! Yeh - I'll go up to Marconi and tell them ... they can relieve me ... AND NOW ! On second thought ... perhaps ... perhaps, I'd better not be too hasty ?

W.A.B.

A Goliath from the Tug Goliath

On Thanksgiving day, 1917, the tug GOLIATH "WPG" was in a real gale and with her fuel tanks full she would actually be buried in the seas except for the stack. For the crew it was misery, especially the cook. He had the turkey prepared and set it on top of the galley, when the GOLIATH gave a lurch and the turkey landed in the garbage can.

Carefully washing it out and making new dressing, he put it back on the stove just in time for a larger roll, which heaved it again over the racks, over the garbage can into the coal bin. Again patiently washing it, he got it in the oven. A while later he set it on the stove to baste it, just in time for a larger roll to hit, and Mr. Turk tore loose and skipped both garbage pail (bucket to you), coal bin and landed in the ash can. Then on the fourth try a real sea hit and Mr. Turk cleared everything to land on deck. But, we had a delicious dinner that night, even if we had to hang on by our eyebrows and hold the soup dish in our hands.

Dexter S. Bartlett - 145

WE ALSO HAVE PIONEER WIRELESS LADIES

It is not too well known that there were lady operators in the olden days. One was Miss. Marbelle Kelso, who was the lone operator on the S.S. MARIPOSA running to Alaska in 1912. That was before laws compelled two operators on passenger ships. Women made good code operators and apparently by memorizing the simple exam. she obtained her ticket. They were careful not to assign them to freighters

Although not an operator, Stella Kayo was an institution in the Seattle Marconi office. When RCA Marine took over, she became manager for several years and was very well liked. It is reported that she died a few years ago.

Dexter S. Bartlett - 145.



THE EXCLUSIVE "SOS - CQD'ers" CLUB

The following listed members have documented their transmission/s of SOS or CQD calls due to emergencies or distress to the vessels they were aboard.

The names of a few members have been included under conditions of being torpedoed or under enemy gun-fire on which ship was sunk but where they were restricted from actually sending call for help due to radio silence or black-out.

The names of those on the HONOR ROLL of this "exclusive" club are taken from the Application-History" sheet forms furnished. Unfortunately, a few dates and some pertinent data has inadvertently been omitted. We would like to include all details and we welcome full accounts of such emergencies which we hope to publish in future editions of "PORTS O' CALL". We hope we have not missed anyone eligible - if we have, please send details.

MEMBERS	(NOTE)	SHIP (S.S.)	LEG.	DATE OF S.O.S.
Henry W. Dickow		PECTAN	1B	Aug. 1914
Frank Geisel		Multnomah	1B	Aug. 1921
Rome Montle *		Tuckahoe	3B	1918
		Heredia	3B	1920
J.S. "Si" Knowles (1)	Oregon		4B	Jan. 18 1918
W. G. Simpson		Suboatco	5B	Jan. 1927
Chas. M. Morenus		Santa Cristiana	6A	June 5 1919
Ernest E. Wolcott (2)	Governor		7A	Apr. 21 1921
Geo. D. Hubbard (1)		Asia	1A	Apr. 25 1911
Loyd A. Peek (2)		Umatilla	1A	Mar. 5, 1918
Howard S. Pyle		Rush	8-	May 1917
Eben K. Cady		Willamette	1B	June 1922
Rudy Asplund		Hawaiian Rancher	7B	Dec. 1, 1952
Arthur C. Jacoby		Santa Isabel	1B	Mar. 25, 1919
Arthur E. Ericson		Lucy Neff	1B	1911
Henry F. Wiehr *(2)		Adm. Sampson	7B	Aug. 25 1914
		Ft. Dearborn	9A	NR
Robt. P. Brown		Edw. Luckenback	1A	Jan. 10 1930
Gerald Estep		Constance Chandler	6A	1933
Ernest D. Fabian		Somerset	1B	Oct. 3 1917
Alfred S. Cresse		Tug Vigilant	9A	Oct. 1916
Ernest F. Wilmshurst		Klamath)	1A	Feb. 5 1921
Bernard W. La Petra		Klamath)	1A	Feb. 5 1921
Raymond S. Kimberk		Alki	NR	Nov. 1 1917
Wm N. Hayton		Delfina	9A	6-4-41

MEMBER	(Note)	SHIP (S.S.)	LEG.	DATE
James T. Chambers		AGAS-17	NR	Missing
Howard Cookson		Standard	1A	May 1917
Dexter S. Bartlett		Northwestern	1B	Dec. 11 1927
Lewis M. Clement*		Spokane	1B	June 1911
		Camino	1-9B	July 1912
Robert L. Shrader		Pres. Hoover	8B	1956
	(Bombed by Chinese in Yangtse River)			
Walter L. Lachelt (2)		Dora	1B	June 5 1916
Paul M. Jewell		James Robertson	9A	July 7 1943
Haydn P. Roberts		Joseph Cudahy	9B	1917
William Galvez		Santa Leonor	1B	Apr. 1 1968
Arthur Enderlin		San Jose	1A	Aug. 8 1921
Roy F. Prince		Katha	9A	Apr. 2 1945
Albert E. Snow		Ticonderoga	9A	Sept. 30 1918
Alfred K. Robinson		Sewickley	4B	Sept. 20 1919
Gerald E. Travis *		Agwidale	1-	NR
		Seminole	9-	NR
Lewis D. Chilson		Columbia	1B	Feb. 19 1924
Cyril H. Pemberton		Dora	1B	June 1916
Albano Leal		Maria	4B	Nov. 3 1947
Joe H. McKinney		Marne	3B	1921
W. Earle Wohler		City of Topeka	4A	Jan. 2 1920
Charles H. Singer		Comanche	6A	Oct. 17 1925
Lester J. Tappan		Santa Maria	1B	1913 (Tmsg Day)
Andrew B. Lopez		Commercial Guide	4B	Feb. 14 1927
Harvy R. Butt		Alamance	9A	Feb. 5 1918
Viggo H. Conradt-Eberlin		Arizonian	NR	Sept. 14 1921

LEGEND: (A) Ship sank (B) Ship Saved.
 1 Struck reef or grounded.
 2 Sprung leak
 3 Storm - out of control or foundered
 4 Mechanical - Engines/rudder/power etc.
 5 Adrift w/o power
 6 FIRE
 7 Collision with another ship
 8 Under gun-fire
 9 Torpedoed or explosion

Notes "1" Account carried in PORTS O' CALL - 1968 edition.
 "2" Account to be found in this edition.

SS DORA'S 'Unscheduled' Cannery Stop

AT UYAK ALASKA ... AS TOLD BY "WALT" LACHELT 163 P



"I was the operator on the small mail steamer "DORA" in the shuttle service of the Alaska SS Co., between Seward and Nushagak, making various calls along both sides of the Aleutian Peninsula and in the Islands as far west as Makushin.

We were westbound from Kodiak through Uzinki Straits, bound for Uyak on the north side of Kodiak Island, when at about three in the morning we struck a reef and immediately began taking water. We were not more than 50 miles from Kodiak (NPS) but due to the extremely mountainous terrain and a mush 120 cycle KC gap we couldn't raise NPS with our SOS call. Called for several hours and couldn't raise anyone!!! Hard to believe today, but in those days there were very few ships in that area with wireless.

The "Dora" was built with an oaken hull of timbers 12" thick and fortunately went on at low tide. At high water they managed to free her from the reef. (upper right please

We had among the passengers, Capt. Byron Whitney, US. Steamboat Inspector from Juneau, making his annual trip to the Westward to inspect boats. After he looked the situation over, it was decided that the pumps would keep her afloat until we could reach Uyak, a cannery stop about 60 miles further west on Kodiak Island. We made it OK and there she was beached at high water to examine the extent of damage. At low water she lay on her side and it was found that she had punched a hole in her bottom large enough to drive a Volkswagon thru. We were quartered ashore at the cannery for a week while a patch job was done. The SS "CORDOVA" of Alaska SS Line enroute Nome to Seattle was diverted and towed us 1800 miles. When I arrived Seattle I had enough of the "DORA" and checked in with Charlie Cooper for another assignment.

Bedbugs, cockroaches, rats and a strong pungent odor of soft coal smoke permeating thru the ship was just too much for me!! The "Dora" had a colorful history along that run for many years." Walt LaChelt - #163-P

SEEING THE WORLD



THROUGH A PORT HOLE

BY: GORDON H. PASCOE - 33P

Fresh out of the Naval Radio School, I was assigned to the U.S.S. DES MOINES on Convoy duty. We picked up a slow convoy in New York Harbor, and steamed out to sea with 28 merchant ships under our care. This of course was World War One. The weather was beautiful. Two destroyers accompanied us for a short distance to sea, as did Navy blimps flying overhead. It was not long before our additional escorts turned back toward Ambrose Lightship and the weather changed as we got into what we thought was the tail end of a hurricane blowing up and along the Gulf Stream.

Somehow our navigation managed to get us and the whole convoy into what must have been the teeth of the hurricane. I had been on watch in the radio room, without the benefit of a port hole, through which to observe what was making the ship roll so badly. When I was relieved from duty, I hurried up to the boat deck. The sky and sea looked ominous. I was surprised there were no sailors on deck. When I looked aft, and much to my consternation a wave as tall as a mountain was bearing down on us. I grabbed a station and breathing a prayer, gave myself up for lost. I didn't see how any ship could survive this huge mountain of water. Then to my amazement we rose upon it and it passed on, only to be followed by another and another. Finally, I began to breath again, realizing this was ... going to sea.

The convoy had become scattered in the storm, except for a few. One ship in sight had a deck load of horses, in unreviced stalls. We saw huge waves wash them all overboard. That night I was on watch again, always with a more experienced operator. Our transmitter was a Telefunken with a dozen or so cylindrical quench spark gaps. We could transmit with one on extremely low power, or cut the whole bank for HP and DX, however, radio "black-out" was the order of the day. Very few signals were heard as a result, except for POK Schedules and PX from shore stations.

As I sat on watch, there came a signal, slow and deliberately sent. I spelled it out aloud, S - O - S. The Chief, threw his coffee cup aside and hurled himself into the second position. He wasn't too sure of me yet. Soon we had details. A British merchant ship. The cargo had shifted and the huge waves were beating the vessel to pieces. We steamed toward their position, against wind and sea, making little headway. We never reached them in time. The last code words spelled out by that courageous wireless op was "GOODBYE BOYS, THE WATER'S FINE". I will never forget that message.

Good weather returned and we reformed the convoy. But now we had the U-boats to worry about. And came a day when we were under attack. Steaming in on the sub, we began to release depth charges. We sank the sub, but one of the depth bombs exploded near us, buckling our after plates and twisting the rudder. We were able to stand by our convoy, until British destroyers came out to relieve us. Our wireless had saved the day, permitting us to limp into Ponta del Gada, in the Azores for repairs.

Some of us were very eager to get ashore, it being our first foreign port, and glamorous looking at that. After a good shore meal we went in for a little sight-seeing. Some Portuguese kids came up and wanted to take us somewhere. It sounded interesting, so we followed them and found ourselves entering a tropical type house with a large room. Some women were sitting around, I went call them girls. Apparently they wanted to dance, and came rushing towards us. Sort of a day or night club, I figured. One huge, fat gal headed for me. Figuring discretion was the better part, I hurdled through the low wide window. This proved a good escape hatch, except for one of the local gendarmes passing by. They wore breast armor, old style helmets and carried cutlasses. I plowed into him. As he fell on the cobble stones of the street, it sounded like a hardware shop in an earthquake. He recovered quickly however, for within seconds, he was up, and chasing me with his drawn sword. I eluded him but it was my narrowest escape of the war. (concluded bottom right)



Books

MAHLON LOOMIS *

Thomas Appleby. Loomis Publications, P.O. Box 6225, Washington, D. C. (\$3.25).

There is a monument on the beach at Kitty Hawk, N.C., dedicated to the Wright Brothers who made the spot historical in 1905 by flying the first airplane from the runway they had made.

Although the flight was made over sixty years ago, it took many years for the Wright Brothers to receive the recognition and official credit for their achievement which they so richly deserved.

One stops to wonder... may this not be the same type of thing that happened to Mahlon Loomis? He demonstrated and patented his idea back in 1872 and received a U.S. patent the same year on his Loomis Telegraph System.

The formation of the Loomis Aerial Telegraph Company was authorized and approved by Congress in 1873 according to official records of the United States government. This of course was many many years before Marconi, Popov and others gained recognition.

It was known that Loomis did not have funds to proceed with his plans and he was heartbroken after failure to secure financial backing from the government and others. He died in 1886. He was a very brilliant man and came from exceptional stock. Anyone who reads the speech he made to the Franklin Institute (quoted in full in Author Appleby's book) can not help but be impressed by his insight and makeup.

The publishing of this book was a "labor-of-love" for our good member, Thomas Appleby (Cmdr USN(R) and Spark Gap Pioneer of the Society No. 251. The book was recently given a very nice writeup in the "IEEE SPECTRUM" (June 1968) by Society Member Haraden Pratt.

We think that many of our members might like to read more about this remarkable man and to sample the research and documentation of "Tom" Appleby. Perhaps the day may yet come when the name of "LOOMIS" will rank with that of "MARCONI", "HERTZ" and others listed in the Wireless Section of the annals of time.

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WHAT HAPPENED TO... ?

Our good member, Walt Schreiber (#94) thinks that we should list inquiries in each issue of POC asking about operators - and ships ... WHAT BECAME OF THEM? Then if anyone knows - they could write in and we would publish the answers the next edition. We think this is a fine idea (sample something as follows):

WHAT EVER HAPPENED TO ?

Jim Heiligenthal S.S. MOUNT VERNON
Vernon M. Goldsmith S.S. MANHATTAN (Etc.)

I can still hear him calling out his Portuguese oaths at me. Soon, we were back on the high seas. Escorting other convoys. Fighting other subs, killing a few whales in lieu thereof ... and seeing the world through a "PORT HOLE".

Gord Pascoe

RAIN



MEMO

Nov 29, 1968

from
Ero Erickson

Dear OM:

Since Sunday I just happened to have had a salt water eye-ball with a maritime mobile ham with quite a name.

What was intended as a piece & report to "Mike Shy" just grew out of hand.

Although Carlson clobbered my own kind, that's what the man said. Seems his judgement on percentages may be a bit off. Occurs to me that he may be eligible for membership since he told me after the meeting that he used to work spark, not to mention combination mate/opr berths.

If you can make use of any of this, help yourself.

73

Ero Erickson #21
4024 N Pioneer St.
Chicago, Illinois

November 27 1968.

In addition to emphatically stating that the United States merchant marine was "about 40 years behind" other nations electronically with equipment and that sailing the Great Lakes to Chicago was such a difficult and trying experience that he would prefer not to try it again, Captain "Stay Put" Carlson renown for his intrepid feat of clinging alone to his sinking ship in 1951/52 while the world watched, reaffirmed his stature as a true radio amateur at the Society of Radio Amateurs meeting tonight at the Edgebrook Field house.

Almost all foreign ships have better electronic navigational aids than ours do, said Captain Carlson who has his shoreside home in New Jersey when he is not navigating with the Export Lines to the Black Sea and Mediterranean ports. He related his recent experience of having a large truck deliver about ten pieces of electronic test equipment to his ship in New York, mostly for the purpose of maintaining in operation telegraph apparatus of an obsolete 1935 vintage. He felt that this was a useless waste of money which would have been better spent securing modern replacements for the radio room. Speaking with knowledge and experience on the subject, since he had shipped out in previous years as second mate and "sparks", he said that the operator unions had overstressed their promotion for tools to do the job to cover expansion into a "Radio Electronic Officer" program and that 50 percent of the operators now employed would not be capable or fully trained to repair and adjust modern day gear. Of all the precise navigation systems he said that the British "Decca" locating system was the best, which covered 2/3rds of the globe. The Loran system used by the U.S. was inferior and as far as his ship was concerned he still had to shoot the sun and the stars with his sextant, because all he had was a short range (40-mi) radar and a limited range radio direction finding set.

When asked if he had "single side band" he responded yes, but it belongs to me in my cabin and does not belong to the company. In fact, he added, that he recalls giving the wireless operator a message for New York which the operator worked on a long time to deliver without success, so Captain Carlson called NYC on his own radiophone to deliver it, after getting tired of hearing the interfering key clicks in his amateur radio station receiver in the skipper's quarters.

Most of Captain Carlson's amateur station is hand made and "home brewed" and apparently of considerable power because he mentioned that his store boughten verticle antenna had burned the trap coils to a crisp due to dampness in a gale and that he attempted a repair at Azores but ended up using a 10 foot piece of electrical conduit instead.

That Ham Radio and operating "know how" still delivers the message, without the use of computers and teletype, proves out in his closing story of one of his stops in India, anchored off Bombay. It so happened that he was invited to a dinner event of an evening at which a U.S. Naval Admiral was one of the guests. Small talk shifted to radio contact with the U.S., which the Navy had lost for the past week while enroute. Of course, the Captain assured him he was in continuous contact all along. "...Impossible", said the Admiral, because neither his teletype nor CW signals got through. Kurt Carlson offered to show him any time.

The best time turned out to be right after the evening affair. The skipper returned to his ship to change back into his official garb and while he was waiting for the Admiral, he quickly checked the band on his receiver and found it in excellent condition with W9RUK of Glenview Illinois just "pouring in solid". He broke in with "Ike?" and got an instant response after which he explained that it would be nice if he hung around for about 15 minutes for an official visitor who would want to talk. Then he turned the speaker down.

In a short while, not only the Admiral showed up, but 7 officers and 20 crewmen from the Navy crowded into his quarters. When he flipped on the switch with..."You there Ike?" and a "Yes, Kurt" response, it was the Navy who "flipped". Fantastic! Well, the result was that everyone of those present was able to talk to his wife via W9RUK's phone patch -- except one crewman, who only got his brother-in-law because his wife was not home.

A Naval Captain kept eyeing the large 5 foot AM transmitter cabinet which remained idle while all of this was going out on a small table top "side band" unit, so he finally asked, "What is this big rig for?" With official tongue in cheek dignity, Captain Carlson said, "Why -- that's for Long Distance." Said the Navy brass, "You must be expecting to talk to the moon!"

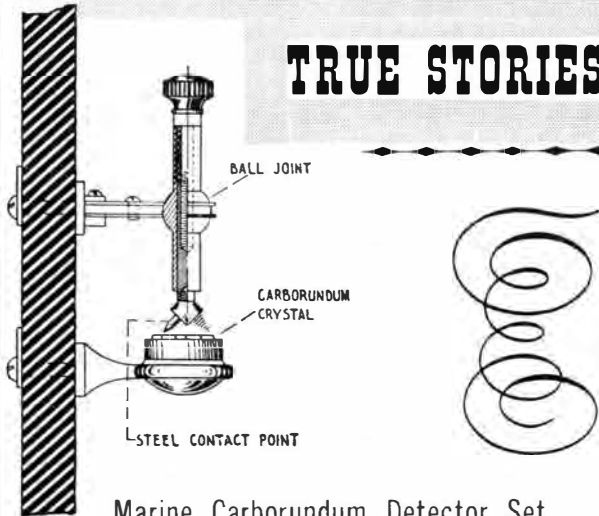
Capt. Carlson gives much more credit to W9RUK for working real and legal DX than he does himself, because with him it is a matter of sailing right to the neighborhood of the distant ham station and working it "local". He did say that the most constant United States call areas heard anywhere in the world were the W4's and W9's on the bands that he listened to and worked. This was cheerful news to the Mid-westerners.

Carlson's vessel is tied up at the Navy Pier over Thanksgiving week end which gave charming Mrs. Carlson a chance to jet over from New Jersey to visit with her mostly absent seafaring husband.

The conclave came to a conclusion, probably with a conviction that Captain Kurt is quite a man and truly an unusual ham. When asked why it was so touch to make the passage to Chicago, he sharply said "---afterall, there are ladies present!" Having narrowly missed hearing a Scandanavian "blue streak", no one pursued the question to the authority on the podium. Even in friendly waters, one does not dare press a Captain. - 30 -

Submitted by - Ero Erickson #21.





Marine Carborundum Detector Set

ALOHA VIA S.S. ENTERPRISE

JOHN J. MC CARTHY D.D.S. P-68

Almost half a century has passed since the afternoon I performed my first tooth extraction on one of the engineers in the radio shack of the Tanker Frank H. Buck; a decade later, one fog-shrouded night, my wife and I listened in awe to the hoarse blasts of the Buck's whistle as she perished on the rocks below our home near the Golden Gate. A set of my finest dentures were lost with the Buck ... in the excitement of the collision the Skipper forgot to snatch them off his washbasin. We made him a new set however, with the insurance company picking up the tab, and the Old Man wore them until the day he quietly slipped the hawser for his last voyage.

Mostly those were happy ships ... the Schley, the Enterprise, the Rotarian, the Buck and the Colombia; but of all, Matsons little Enterprise, running down to Hilo, was the dreamboat! With old Captain Youngren leading the way, "passenger privileges" were unrestricted among the officers, and if some enjoyed more privileges than others it was merely a matter of opportunity, inclination, and initiative! Thirty passengers, young school-teachers usually, and a cargo of sugar! Ah! Hawaii! Commodore Gillespie retired a year ago from the Matson fleet, but on the Enterprise he was only Mr. Gillespie, third officer -- the handsome dog! Captain Youngren insisted it was my duty as Purser-Wireless to "get them vimmin outd of Mr. Gillespie's cabin so he can get sum rest!" As I recall, Mr. Gillespie was pretty ambivalent about the matter.

The Enterprise anchored off Mahukona for several days each trip, loading from lighters and about three o'clock each afternoon the officers went ashore for a swim in the lagoon while the motorboat patrolled the narrow entrance against sharks. Then, tea and crumpets at the home of the plantation manager while some of the field people, perched on the railfence, serenaded with guitars.



It took the Enterprise seven days sailing each way, and sailing day was a big event at Hilo ... one being more memorable than the rest. A well known young bachelor-girl newspaperwoman from Honolulu was sailing to the mainland with us, and many of her friends were included in the aloha! throng on the dock. With only minutes to spare a taxi skidded to a stop and a house-boy in white jacket jumped out and ran to the foot of the gangplank, waving a pair of evening slippers. "Missy, "Missy!" he yelled, "you leave your shoes my boss house!" While the crowd on the dock giggled its' appreciation and the lady o

the deck turned her back in horror, one of the stewards discreetly latched on to the slippers. For the remainder of the trip up, that gleam in the eye of the male passenger as he conversed with the lovely brunette said "Now I wonder ... does she or doesn't she?"

I never found out for sure; it was my last trip on the little packet before returning to dental school, and forty years were to elapse before I saw Hilo again. The trip took four hours this time, and there were no passenger privileges ... not that it mattered. The girls aren't as pretty anymore. And they don't smell as nice, either.

EDITORS NOTE: "Mac" wrote this for Dickow's book - "Tales of the Pioneers". Since Henry will not be able to print (sending all his material to the Smithsonian) we are printing as we think our members will find it very interesting.

THE 'DELAYED' MESSAGE

GEORGE BEATER P-224

On the S.S. Fairfax/KGCE, the night before docking, a man and a girl, both inebriated, stopped by the window of the shack. The girl got a sudden inspiration to send a ... "having wonderful time, wish you were here" message, which the man paid for. He then decided he would send a message, presumably to his wife, saying that he would be home at noon the next day.

I took the message and money but wondered if - had he been sober, he would have sent the message. I stuck my neck out and did not send it. Next morning after breakfast I told the man I had been unable to send the message because Cape Cod Canal traffic had priority. He couldn't even remember filing the message and ask me what he said. I showed him the message and he let out a howl. "Did I send THAT?" he asked. "I told her I wouldn't be home until Wednesday". It was then Monday. I assured him the message had not been sent and handed him back his money.

He told me to keep it and then, to show the depth of his gratitude, added a ten to it!

REMEMBER THE 'NON SYNC' ROTARY GAP??

W. HOLLIS HOFFMAN SGP-128

One mid-Summer day in 1914, the Sun Oil Company Tanker, "S.S. TOLEDO" docked at Marcus Hook, Pa., loaded with crude oil from Sabine, Texas. Radio operator "Sparks" Hoffman took-off for a night ashore and upon returning the next afternoon, found a note from R.I. "Morris" stating: Due to patent difficulties, the Marconi Company of America had been denied the use of the non-sync rotary spark gap. A fixed gap had been installed across your rotary and the fixed gap MUST BE USED unless some difficulty arises.

That night the SS TOLEDO left the Delaware River and Bay for Bayonne, N. J., with orders to take a load of "gas oil" from Bayonne to Havana, Cuba. Late afternoon, two days later, the loaded tanker was on her way down the Jersey Coast, toward her destination. Sometime after dark, Captain Nelson, personally brought a position message to the radio room. The usual position report to the Steam Ship Company.

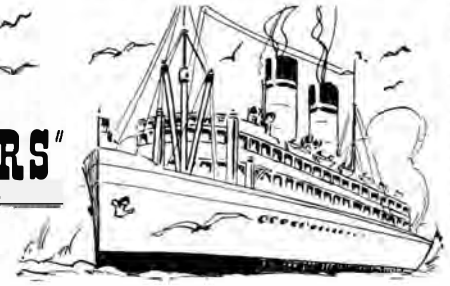
Operator "Sparks" had previously kept the rotary spark gap electrodes adjusted as close as possible, without touching, and frequently smeared them with vasoline.

(Please turn to Page 29 - TU)

THE SOCIETY OF WIRELESS PIONEERS



EXPERIENCES OF THE "OLD TIMERS"



SOS 'PRONE' ● A RECORD ?

S O S CLUB
S O S CLUB

GERALD E. TRAVIS SGP-217

S EDITOR'S NOTE: Gerry Travis - SGP-217 recently retired shoreside after 52 years at sea. Gerry has four (4) SOS calls to his credit. We overlooked two of them in our SOS-CQD'ers CLUB report (see P-25). Can anyone "better" Gerry's record ? *S*

During my 52-years at sea I experience many collisions on the run between New York and Boston on ships like the Yale and Harvard but we were in a minute to minute sked and being in Long Island "territory"- they got away with it.

I was on the Ex-Esso Zurick which was the SS Sea Pioneer - she blew her boilers up but we had no explosion and was towed back to Yoko.

Following are the SOS calls I have handled during my 52-years at sea:

1. My first SOS was sent from the Eastern SS Co., S.S. Governor Cobb - a passenger ship running from Boston to Yarmouth Nova Scotia. This ship ran ashore on Green Island, N. S. I have no records available on exact date but it was approx. 1921

2. The second SOS was sent from the former Collier Deepwater - renamed SS Lemuel Burrows in Nov. 1927. As the ship was approaching Nantucket, bound from Norfolk to Boston, her engine exploded. The ship was helpless. My SOS was answered by a Coast Guard Station in New London, Conn. A Northeast gale was approaching and the CG rushed the 1st class cutter "Mojavi" to us but due to our 12,000 cargo it was difficult to tow us. They tried all methods with breaking hawsers - the sea was rough and drifting toward dangerous shoals. The last method they used after breaking all hawsers was the steel insurance line attached to the anchor line after slipping the anchor. In that incident I lost 72 hours sleep but the C.G. really saved us.

3. The third SOS was sent from the SS Agwidale - a reefer ship running from NY to Jacksonville. We ran ashore on the north jetty of the St. John's River in poor visibility and a northeaster. The Captain ordered the SOS which was cancelled after the ship released herself in the surf as she was in ballast. It was funny - after instructing me to send the SOS he came to me and told me he NEVER ORDERED IT ! Hi! He was like that !

4. The Fourth SOS in war time was sent from the Ex-Passenger ship "SEMINOLE. She was a transport taken over by the Army. We were returning from Iceland in a 60-ship convoy. When we arrived off Nantucket they ordered the Seminole to proceed to Boston with no protection but to proceed as fast as we could in company with four other freighters. We had only split from the convoy when four German subs surfaced. We shot everything we had at them but we were too close and they submerged. We took off and sped towards New York. I sent an SOS or what ever the war time call was in 1943.

-30- Gerry Travis.

'NON-SYNC' HOFFMAN

(CONTINUED FROM PAGE 28)

This produced a somewhat irregular but pleasing 240-cycle note. Now, the newly installed, fixed gap had an appreciable separation. The note was a horrible, fuzzy, 60 cycle monstrosity and a few test dashes indicated that the transformer, secondary voltages were building-up so high that snappy sparking sometimes jumped the six inches across the bulkhead, bowl insulator.

The position message was the first one to be sent using the fixed gap. Sparks, reluctantly, threw the big, knife switch to "transmit" and started calling WCY. Almost immediately, rapid, "klank" - "klonk" foot-steps were heard - outside on the steel deck. The Radio shack door was flung open, and in the darkness was visible - the excited eyes and white teeth of the sun-tanned face of the ship's third mate. He was shouting - "Shut that thing down"...."you will set the ship on fire!"

"Sparks" looked out a port-hole and pressed the key. What a sight ! The single wire lead-in from the bulkhead insulator to the mast-height, four wire flat-top antenna was surrounded by about a six foot diameter, deep purple corona glow. The lead-in drooped, diagonally, only a few feet above the top of a ship's vent pipe. A vent that allowed gases to escape from the highly volatile "gas oil" in the ships tanks.

Sparks grabbed the Radio Inspector's note - and could see only the part that read: "fixed gap must be used unless - - -" He tore off the fixed electrodes and threw them into a trash basket - started the rotary and cleared his traffic with WCY.

Early evening, about three weeks later, the S.S. TOLEDO again proceeded up the Delaware River with a load of crude oil. Inspector, Morris, was visiting with Port Manager, Heilig. As they listened together to ship traffic, Morris said ..."Here comes Hoffman using his rotary"

- 30 - W. Hollis Hoffman 128

FROM A 'JOHNNY COME LATE'

GEORGE G. FARMER - SGP-85

F EDITOR'S NOTE: The Ancient Mariner has made no attempt to edit the pithy "pioneer observations" of this erudite epistologologist who hibernates in the upper reaches of Lower Temecula. *F*

Dere Bill:

As the boasting pours in, in great floods, please add mine to the rest. I ain't exactly bragging, but since 1906 and for nearly sixty-two years, I've been "On the Air" much of the time in one gize or another.

Seems that I have sailed on 14 wireless carrying vessels. Have received pay from 19 broadcast stations. I've procrastinated at three aircraft companies, done ptp for airline and municipality, pounded typewriter for five newspapers, served as radio and radar inspector (No 13 stamp may still be seen on surplus gear), raised beets, chickens and collie dogs, driven six and seven horse teams behind the plow, operated HQ morse line LA to Bishop, picked fruit @ 5¢ per lug, written seven haywire books, given three hour lectures, sold a due to 50 KW stations in Texas copied Transradio Press for B. C. Stations, taught radio, TV and wireless operating plus radar and electronics at

STORIES THE PIONEERS TELL

CAPTAIN'S QUARTERS



(Continued from Page - 29) George G. Farmer

number of schools, built houses, and have done considerable bench work and installation of many kinds of radio sets, adjusted gadgets. Took to SSB in 1952. Have engaged in research under Government sanction. Have been recipient of about a score of amateur tickets, also 22 or more commercial licenses.

In France during WW-1, I copied "POZ" and "FL" while not playing around in the mud, soiling my purty uniform. Once threatened to run for Congress against Lynden Johnson in the 10th Texas District. Withdrew without comment or recount. Present hobbies, besides wireless, are flying saucers, gravity field communications and cosmic power. Briefly, one can do a lot in nearly 62 heterogeneous years of strenuous activity in the wireless business. Finally - due to radio fallout, I cannot grow whiskers, so have never become a Marxist, a hippy or a nutty college professor, or a frizzly-hair man-eater.

It takes more than I've got to be a "PIONEER"! Of the 14 or 15 ships whose skippers had apoplexy when I crope aboard, I achieved few distinctions. My sister remembers when I first befouled the ether late in 1906, but not as a pioneer. Out of the original 16 "snotnose" kids that took up WIRELESS under the tutelage of Professor Twining, I fear that I'm the sole survivor, but without the halo of pioneering.

I do remember "A" and "G" --- Avalon and Los Angeles. The Gents that got those rigs going were the pioneers --- not me, an awed spectator. I point to Prof. Fessenden who turned Brandt Rock into a broadcast station with phono records and live talent to be heard by a scant few in 1906. Also Dr. DeForest and Fred Dorchester who sent and received the first complete message across the Atlantic. Those were the genuine pioneers.

I recall here on the coast the influx of crack morse operators in the wireless field, first with UNITED WIRELESS then with Federal Telegraph. Here was history in the making --- DeForest with his ultraudion circuit for receiving. For transmitting, the "Federal" arc in a point-to-point network where traffic moved with a speed that only a machine can equal today. These were the great pioneer operators. They were as good or better than those great United Fruit Operators who pioneered on the East and Gulf Coasts and Southward into Bananaland.

"PORTS O' CALL" glows with the feats of "KPH"... but nary a mention of "FEDERAL TELEGRAPH", Pioneer maker of history and the powerful Navy arcs that bridged the world. I recall that a fellow who had pawned his necktie and had neglected to polish his shoes could hie to the bare warehouse where Marconi or RMCA might hire him. But if he washed his neck and pressed his pants he could take the elevator to Federal Telegraph in the Hobart Building and sit in a leather chair while being interviewed for a job. I did both, but this doesn't make me a pioneer.

In 1910 some eager Navy sport provided me with a "CERTIFICATE OF PROFICIENCY" (COS), but in those days one needed no piece of paper to ship out on a Mexican bottom or operate at "PJ". If anybody is a pioneer, at should be the Navy man who issued the Certificate of "PRO". What a man, indeed!

Bill... The "WIRELESS PIONEERS" is a mighty worthy project, the very best! I trust you have braced yourself for a deluge of bragging and boastfulness... never before before equalled in 20th Century history. I'm sure the ghosts of the past will haunt your activities and picnics.

My good wife has recently set a goal for me to be the first "idiot" to achieve 100 years on the air. There are 38 years to go, and anything less will be a "dropout", she

advises. Well, by avoiding doctors, lawyers and undertakers -- who knows? Sincere wishes for a successful voyage of the Wireless Pioneer. Geo. G. Farmer - # 85SGP -30-

A POSITIVE NEGATIVE
(or)

A NEGATIVE POSITIVE

BY

Arthur C. Jacoby - 62SGP

The S.S. MONTEREY, KWY, a passenger ship of the New York and Cuba Mail S.S. CO. (Ward Line) ran between New York, Havana, Cuba, Progreso, Vera Cruz and Tampico, Mexico. On return trips the Monterey occasionally called at Nassau in the Bahamas.

On my first trip we left NY in Nov. 1917. I had been assigned as Senior Operator. The trip was uneventful, stopping at Havana, Progreso and Vera Cruz.

Living conditions for many people in Mexico were very poor at this time. In a barren, dusty field not far from the docks in Vera Cruz were several large pipes, about 5 feet in diameter which looked as if they were to be used for standpipe construction. The pipes were lying on the ground and used as living quarters for numerous families. Both ends of the pipes were covered with old bags or carpets and children were running in and out continuously. I managed to take a few snaps of the children at play.

WIRELESS PIONEERS

play.

This was during the period of WW-1, consequently the Mexican government had military guards stationed on the docks. The soldiers were very poorly dressed and equipped. No two soldiers uniforms looked alike.

One of these soldiers was patrolling the dock where the Monterey was tied up. I was watching him for awhile and he appeared to be rather friendly looking. Finally I asked him (through an interpreter) if I could take his picture. He agreed to pose and stood at attention while I snapped his picture. He then walked toward me, put his hand on my arm and informed me that I was under arrest for taking his picture. I thought he was putting on an act, but the interpreter said he really meant what he said. I was told that I had to go along with the soldier to headquarters and appear before the Commandante.

I requested permission to go aboard the Monterey for a few minutes during which time I left my watch, money and other articles on my person for safe keeping, as I did not know what to expect from then on. I asked the interpreter (a local employee of the Ward Line) to accompany me, which he did.

The soldier told the Commandante that I had taken his picture without having received "official" permission. Through my interpreter I said that I had asked the soldiers permission which he had granted. The Commandante then told me that the Mexican Government did not want the Americans to take picture of living conditions and especially of their poorly dressed military personnel. He said the Americans only took the photos back to the States and ridiculed the Mexican people. I told him I was very sorry about the affair. He then said everything would be overlooked if I would remove the roll of film and turn it over to him which I did. He also requested me not to take any more pictures while in Mexico. I assured him that I would not take any more pictures.

I was greatly relieved to get off so easy, because during those days Mexicans did not think very much of the American "gringos". -30- Arthur C. Jacoby

NOTE: Art recalls the "futile" feeling one has of sending an SOS along the Peru and Chilian Coast. His ship, the M/S Santa Isabel (WHN) ran ashore approximately 90 mls SE of Mollendo Peru March 25 1919. He sent "SOS" for over a half hour with no response. No ships or at least no operators on duty early A.M. (Ship freed itself later).



The COMMERCIAL BRASSPOUNDER

A Department for the Operator at Sea and Ashore



LEAD ITEM—"WIRELESS OPERATORS HEAR MUSIC"

REPRINTED FROM "THE SAN FRANCISCO BULLETIN" DEC. 18, 1912

WIRELESS HISTORY IS MADE

* * * * *

VOICES OVER TELEGRAPH

DANCE TO A DISTANT PHONOGRAPH

C. H. Kessler and R. H. Shimek, wireless operators on the steamer San Jose.



Liner San Jose Reports Remarkable Case of Overhearing Conversation.

A remarkable achievement of the wireless telegraph, never before accomplished, and opening up almost limitless possibilities of communication, was reported by Marconi Wireless Operators C. H. Kessler and R. H. Shimek, when the Pacific Mail liner San Jose was en route from the canal zone.

The achievement, which is nothing less than the chance overhearing of a wireless telephone conversation through the San Jose's wireless telegraph apparatus, is reported by both operators and substantiated by the captain of the ship and several passengers.

Stranger still was the overhearing, at the same time, of strains of music thought to have come from some distant phonograph. Several tunes were recognizable, and the passengers of the San Jose actually danced and jig-stepped in time to the remote music wafted over the mysterious currents of the upper ether.

VOICE FROM THE VOID.

Kessler, one of the operators, is already noted in his profession as having been the man who first established wireless telegraphic connection between this city and the Japanese possessions in Korea. This was done from the Hillcrest station, on March 3, the distance being 6580 miles.

Last Monday, December 16, the San Jose was ploughing her way through the southern waters, about 50 miles off the coast of Lower California. The time was 11:30 a. m.

Shimek, who was holding the morning shift at the wireless telegraph, was engaged in taking a message as it was hissed off upon the receiver. In the intervals of the crackling dots and dashes, he was suddenly startled by hearing a

voice, apparently at great distance, shouting, "Hello! hello! hello!"

The word was repeated three times. Then the voice said, "This is—" the name being almost indistinguishable, but sounding like "Roberts."

ON DISTANT CATALINA.

Then ensued snatches of conversation, distinguishable in spots, but at other times being dim, from which it appeared that Shimek was overhearing, at his telegraph instrument, a wireless telephone conversation being carried on as an experiment on Catalina Island.

Catalina Island at the time lay to the north-northwest and about 150 miles distant.

Continued



Ray E. Meyers, W6MLZ
 WP No. 89

HAM ON AIR:

Dropout

Dick Johnstone Succeeds

By RAY MEYERS, W6MLZ
 Amateur radio deputy sheriff, pioneer wireless operator, and retired Commander U.S. Naval Reserve, is Richard Joh K6FZ of Larkspur, Calif.

Dick operated an amateur station back in 1907 using the call letters "RJ" to identify his station. This was long before our Government assigned calls to amateurs holding the Certificate of Skill in Wireless Communication.

A "Drop out" from Polytechnic in San Francisco during his 3rd year, Dick went to sea as a wireless operator aboard the S.S. Acapulco some 56 years ago. After serving aboard such well known West Coast vessels as the Catania, Wilhelmina, Harvard and Congress, Dick was assigned to shore duty at the old Marconi station "KPH" which was then located at Hillcrest in the San Francisco Bay area.

Joining the Navy in 1917, Mr. Johnstone served throughout World War I until 1921 when he took the post as Chief Operator for the Marine Department of RCA, the newly formed American firm which had taken over all trans-Atlantic, and coastal stations previously operated in this country by the English Marconi and German commercial interests. Within a short period he was elevated to the post of district manager of the marine department.

In 1926, our subject for today was recalled to active duty with the Navy in connection with special work involving underwater depth and range recorders in addition to several classified projects in radar, aeronautical and surface type communications.

Retired in 1954 with the rank of full Commander, Dick continued his work in the Maritime Radio Service until 1964 when he joined the staff of Marin County Sheriff's office as a special investigator.

Three or four years ago Dick Johnstone published a book entitled "My San Francisco Story of the Waterfront and the Wireless." Within a few short months the entire first edition was sold out and possibly the only place to obtain a copy now is at the local library.

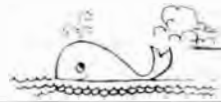
While visiting Dick last month at Walnut Creek where the Society of Wireless Pioneers held its annual picnic, he informed me that it was doubtful that he would undertake printing a 2nd edition of the book due to increased costs of publication. Incidentally, he is President of the Wireless Pioneers and also holds membership in such well known organizations as the Quarter Century Wireless Association, the Old Old Timers, Morse Telegraph Club, Ancient Wireless Ass'n, and the American Radio Relay League.

Old time Southland operators such as Judge James

Harvey Brown, subject of this column on February 3rd, 1962, an operator aboard either the S.S. Harvard or S.S. Yale about the same time Dick sailed with those Los Angeles-San Francisco luxury boats, will find Dick operating on both the 40 and 80 meter bands using either voice or the code.

Phoebe Johnstone, Dick's wife, is happy knowing that he has his amateur radio available to keep in touch with old friends made during the past half century. Frankly, when I saw him at Walnut Creek, he looked as young and chipper as he did when I was serving at station "KPH" which was then located at Marshall, a small town on the eastern shore of Tomales Bay.

30



My old boss in those days, Mr. Frank Giesel, also attended the picnic with his wife Mary. We spent several hours talking over old times at "Marconi" as the station was known in the early days. Frank has forgiven me for shooting a pair of skunks which had set up housekeeping in the boiler room. I never did learn the results of the animal-made smog for I left on two weeks vacation minutes after the shooting.

It is always nice to meet old timers particularly those of us who operate amateur radio stations and keep in touch by regular schedules. At the same time, should an emergency arise, these experienced operators are available to serve our communities until normal communications have been restored. Many of these pioneers are back at sea filling a shortage of radio officers on vessels serving our servicemen in the Far East.

Charles H. Kessler No. 95

At 12 o'clock Shimek was relieved at the instrument by Kessler. He said nothing about the conversation. Presently Kessler received a similar starter, in the way of a remark drifting from unknown depths of space, in an audible human voice. The conversation was going on between Catalina Island and some unknown point thought to be on the mainland and was now quite audible.

RAGTIME BY WIRELESS.

Kessler called Captain Follett of the San Jose and summoned a number of passengers to the door of the wireless room. He passed branch receivers to the group, and all declared that they heard the voices.

Soon the voices stopped, but one of the group declared he heard a band of music playing. Upon careful listening it proved to be a phonograph, in the opinion of the listeners, and it played quite a large repertoire of ragtime melodies. The passengers with receivers glued to their ears two-stepped to and fro on the deck to the swing of the distant music.



Admiral Willard J. Smith,
Commandant, U.S. Coast Guard

Coast Guard Celebrates 178 Years

By H. R. Kaplan

Assistant to the Chief, Public Information, USCG

WASHINGTON—One hundred and seventy-eight years of progress have transformed the U. S. Coast Guard from a small revenue service to the world's most versatile marine agency.

"Our missions embrace support of the war in Vietnam, maritime safety and an expanding program in the ocean sciences," said Admiral Willard J. Smith, Coast Guard Commandant, in announcing the birthday of his Service, which began August 4, 1790.

Since 1965, when Squadron One, consisting of 26 eighty-two foot cutters, was dispatched to Southeast Asia to reinforce coastal surveillance in South Vietnamese waters, the Coast Guard has made growing contributions to the Vietnam effort. The first detachment of cutters performed so effectively it was followed, in 1967, by a second detachment, Squadron Three, consisting of five large ocean-going cutters. The total number of cutters in the Vietnamese theater of operations is 31. In the time they have been there, they have helped intercept waterborne movement of men and supplies from North Vietnam to communist forces in the south and have conducted thousands of inspections of native craft suspected of harboring enemy troops or materials. They have captured or sunk enemy shipping, provided gunfire support for U. S. and allied forces ashore and have destroyed enemy installations.

Varied Role in Vietnam

With the enormous growth of shipping to Southeast Asia, the Coast Guard has been called upon to apply its experience in port safety, handling of dangerous cargoes, resolving disciplinary cases on merchant vessels and solution of problems created by the heavy influx of men and materials to Vietnamese ports. Coast Guard advisory personnel have assisted the hard-pressed young nation in starting a nautical aids to navigation system and have introduced modern concepts of port safety and cargo handling.

THE SOCIETY OF
WIRELESS PIONEERS

The activity around which most of the Coast Guard's day-to-day work revolves is maritime safety. This concern is not limited to search and rescue, but includes accident prevention and a comprehensive merchant vessel inspection program designed to avert sea disasters. Devoting about 15 per cent of its officer personnel to this program, the Coast Guard keeps an eye on all U. S. merchant ships from the drawing board, through operating careers, to final scrapping. It also insures adequate manning of U. S. merchant vessels by qualified licensed personnel and investigates accidents. The Coast Guard has been an important factor in making the U. S. merchant marine the world's safest.

Many Lives Saved Yearly

It is estimated that nearly 1,100 deaths and 14,000 injuries were prevented last year through this program and that \$150 million in vessel value was saved. Sinking of a chlorine barge several years ago in the Mississippi River emphasized the potential risk to entire populations of port cities into which hazardous commodities in bulk form are carried. To provide a preventative solution, Coast Guard regulations require all vessels, U. S. and foreign, to comply with certain construction standards if carrying these dangerous cargoes.

Rescue at sea still captures the public imagination more than any other Coast Guard activity. The spectacle of planes and cutters braving high winds and stormy seas to aid a distressed vessel or passenger has inherent dramatic appeal. Last year, the Coast Guard assisted vessels and aircraft valued with their cargoes, at \$2,340 billion, or more than four times the Coast Guard appropriation for the year. In that same period, the Coast Guard saved 2,525 lives and assisted 33,000 others, a substantial achievement for a small service with approximately 36,000 officers and men.



(Photographs courtesy of U. S. Coast Guard)

Forty-four foot steel lifeboat, built by the Coast Guard at Curtis Bay, Md., especially for search and rescue work in dangerous, rolling surf such as this. It can roll over a complete 360° and still keep on running. The 16-ton lifeboat is credited with many saves off the Oregon coast where, breakers as high as 25 feet ruthlessly pound ship and shore alike.

Through computer techniques, the Coast Guard is able to keep track of thousands of vessels in all major oceans of the world and to speed assistance to distressed ships or passengers within minutes after tapping an electronic memory bank.

Small Boat Safety Stressed

Coast Guard concern for marine safety extends to the millions of pleasure craft operated on our waterways. Greatly facilitating its work in small boat safety is the Services' volunteer arm, the Coast Guard Auxiliary whose 25,000 members actively patrol regattas and other outdoor marine events, conduct safety courses, carry out courtesy motorboat examinations and take part in search and rescue. In 1967, Auxiliarists saved 181 lives and answered 6,917 calls for assistance.

The Coast Guard's century-long research in the ocean sciences (Oceanography) continues to show a definite upward trend. A Coast Guard cutter, carrying Service oceanographers as well as scientists of other agencies and of universities, will be dispatched to carry out a detailed surface study of iceberg-producing glaciers of Greenland.

The study is closely allied to the Coast Guard's renowned International Ice Patrol, operated by the Service since 1913 to protect North Atlantic shipping against the hazards of bergs and floating ice.

Will Supply Ice Island

At the top of the world, the Coast Guard will attempt to re-supply the floating research ice island, T-3, deep in the Arctic ice pack. Inaccessibility of the island has made delivery of diesel fuel by ship impossible for the past several years.

Work is still in progress in an effort to deliver fuel to the scientists on their floating research station. If successful, this will be the deepest penetration of the Arctic region by a surface vessel.

In 1967, Coast Guard scientists made their way into un-

charted areas of the Antarctic's Weddell Sea. They made the first comprehensive scientific assault on this remote part of the world since the expedition of the British explorer, Ernest Shackleton, in the early years of this century.

For generations, mariners have come to rely upon the Coast Guard to provide them with nautical signposts. At present, it maintains more than 42,000 nautical aids to navigation.

Revolutionary in approach is the National Navigation Plan being developed by the Department of Transportation, through the Coast Guard and FAA, together with the Department of Defense.

Holding great significance for the future is recent adoption of a Sea Lanes system for San Francisco Harbor approaches to reduce chances of ship collisions in approaches to the bay.

Responsibility for insuring that bridges across the navigable waters of the United States are not unreasonable obstructions to navigation was assigned to the Coast Guard when it became part of DOT.

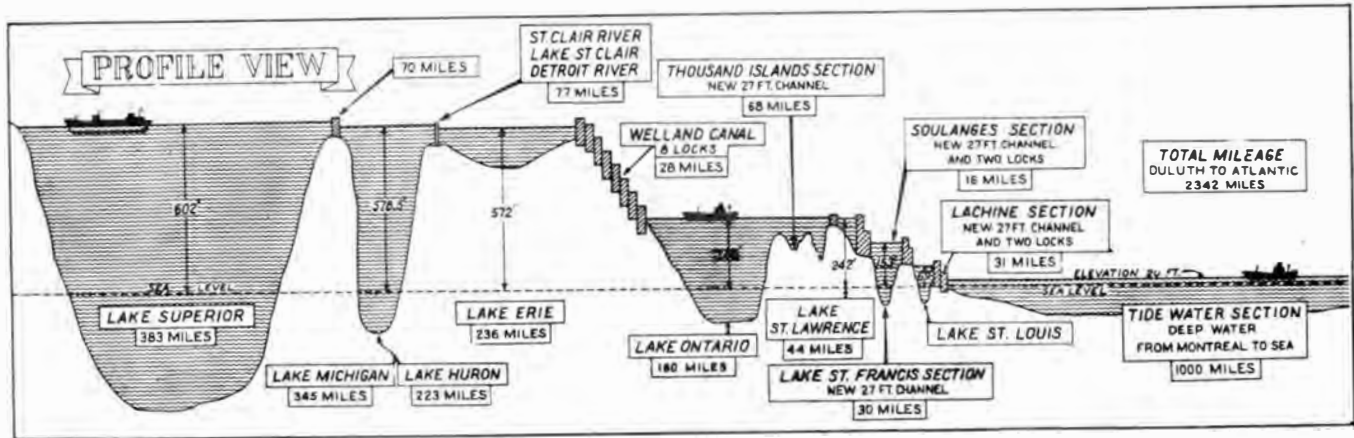
Fleet Expanded

Since 1962, the Coast Guard has constructed and commissioned ten advanced 210-foot cutters. Six others are under construction and will probably be in operation by the end of June 1969. Five 378-foot cutters are already in operation, and an additional four will enter the fleet by the summer of 1969.

In the field of search and rescue aviation, which the Coast Guard pioneered since 1916, three HC-130H four engine aircraft of the most modern design were acquired during the year. They will be based at Kodiak, Alaska to support law enforcement, search and rescue and logistics operations.

Impressive as the Coast Guard's record has been over the years, it has no complacency about its achievements. It will continue to strive to provide the Nation and the world maritime community with the finest service humanly possible.

The Seaway Story



The St. Lawrence Seaway Development Corporation

On June 26, 1959, President Eisenhower and Queen Elizabeth dedicated the greatest multi-purpose construction project in history—the St. Lawrence Seaway.

Demonstrating once more the friendship and goodwill existing between them, the United States and Canada had forged in harmony one of the globe's most impressive engineering and construction achievements.

The Seaway links the Great Lakes to the Atlantic Ocean. A vessel entering the Great Lakes from the Atlantic ascends 20 feet above sea level in the 1,000-mile-long reach up the Gulf of St. Lawrence and St. Lawrence River to Montreal, Quebec. At Montreal, the vessel enters the first of seven locks, two within U.S. waters and the remainder in Canadian waters. These locks raise or lower shipping a total of 226 feet in the 182-mile stretch of the St. Lawrence River between Montreal and Lake Ontario.

Besides the two 45-foot vertical lift, gravity flow locks on the U.S. side—the Eisenhower and Snell Locks—the Seaway consists of the 10-mile-long Wiley-Dondero Ship Channel and 104 miles of open river channel traversing the St. Lawrence and Thousand Islands sections of the St. Lawrence Seaway.

From a military point of view, the Seaway is considered a prime means of moving large quantities of war materials from the nation's industrial heartland to any potential point of conflict, hot or cold.

Though the Seaway was built primarily to move large tonnages of iron ore from the lower St. Lawrence to inland steel plants, it opened the uppermost

reaches of the Great Lakes to ocean-going world trade and now ever-increasing tonnages of all kinds are using the Seaway.

Operated by U.S. and Canada

The Seaway, built and operated jointly by the United States and Canada, is unique in that statutes of both nations provide that the full costs of construction, operation and maintenance, with interest, be repaid to the Federal treasuries within 50 years, from revenues raised by assessment of tolls levied against Seaway users.

Since approximately three-fourths of Seaway lies within Canada, three-fourths of the \$470 million total cost is being borne by that nation. The remainder, \$120 million—undertaken by the U.S. revenues from shippers—is similarly divided, with 73 per cent going to Canada and 27 per cent to the U.S.

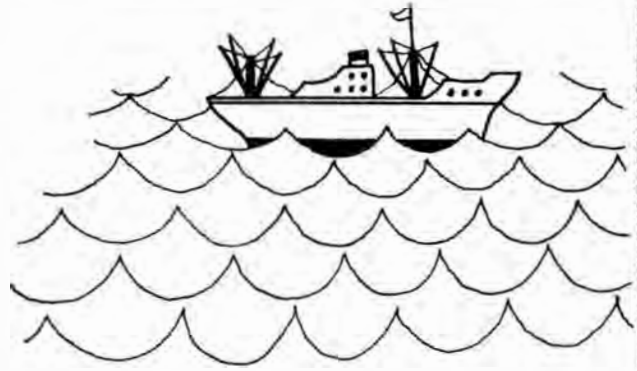
Wilson Started Bid for Support

The St. Lawrence Seaway had its inception in the Wiley-Dondero Bill—Public Law 358—passed by the 83rd Congress. Signing of the bill on May 13, 1954 by President Eisenhower culminated efforts by every President beginning with Woodrow Wilson to obtain bipartisan support for the waterway and power project.

The U. S. Army Corps of Engineers was designated the design and contracting agency for the St. Lawrence Seaway Development Corporation, with actual construction performed by private contractors under competitive bidding.

Since its inception in 1958, the Corporation moved from the jurisdiction of the Department of Defense to the Department of Commerce, and finally to the Department of Transportation, in October 1966.

SEAWAY STORY



The corporation is headed by an Administrator appointed by the President with the advice and consent of the Senate. The present Administrator is Joseph H. McCann. The Corporation also has an advisory board of five members, presently consisting of: Harry C. Brockel, Milwaukee; Miles F. McKee, Detroit; Kenneth M. Lloyd, Youngstown, O.; Thomas P. McMahon, Buffalo; and Martin W. Oettershagen, Chicago.

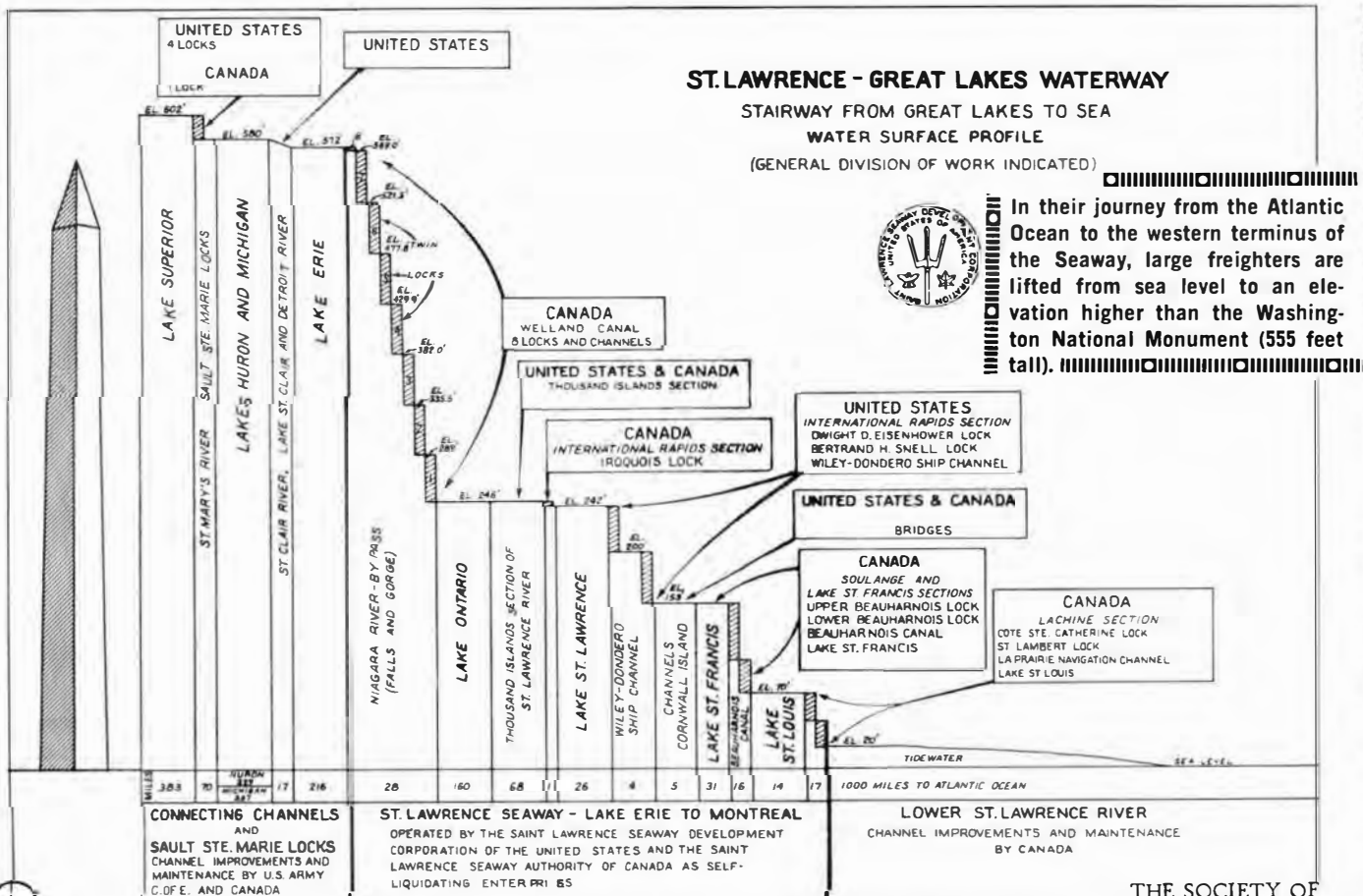
The Corporation has its headquarters in Massena, N. Y., and employs 160 persons in administration, lock operation and maintenance of facilities.

This year finds the Corporation in the midst of an intensive rehabilitation program to insure the continued service of lock facilities. Snell and Eisenhower Locks are undergoing a \$13 million rehabilitation project to repair structural cracking and de-

teriorating cement work. This major work will be carried out during the winter months—the period between Dec. 15 and April 15—in order not to interfere with the normal shipping season.

In the nine years since the Seaway opened, cargo tonnage has soared from 20 million tons to 49 million tons, enough to warrant researching the projected need for duplicating the lock facilities. Theoretical capacity of existing facilities is approximately 65 million tons. That level will be reached in approximately 10 additional years.


Then, construction will have to begin once more on the St. Lawrence.



In their journey from the Atlantic Ocean to the western terminus of the Seaway, large freighters are lifted from sea level to an elevation higher than the Washington National Monument (555 feet tall).

Last Moments of the S.S. Governor




S.S. GOVERNOR sank here on April 1 1921 - off POINT WILSON while enroute Seattle from Victoria B.C. The SS Governor was rammed by the USSB Ship West Hartland during dense to moderate fog. Eight lives were lost when the Governor went down - five passengers (two children) and three crewmen.

I immediately hooked up the emergency batteries, and as I recall, cut in a couple of sections of the quenched gap. Then I sat down to the receiver, the SS WEST HARTLAND nearly tore my ears off with a full power " SOS SOS ANY SHIP DE KEGS - STRUCK SOME SHIP OFF PORT TOWNSEND"

I did not open up until VAK (Victoria) about 10 miles away came on and ask "WHAT SHIP?". I replied "IT's WGR". We chit-chatted a moment or two then KPH gave a call for details.

The SS WEST HARTLAND/KEGS kept banging in and in between times I was in touch with KPH, VAK and Operator Greenway at the Seattle Harbor Station KPE.

AS TOLD BY - ERNEST E. WOLCOTT

It was a few minutes before midnight, March 31 1921. I had left the radio room and gone below to the pantry on the starboard side forward of the dining room for a bowl of coffee before my relief took over. I had poured the coffee and the pantryman went into the chill room for some cold cuts, when I heard three short blasts of the ship's whistle.

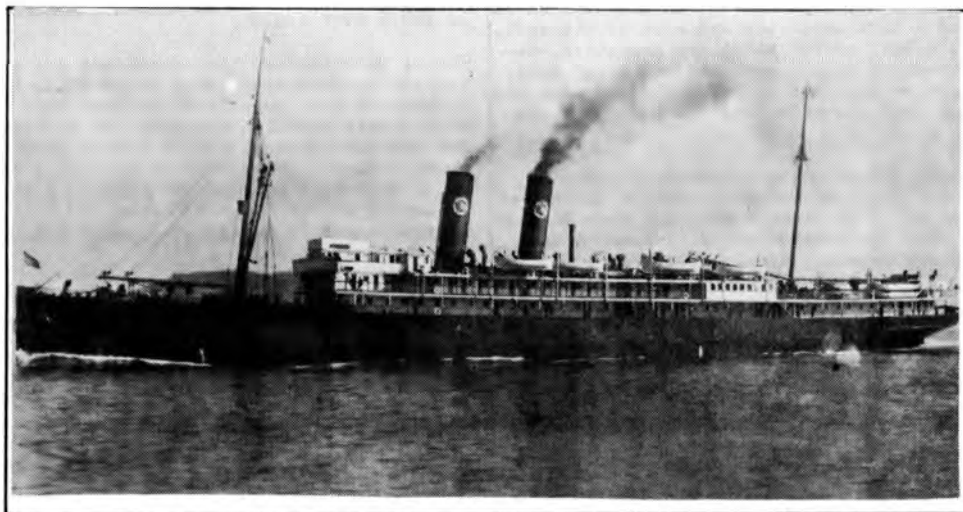
There had been no indication of any trouble, but I know enough about the sea to recognize an emergency signal, so I abandoned the coffee and ran through the dining room heading for the radio room, on toward the top deck aft, in the middle of the dance floor. Some passengers were at a table, and I remember thinking that I was probably frightening them, being on a dead run.

There were several decks and ladders between me and the radio room, so it was probably a minute or two before I reached it. Just as I stepped over the sill, there was a terrific crash, and the lights went out.

It was very quiet after the first shock. Ralph Butler, my assistant, showed up at the radio room a few minutes in his skivvies. I remember telling him to go below and get dressed, as he would scare the passengers, then to report to the bridge. He replied that our room was full of steam (we were right off the engine room on the port side below). After a few minutes, someone came by and asked how I was doing, then disappeared again. I don't know who it was.

I did not actually send an SOS. KEGS was doing a good job with a 2 KW transmitter and I saw no reason for cluttering up the air. I never did see Butler again until we met shoreside. There was no commotion and the ship was settling evenly, although I didn't know it. After a few moments more I rang the bridge for instructions, but received no answer. I tried two or three times, when I felt the ship give a little tremor and began listing.

Thinks I, "You'd better find out whats going on, Wolcott", so I took off my phones and stepped over the sill into the dance floor. I saw no one. (Continued P-33)



S. S. GOVERNOR

GOVERNOR SINKING: WOLCOTT



ERNE WOLCOTT

Just about then, the SS WEST HARTLAND'S searchlight came on from about a quarter-mile away, and I could see the water almost at my feet, although I was on the next to hurricane deck. It seemed like a good time to adopt an old Navy slogan, so I decided to ... "get the hell out of there!"

I returned to the radio room, put on my cap, buttoned my coat, picked up my watch, took my licenses off the wall, picked up some cash from the desk drawer and the tops sheet from my log, grabbed a life preserver and went to the rail. There was evidently a boat or two out there somewhere, because as I stood there, still not sure she was going down, with the search light on me, someone yelled, "Jump, you damn fool!", so I stepped over the rail into the water. I didn't have to jump.

I threw away the life preserver, because I couldn't swim with it on, and I'm a good swimmer, even in the water at temperature about 45°. However, I was less than 50 feet from the GOVERNOR, when she pivoted and slid down by the stern until her bow was pointing straight up beside me. In the searchlight she looked like the Empire State Building, and THEN I got scared!

Just about then her stern hit the bottom at 240 feet and her pilot house jarred loose. I heard later that it drifted ashore near Port Townsend but I was doing a good Australian crawl for the Point Wilson light. I thought the old gal would topple over on me, and I didn't want any part of that! I probably left a "rooster tail" in my wake!

I had gone about a hundred yards or so, when a lifeboat picked me up. I heard later that it was the skipper's boat. As far as I know I was the last to leave the ship. I wasn't trying to be a hero -- just didn't know she was going under.

Butler later told me that he went below, and fighting steam and wreckage, completely dressed, including peacoat, and went to the bridge where he was told to get in a lifeboat immediately. I guess he forgot to tell me.

An interesting angle came up a year or so ago. A well known author of sea yarns invited me to dinner and asked for my story. He didn't say anything, but I had a hunch he didn't believe all I was telling him. I have probably just found out why.

The Seattle "PI" for 1 April 1921, which I still have run a pix and stories of both myself and Ralph Butler. It says... "Ralph Butler, who was CHIEF RADIO OPERATOR on the Governor, and who sent the SOS". It further says Ernest E. Wolcott, who assisted Butler in sending the SOS."

Actually, I wasn't interviewed by anyone, including the inquiry by the Coast Guard. I was just "among those present", but I'll tell a world that when I looked over my shoulder and saw some 250 feet of Governor looming over my head, I upped my swimming speed by several knots. My own license, together with several expired ones, was endorsed later with a commendation, and subsequently stolen, so I don't have the original any more. Why, in the name of all that's sea-worthy, would anyone steal a license? -30-

ERNE WOLCOTT

S.S. GOVERNOR PROFILE

ED. NOTE: Radio calls "B2" and "WGR" was built at Camden, N.J. in 1907, sailing to the Pacific Coast "around the horn with "Old Timer" George Baxter at the key.

She was a "near" sister ship of the SS President - both of steel construction and both labelled "as near safe" as any ship can be. The Governor broke all existing records on the run from San Francisco to Seattle in 1913 by covering the distance in only 49 hours - dock to dock.

Specs of the SS GOVERNOR as follows: 5474 Tons. 391.9 Ft Long; 48.2' wide and draft of 19.7 ft. She carried a crew of 120 and could accommodate 540 passengers. Her speed was rated at 15.4 knots although it was reported she could and did exceed 16 knots per hours.

The twin funnels of the SS GOVERNOR were quite distinctive due to their height. She was known as the "Skyscraper" stack ship. After being converted to oil-burning, her funnels were cut down somewhat giving her a more streamlined appearance and profile.

The Governor was equipped with the MASSIE WIRELESS SYSTEM and due to her tall aerials she got out well. Copy of the "OCEAN WIRELESS NEWS" published by Chief, Ernie Wolcott on Saturday, Jan. 1 1921 (Vol.1 No. 1) listed Captain H. C. Thomas as Commander; Robert Marquart as Chief Officer, M. Holzer as Purser, F. Tovey as Chief Engineer, H. Clayton as Chief Steward and R. E. Butler as Assistant to Wolcott as Radio Officers.

Ernie, who wrote up his experience re: sinking of the "WGR" started in "wireless" back in Parsons, Kansas and as a tribute to his "home-town" he used "PK" as his first amateur call letter (1912). Later he was appointed Weather Observer and assigned Tatoosh Island (1917) where he met Howard Pyle, among others. Ernie was on many West Coast ships before going ashore to RCA Traffic office at San Francisco in 1924. He served in the U.S. Navy during WW-2 in the SW Pacific, Australia and China areas and paid off (R) as Captain when the conflict ended.

Captain E. P. Bartlett was in command of the SS GOVERNOR when she was rammed by the SS WEST HARTLAND/KEGS with Leonard Belfi at the key. Skipper of the SS WEST HARTLAND was Captain John Alwen, who by coincidence, was also Captain of the...S.S.UMATILLA which sank off the Coast of Japan Feb. 14 1918 with Chief Radio Officer, Loyd Peek assigned. (see story this edition - Page 39). Capt. Alwen was fully exonerated in the Umatilla sinking. It was also brought out that the S.S. WEST HARTLAND had the "right of way" in the collision of the two ships.

It was reported that Captain E. P. Bartlett of the S. S. GOVERNOR was the first skipper to be hired by H. F. Alexander of the PCSSCO and an old timer in Coastwise service. (Completed on page 40).

THE SOCIETY OF
WIRELESS PIONEERS

SOS DE WGU



Sinking of The S.S. UMATILLA



★ ★ ★ ★ ★ as told by LOYD PEEK -45P



Loyd A. Peek (45-P) was Chief Operator aboard the Pacific Steamship Company Ship, S.S. UMATILLA when she ran ashore on Imboyesaki Beach Japan, about ten miles from Chosic, at 1.35AM on the morning of March 5 1918.

Loyd reported the UMATILLA carried a cargo of freight and 12 passengers. The trip from Seattle across the North Pacific was one of constant bad weather and heavy storms.

At first, Captain John Alwen thought that the Umatilla had merely grounded and that she could free herself at high tide. This section of the Japanese Coast is exposed and constantly lashed by heavy wind and strong gales. An unusually violent storm swept down upon them on March 12th pounding the ship without mercy. It was of such intensity that it carried away the mainmast with all life-boats and loose gear.

Loyd reports that he tried to work the powerful station at "JCS" but receiving no answer, was instructed by Capt. Alwin to send SOS which he did. The UMATILLA's call at the time was "WGU" (earlier call was "GU"). The ship was totally wrecked. Picture upper right shows the force of the waves which swept the railing from the decks, twisted steel stanchions and battered in stateroom doors. After the storm abated, huge crowds of curious Japanese converged on the beach near the ill fated craft. Many of them probably hopeful of salvaging anything they could from the stricken vessel. The next day in calmer waters, the entire area was covered with junks.

Loyd reported that the passengers and crew were removed from the liner and taken by train from Choshi to Tokyo and then to Yokohama where they were returned to Vancouver on the Canadian Liner - S.S. EMPRESS OF RUSSIA.

According to newspaper stories at the time of her beaching the SS UMATILLA - which was then an old ship, had many harrowing brushes with fate during her long life at sea. Nearly a quarter of a Century previous to the day Davy Jones claimed her on the beach in Japan was enacted an "epic of the sea" which will probably live forever in the annals of maritime history.

It was on the night of Feb. 9th 20-BW (20 years before wireless) or 1884 that she hit an uncharted reef near Cape Alva, during heavy seas and dense fog. The Captain ordered the ship abandoned but three men returned to the ship from a lifeboat that drifted apart from the others.



This is the saga of "Dynamite" Johnny O'Brien and two other men. Shortly after returning aboard the ship worked itself off the reef. The three men rigged a small sail to give it steerageway to try and keep it from drifting on Vancouver Island. Shortly after, the Collier Wellington came to their assistance and was able to get a line aboard.



UMATILLA FOLLOWING STORM - Peek

The tow to Victoria was a nightmare but they made it and anchored in the Esquimalt where she promptly sank in forty feet of water, where she remained for over a year.

In honor of this exploit, the LIGHTSHIP UMATILLA carries her name to mark the dangerous reef where the S.S. UMATILLA hit.

Shortly after, in 1896 while enroute from Victoria to Port Townsend she hit another uncharted reef. So dense was the fog at the time that the keeper of the POINT WILSON light "knew" that there were no ships out in the "pea-soup" stuff so shut down their fog horn. The S.S. UMATILLA plowed ashore only a few hundred feet from the light station.

Again, in 1903 the S.S. UMATILLA ran ashore in Elliot Bay in the harbor at Seattle. She was freed and on her next trip south, Capt. Nopander had the experience of a "crazy" passenger... "taking over the bridge" - issuing orders right and left to the crew. It is reported that Capt. Nopander humored him and let him have the run of the bridge (where he did no harm) after alerting the officers and crew. Of course the men in white were waiting at the dock in San Francisco to take off the "acting" skipper. He left with no resistance. He had "SAVED" the Umatilla !!

Still on another occasion (1905) the S.S. UMATILLA collided with the Sailing Ship George E. Billings in the harbor at Tacoma Washington during a very dense fog.

Another "tale" associated with the UMATILLA - and probably true was that during a trip southbound in 1907 while passing along the Straits of San Juan de Fuca in pea soup fog, the Umatilla sounding her whistle every minute was being answered close-by. Of course the skipper and mates were concerned and worried about the course of this seemingly phantom ship. The fog finally thinned but there was no ship in sight. However, a large whale came alongside and playfully showered the deck with spray as if to

(see Page - 40 please)



LOYD PEEK OF THE S.S. UMATILLA

(Continued from Page - 39)

... as if to acknowledge the "fun" it had been having playing tag with the ship.

The S.S. UMATILLA was the sister ship of the SS WALLA WALLA which also had a very eventful career. However, that is ANOTHER story. Loyd has kindly let us review many pictures he took of the SS UMATILLA and it is with regret that we do not have space for more of them. The above "pix" is one of Loyd after rigging the emergency antenna after the great storm and he says ... "boy was I a dirty mess"! Loyd belongs to many radio organizations and his call ... "W7BA" is no doubt familiar with many of our members.

UMATILLA SPECS: We do not have the exact date the SS UMATILLA was built. She was 3125 Tons, 310 feet long with 40.6 ft. beam and draft of 22.3 ft. She carried a crew of 41 and had capacity for 401 passengers but only had 12 aboard on her last trip.

STORY (Watering the Daisies")



"Ye Ed" was shipmate with Loyd on the SS MATSONIA in the early twenties on the Hawaiian run from S.F. to Honolulu and Hilo. Many of our members have served aboard the good old Matsonia (WMP) so they can recall the radio "shack" was top-side and above the main deck. Having no plumbing except a wash-basin in our stateroom next door to the wireless-room, we had to descend two decks to the "mens-room" when nature dictated.

It perhaps takes no wild stretch of imagination to conjure up the operation we called ... "watering the daisies" - especially at night when the decks were deserted and those warm Hawaiian showers intermittently drenched and washed down the decks and canvas awnings stretched over them every few minutes.

One night Loyd and I engaged in this operation about midnight, shortly after relieving him to nurse the "P-8" transmitter along for the rest of the night. We looked up and down the decks but it was clear. At least we thought it was deserted... but from below and evidently in a couple

of deck-chairs came the voices of two older ladies. We overhead one to remark ... "Myrtle, I think we are having another shower". Myrtle replied ... "it sure feels like it but it is funny ... the stars are all shining!"
End ... Exit ... "30" (CX)

S.S. GOVERNOR



(Continued from page - 38)

The West Hartland had just left Seattle and Port Townsend bound for Bombay India. The S.S. GOVERNOR was about 6 miles South of Victoria where it had let off some north-bound passengers. It was steaming slowly toward Seattle.

In addition to contacts with KPC, VAK and KPH, the Canadian Steamer Princess Adelaide was enroute and would have reached the SS GOVERNOR by 2.30AM, also the S.S. PRINCESS ALICE and the SS JEPTHA were also in the vicinity and had changed courses - however, they were notified by the SS WEST HARTLAND that she had picked up all survivors so they resumed their normal schedules and itineraries.

A few of the operators who had called "WGR" their home at one time or another included George Baxter who brought the ship (then using call "B2" around The Horn. Loyd Peek with C. G. Ahern were on WGR in 1919. Others that come to mind include N. Y. Ballou, Charles J. Carr, W. H. Hart, Arthur Dahms, Sam Gazzano, B.O. Larson, T. J. Rigby and probably many many more (including Ye Ed who made one relief trip on her).

After the SS GOVERNOR sank, Ernie made a trip south to report in with RMCA (Dick Johnstone - our President) riding down on the SS QUEEN with Thayer Haire as Jr. Dick says he was never so glad to see anyone come through the door at 109 Stuart Street as anyone in his life.

Ernie told "Ye Ed" that ... "when I walked off the deck of the GOVERNOR, she was going under and I grabbed the top few sheets of my log book and stuck 'em in my pocket but they got water-logged" Ernie reported that Ralph Butler used to live in Kirkland near Seattle but he has lost contact with him. Unfortunately we do not have space to use a great deal other material Ernie sent down. Thanks '70' anyway!

Ah So!

A TRUE INCIDENT:

Around 1916, when a large fleet of Japanese ships were bringing cargoes of silk to the States, all the operators at coastal stations vied for making the first contact with all ships, which usually meant they got all the ship's traffic until they arrived.

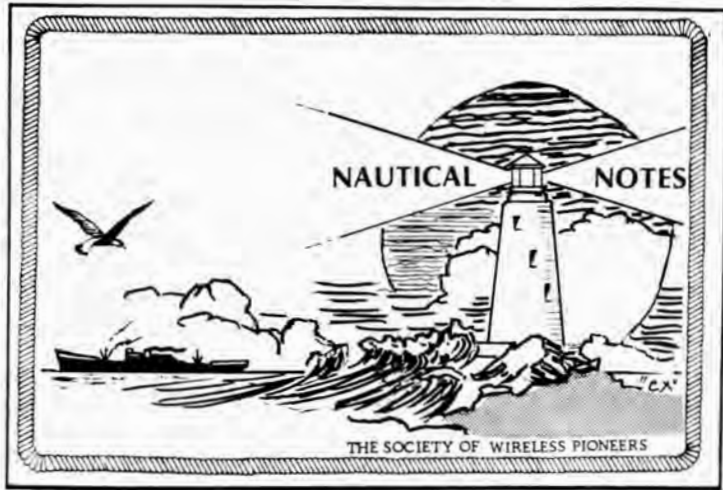
About two o'clock one morning "KPC" (Astoria, Ore.) heard a new Japanese call and answered, sending rather fast. The Japanese heard him but couldn't read him. He said, "QRS QRS - I AM "VIRGIN" OPERATOR". KPC sending slow ask "QRA? QRA? QTH? QTH? The Japanese operator replied giving his personal Japanese name, and then "QTH - I IN WIRELESS ROOM"... Needless to say, KPC got his traffic. After the QSO was completed several other coastal stations came in with a "Hi Hi". -30-

Henry F. Wiehr - 82-SGP

"EIGHT BELLS & ALLS' WELL"

OTHERWISE IT WAS QUIET:

Nothing much ever happened. A couple of hurricanes, Up Yangtze River during piracy trouble with arms issued to ships officers. --- screaming Chinese crews during hurricane on the Pres. Hayes. ---observing wild fights between U.S. Marines and English troops in bars. ---Deck passengers on Dutch ship Bacchus...screaming women in childbirth and screaming men in knife fights. ---long line up of English sailors in front of only "House of Joy" in Santa Marta Columbia. --- getting chased around deck by a half crazy seaman after someone told him that "Sparks" had reported him as an escaped convict (not true). ---whales coming alongside. ---receiving 4 S O S calls during one trip from Marseilles to New York. One ship going down and operator giving runing account. Seeing Mt. Etna in eruption... WONDERFUL MEMORIES. J.T. "Jack" Robinson - 141.



Where Are They ??

SOME U.S. BUILT SHIPS

ALGONOQUIN — Built in 1926 and owned by Clyde Line, she had the same tonnage passenger accommodations and route as the "Cherokee".

When the war started she was taken over by the government and operated as a hospital ship. Then after being laid up for several years she was finally scrapped in 1956.

COAMO — Built in 1926 and owned by Porto Rico Line. She was rated at 7,057 tons, had accommodations for 377 passengers and operated between New York, San Juan, and Ciudad Trujillo.

Enemy naval units chased her and sank her in the Northwest Atlantic on Dec. 9, 1942.

CHATHAM — Built in 1926 and owned by the Merchants & Miners Co. She was of 5,649 tons with accommodations for 314 passengers and operated between Boston, Philadelphia, Baltimore, Jacksonville, Savannah, and Miami.

She was sunk in Belle Isle Strait on August 27, 1942.

DORCHESTER — Built in 1926 and owned by Merchants & Miners Co. She had the same tonnage, passenger facilities and route as the "Chatham."

Enemy naval units caught up with her and sank her on Feb. 3, 1943 in the Northwest Atlantic.

FAIRFAX — Built in 1926 and owned by the Merchants & Miners Co. She was of the same tonnage, passenger facilities and operated on the same route as the "Chatham."

In 1945 she was sold to China and then was renamed "Chung Hsing."

EVANGELINE — Built in 1927 and owned by Eastern Steamship Lines. She was of 5,880 tons and had room for 751 passengers. Her route was between New York, Boston, Yarmouth, N.S., and St. John, N.B.

She was transferred to the Liberian flag in 1954 and later was registered in Panama. Renamed the "Yarmouth Castle" she burned in November 1965.

YARMOUTH — Built in 1927 and owned by Eastern Steamship Lines. She had the same tonnage, passenger accommodations and route as the "Evangeline."

In 1954 she was registered in Liberia, then was switched to the Panamanian flag. She has been laid up since 1966.



GEORGE WASHINGTON — Built in 1924 and of 5,184 tons with accommodations for 662 passengers. The vessel was owned by the Old Dominion Line and operated between Norfolk and New York.

In 1948 she was sold to France and then became the "Gascogne". She was sent to a scrapyard in Hongkong in 1955.

ROBERT E. LEE — Built in 1924 and owned by the Old Dominion Line she had the same tonnage and passenger space as the "George Washington."

She was sunk by enemy naval units in the Gulf of Mexico on July 30, 1942.

BIENVILLE — Built in 1924, and owned by the Morgan Line. She was of 7,916 tons and had space for 347 passengers. Her normal route was between New York and New Orleans.

In January 1925 she burned at a New Orleans dock and was later rebuilt as the freighter "El Coston."

CHEROKEE — Built in 1925, she was of 5,900 tons with room for 446 passengers. Owned by the Clyde Line she operated between New York, Charleston, Jacksonville, Miami and Galveston.

This vessel was sunk by enemy naval units in the Northwest Atlantic on June 15, 1942.

SEMINOLE — Built in 1925 and owned by Clyde Line, she had the same tonnage and passenger facilities as the "Cherokee". She also operated on the same route.

Taken over by the government she was converted for use as a hospital ship. After the war she was put into a reserve fleet and then in 1952 was scrapped.

MOHAWK — Built in 1926 and owned by Clyde Line she had the same tonnage, passenger facilities and route as the "Cherokee".

She sank off Sea Girt, N.J., on Jan. 25, 1935 after colliding with the Norwegian freighter "Talisman."

SANTA PAULA — Built in 1932 and owned by Grace Line. She had the same tonnage, passenger accommodations and route as the "Santa Rosa."

(Continued)

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THE OLDEST DAILY SHIPPING NEWSPAPER IN THE UNITED STATES



SOME U.S. BUILT SHIPS

Continued → - → - → - →

Transferred to the Caribbean service in 1937, she was laid up in 1958 and then was sold to Typaldos Line in 1961. She is currently operating under the Greek flag as the "Acropolis."

ALLEGHANY — Built in 1923 and owned by the Merchants & Miners Co. She was of 5,486 gross tons with facilities for 299 passengers. The ship generally provided service between Boston, Philadelphia, Baltimore, Savannah, Jacksonville and Miami.

In 1941 she was taken over by the government and converted into a training ship called "American Seafarer." She was permanently laid up in 1945 and was sent to the scrapyard in 1948.

BERKSHIRE — Built in 1923, and owned by the Merchants & Miners Co. Her tonnage, passenger accommodations and route were the same as the "Alleghany." In November 1941 she was taken over by the government and renamed "American Engineer". Used as a training ship she was eventually idled and then sent to the scrapyard in 1948.

CITY OF BIRMINGHAM — Built in 1923 and owned by the Savannah Line. She was of 5,861 gross tons and had facilities for 204 passengers. She generally operated on a route between Boston, New York and Savannah.

On June 30th 1942 enemy warships sank her in the Northwest Atlantic.

CITY OF CHATTANOOGA — Built in 1923 and owned by the Savannah Line. She had the same tonnage, passenger accommodations and route as the "City of Birmingham." After being taken over by the government the ship was renamed "American Navigator" and operated as a training ship. She was idled after the war and sent to the scrapyard in 1948.

IROQUOIS — Built in 1927 and owned by Clyde Line. She was of 6,500 tons with facilities for 754 passengers and operated between New York and Miami, as well as making cruise voyages.

When the war started she was taken over by the government and turned into a hospi-

tal ship called the "Solace." After the war she was sold to Turkey and renamed "Ankara."

SHAWNEE — Built in 1927 and owned by Clyde Line. She had the same tonnage, passenger accommodations and route as the "Iroquois."

In 1946 she was sold to Portugal and was renamed "City of Lisbon." Later she was sold to Yugoslavia and renamed "Partizanka." She was destroyed by fire in 1947.

DIXIE — Built in 1928 and owned by Morgan Lines. She was of 8,100 tons had room for 379 passengers and operated between New York and New Orleans.

The government took her over on Feb. 23, 1941 and she became the Navy transport "Alcore."

CALIFORNIA — Built in 1928 and owned by the Panama Pacific Line. She was of 17,800 tons with facilities for 747 passengers and operated between New York and San Francisco.

In 1937 she was transferred to American Republic Lines and became the "Uruguay". She was idled in 1954 and finally went to the scrapyard in 1963.

VIRGINIA — Built in 1928 and owned by the Panama Pacific Line. She had the same tonnage, passenger facilities and route as the "California."

She was transferred to the American Republic Line in 1927 and renamed "Brazil." Laid up in 1959 she lay idle until 1965 when she was sent to a scrapyard.

PENNSYLVANIA — Built in 1929 and owned by the Panama Pacific Line. She had the same route as the "Virginia." and was of 18,300 tons with facilities for 800 passengers.

In 1937 she was transferred to the American Republic Line and renamed "Argentina" Idled in 1959 she was sent to the scrapyard in 1965.

← - ← WIRELESS PIONEERS → - →

NEW YORK — Built in 1924 and owned by the Eastern Steamship Lines. She was of 4,989 tons with accommodations for 1,000 passengers. She operated between New York and Boston during the summer season only. Operated by the government she was sunk by enemy naval units in the Northwest Atlantic on Sept. 25, 1942.

BORINKUEN — Built in 1931 and owned by Porto Rico Line. She was of 7,114 tons with space for 357 passengers. Her voyages were between New York, San Juan and Ciudad Trujillo.

After the war she went back into the New York to Puerto Rico service, then in 1949 was sold to Bull Line who renamed her "Puerto Rico." In 1954 she was sold to Arosa Line and in 1959 was sold to Eastern Shipping Co. who renamed her "Bahama Star." They operated her in the Miami-Nassau trade.

ACADIA — Built in 1932 and owned by Eastern Steamship Co. She was rated at 6,185 tons and had facilities for 744 passengers. Her normal route was between New York, Boston, St. John, NB and Yarmouth, N. S. She also made special sea cruises.

Taken over by the government when the war started she was converted into a hospital ship. When the war was over she was idled, then in 1955 was sent to a Belgium scrapyard.

ST. JOHN — Built in 1932 and owned by Eastern Steamship Co. She had the same tonnage and passenger accommodations, and traveled on the same route as the "Acadia."

Converted into the hospital ship "Rescue" after she war started, she was laid up when the war ended and was scrapped in the mid 1950's.

SANTA ROSA — Built in 1932 and owned by Grace Line. She was of 9,100 tons and had room for 290 passengers. Her normal route was from New York to California and the Pacific Northwest.

Transferred to the Caribbean service in 1937 she was laid up in 1958 and then sold to Typaldos Line in 1961. She now operates under the Greek flag as the "Athenai."

ESTABLISHED IN 1865 **THE GUIDE**





SHIPPING NEWS FROM AROUND THE WORLD

COURTESY & PERMISSION THE GUIDE

WORLD'S BIG FLEETS ARE REPORTED HERE

The world's largest merchant fleets belong to Liberia, Great Britain, the United States, Norway and Japan. However, most of the ships in the American fleet are of World War II vintage, many of them inoperative. The other nations have fleets whose average age is less than ten years.

The Japanese fleet had the largest gain last year with an addition of 2,160,000 tons. She now has 1,053 ocean-going vessels or 16.5 per cent of the world's fleet.

Liberia increased her fleet by two million tons last year, while Norway added 1,960,000 tons and the Soviet Union increased their fleet by 1,130,000 tons.

In 1967 the Japanese fleet carried 9,340,000 tons of imports and 4,680,000 tons in trade between other countries. In the country's foreign trade Japanese carriers accounted for 37.4 per cent of the exports and 47 per cent of the imports.

MAJOR FLEETS OF THE WORLD

The following table shows the major fleets of the world and the tonnage listed on their books. The figures shown are in thousand tons gross.

Nation	Tonnage
Liberia	25,700
Great Britain	21,821
United States	19,658
Norway	19,657
Japan	19,587
Russia	12,062
Greece	7,416
Italy	6,624

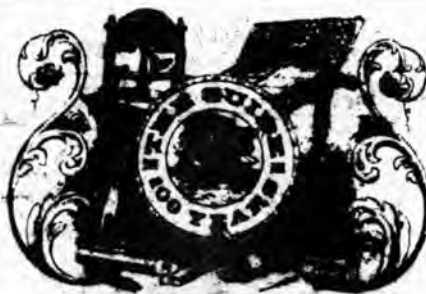
Germany (West)	6,528
France	5,796
Netherlands	5,268
Panama	5,097
Sweden	4,865
Denmark	3,204
Spain	2,821
Canada	2,403
India	1,945
Poland	1,342
Brazil	1,294
Yugoslavia	1,267
Argentina	1,197
Finland	1,128

World Total: 194,152,000 tons

WORLD'S BULK CARRIER FLEET

The following table lists the world's oil and bulk carrier fleets of the world's major nations. The figures shown are in thousand tons gross.

Nation	Tonnage
Liberia	7,118
Norway	5,956
Japan	4,586
Great Britain	2,919
United States	2,213
Italy	1,674
Sweden	1,468
Canada	1,289
Germany (West)	1,147
Greece	1,140
TOTAL	29,510,000



WORLD'S OIL TANKER FLEET

The following table lists the world's major oil tanker fleets. The figures shown are in thousand ton gross.

Nation	Tonnage
Liberia	14,663
Norway	9,992
Great Britain	8,372
Japan	6,755
United States	4,487
Russia	2,936
France	2,723
Panama	2,667
Italy	2,414
Greece	1,885
Netherlands	1,865
Sweden	1,494
Germany (West)	1,334
Denmark	1,238
Spain	1,073
Argentina	479

World Total: 69,214,000 tons

SPEEDY SHIPS FORECAST FOR THE FUTURE

Ships capable of crossing the Atlantic in 48 hours, at speeds of 100 to 150 knots, can be possible within ten years, says C. H. Parker, managing director of John G. Kincaid, Greenock Marine Engineers. There is a market that can be exploited in the field of medium-speed freight movements, he said.

There is a gap between the 25 knot container ship and the 400 knot air freighter, Parker says, and an economic form of medium speed on the Atlantic, would be assured of an attractive future.

"It should be possible within, say, 10 years, to build a ship for a 100 knot Atlantic Cargo service," he said. Such a vessel would make the crossing in 48 hours, although weather might restrict its speed. But, he added, that would be where weather routing would be of value.



OCEAN REPORTER



COURTESY & PERMISSION THE GUIDE

ATLANTIC SERVICE NEAR END OF LINE

Trans-Atlantic passenger service will be a thing of the past within another year. By December all year-round service between the United Kingdom and New York will have been discontinued. The last regular sailing this year will be the liner 'France' which is scheduled to leave Southampton on Dec. 20th.

For at least three months there will be no such service available, although the liners Bremen, Queen Elizabeth II and United States will be making one voyage each. Normally there are 10 to 12 vessels making regular voyages across the Atlantic over a period of a year.

This year has seen the "Queen Elizabeth" going to new owners in the United States. The "Maasdam" has already been sold to Polish owners. Later she will be making voyages to Montreal.

Holland America Line has three liners that are normally engaged in the Atlantic trade, but it is understood that these liners are now going to be operated as cruise ships.

The German liner "Hanseatic" was recently pulled off the Atlantic and reportedly is going into full time cruising.

At last report some 80 per cent of the passengers traveling between New York and the United Kingdom went by jet. Thus the airline has moved in on the steamship business and now seems ready to take over completely.

PLANS IN PROGRESS FOR "QUEEN MARY"

Krofft Enterprises, Inc. of North Hollywood, Calif., are working on special attractions for the "Queen Mary" at Long Beach. They are planning commercial attractions to tie in with national advertising, along with making plans for live entertainment aboard the former liner.

On Sept. 5th a contract was signed by the City of Long Beach and the Diners Club for operation of the ship. The operating company will be Diners' Queen Mary, which will be in charge of all commercial areas—about 35 per cent of the vessel. This will include the amusement attractions, hotel, shops, and stores.

The planned Museum of the Sea will be a separate project, run by the California Museum Foundation of Long Beach. They will set up a small charge for the museum and the city is going to offer tours to the vessel, also at a small charge. Both will be non-profit programs.

The Diners Club is investing about \$6 million in the "Queen Mary", which should be opened to the public sometime between January and June 1970. The Southern California Edison Co. has been signed to provide full electric lighting within the old ship.

It will take about four years to complete the museum and its first section will be ready when the liner is opened to the public. The Foundation has a 40 year contract to operate the museum, while the Diners Club has a 25 year contract under a profit sharing program with the city.

Construction work on Long Beach's Pier J., where the vessel will be moored permanently, is now underway as part of a \$40 million development plan in that area.

LINER PEOPLE ASK FOR AID FROM PUBLIC

Officials who are developing the old liner "Queen Mary" into a floating hotel and convention center at Long Beach have discovered there are no records showing who the liner's passengers were during the war years. No one knows who the men were or what units were carried on the liner in World War II, says one official.

Research Museum Director Les H. Cohen says, We are now appealing directly to the public for help. If you or any of your friends sailed aboard the "Queen Mary" during the war years please write to: Museum of the Sea, 600 East Ocean Blvd., Long Beach, Calif.

It is sort of a case of the records being destroyed, Cohen says. Cunard Line says they would have no such information for the vessel was leased for wartime operation. The British Army said it would not be possible to give the titles of the units transported by the liner.

Australian officials reported they had no lists available of what units might have been transported on the ship and the United States said the records that contained that information have been destroyed.

The Long Beach officials are trying to build a "living memorial" aboard the vessel which they purchased last year.

TOP SHIP PORTS ARE REPORTED

The Port of Portland ranks tenth among the nation's leading ports in the number of ship arrivals for the first six months of this year. The nation's number one port, of course, is New York which accounted for 20.2 per cent of the nation's volume of ships.

The leading ship arrival ports in the United States are: New York, Philadelphia, Los Angeles-Long Beach, San Francisco, Hampton Roads, New Orleans, Baltimore, Houston, Seattle, Portland and Boston.

GIANT TANKER PLANNED BY JAPANESE

A proposed 500,000 ton tanker will be built in Japan, says the Tokyo Tanker Co., if prices quoted are lower than those submitted for a 350,000 ton vessel. The European yards can offer us better credit terms, Gengo Tsuboi, vice president of the company said, but one obstacle is the 12.5 per cent import duty imposed on vessels built outside Japan. Japanese shipyards are quoting prices \$5 to \$10 higher than the yards in Europe, he said.

Just a few weeks ago it was reported the Tokyo Tanker Co was negotiating for bids on a 350,000 ton tanker. In addition to four Japanese shipyards, all the major shipbuilders in Britain and Europe were asked to bid on the vessel. Several European yards turned down the offer on the basis they could not complete the ship on schedule.

Japanese builders estimated it would cost \$75 per ton, but the Tokyo Tanker Co. said they couldn't afford to pay more than \$60 a ton.

THE WORLD'S SHIP TOTALS

The following table shows the number of ships in the merchant fleets of the nations of the world. The figure represents both steamer and motorship, as well as wood and steel vessels.

Nation	Total ships
Great Britain	4,020 4
Australia	314
Bahamas	113
Barbados	3
Bermuda	30
Br. Honduras	2
Canada	1,296
Cayman Island	26
Ceylon	26
Cyprus	109
Falkland Island	8
Fiji	20
Gambia	3
Ghana	57
Gibraltar	17
Gilbert Island	2
Grenada	3
Guyana	34
Hongkong	135
India	383
Jamaica	6
Kenya	16
Malaysia	85
Maldiv Island	2
Malta	24
Mauritius	7
Montserrat	1
New Guinea	26
New Hebrides	9
New Zealand	127
Nigeria	36
Pakistan	170
St. Lucia	1
St. Vincent	4
Seychelles Island	3
Sierra Leone	5
Singapore	73
Solomon Island	2
Tanzania	7
Tonga	4
Trinidad	21
Turks Island	1
Virgin Island	3
Total British C'th	7,234 1
Albania	11
Algeria	6
Argentina	315
Austria	3
Bahrein Island	7
Belgium	218
Brazil	398
Bulgaria	112
Burma	31
Burundi	3
Cambodia	3
Cameroon	6
Chile	130

China (Communist)	239
China (Taiwan)	187
Colombia	47
Congo (Brazzaville)	5
Congo (Kinshasa)	2
Costa Rica	7
Cuba	104
Czechoslovakia	8
Denmark	1,140
Dominican Republic	15
Ecuador	14
Egypt	122
Ethiopia	23
Faroe Island	102
Finland	399
France	1,495
Gaboon	2
Germany (East)	361
Germany (West)	2,732 7
Greece	1,634 10
Guatemala	2
Guinea	4
Honduras	45
Hungary	20
Iceland	295
Indonesia	479
Iran	37
Iraq	35
Irish Republic	89
Israel	111
Italy	1,490
Ivory Coast	20
Japan	6,877 2
Korea (North)	6
Korea (South)	232
Kuwait	42
Lebanon	122
Liberia	1,613
Libya	7
Madagascar	21
Mauritania	8
Mexico	114
Monaco	2
Morocco	38
Netherlands	1,721 9
Nicaragua	8
Norway	2,881 6
Panama	798
Paraguay	26
Peru	275
Philippines	278
Poland	446
Portugal	348
Qatar	2
Roumania	56
Russia	4,206 3
Saudi Arabia	39
Senegal	13
Somali Republic	15
South Africa	244
Spain	2,046 8
Sudan	7
Sweden	1,074
Switzerland	33
Syria	3
Thailand	49
Togo	1
Trucial States	3
Tunisia	16
Turkey	298

United States	3,232 5
Urguay	42
Venezuela	89
Viet Nam (North)	4
Viet Nam (South)	23
Yemen	4
Yemen (South)	3
Yugoslavia	337

World Total: 47,444

RUSSIA SEEKS SEA SUPREMACY

Just a decade ago it was inconceivable that the Soviet Union could become a major sea power of the world.

The last substantial Russian naval victory was perhaps nearly two centuries ago when the Imperial Navy defeated the Turks in the Mediterranean.

Since then a number of factors have inhibited Russian thinking about sea power. The Soviet Union lacks adequate warm water ports on the homeland. Narrow waters in the Gulf of Finland and the Dardanelles pose strategic problems. Psychologically, the debacle of the Russian navy defeat in the 1904-05 Russo-Japanese War turned Moscow's attention to land power.

But things have changed, and just in the last decade as noted in a House Armed Services Committee report: "The Changing Strategic Naval Blyance."

"For the first time in history," the report notes, "the Soviet Union is developing an offensive maritime strategy and is seeking supremacy at sea.

"Behind the new Soviet sea power is an awareness that Communist domination of the globe can only be achieved by supremacy at all major points on the spectrum of conflict — the USSR is determined to obtain superiority over the United States and its allies under all combat conditions."

Adm. Thomas H. Moorer, chief of Naval Operations, adds ominously:

"By any measuring stick, they (the Soviets) are today the second largest sea power in the world. In a mere 10 years the Soviet Union with a dedication of purpose, large outlay of funds, and with priorities equivalent to or even surpassing their space program, has transferred itself from a maritime nonentity to a major sea power."

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NAUTICAL NEWS & ODDITIES



---- SHORTLINES ----

S.S. PRESIDENT VAN BUREN Set new westbound record recently when it sailed from S.F. to Yokohama in 8 days flat at average speed of 24.72 K. This betters time made by Japan's ITALY MARU last year. The Van Buren holds the Eastbound trans-Pacific record also of 7 days 10 hours.

"DO IT YOURSELF" The Tass News Agency reported that a medical officer aboard a Soviet submarine in the Pacific successfully removed his own appendix this week.

LARGEST ORE CARRIER The keel of a 858 foot ore carrier has been laid at Lorraine Ohio. The new ship, when completed, will be 128 feet longer and 30 feet wider, than the largest vessel now operating in the Great Lakes.

WORLD SHIP POPULATION Some three-quarters of a million sailors earn their living by manning the ships of the world. Approximately one third of these are Asians.

WORLD SHIP SOCIETY This organization with international membership will be of special interest to "Nautical buffs". We find their journal - the "MARINE NEWS" quite interesting. It is supplemented by a publication called "INTERCOM" which is full of nautical data. Mr. D. W. Thickens is North America representative and we suggest, if interested, you contact him. Address is 3319 Sweet Drive, Lafayette, Calif. 94549.

SHIP STAMPS PUBLISHED The British Post Office plans to issue six new stamps on Jan. 15 1969 honoring ships of the past and present. Some of the vessels to be honored include the QUEEN ELIZABETH-2, Cutty Sark, Mauretania, the GREAT BRITAIN, first iron ship also an 18th Century East Indiaman and an Elizabethan galleon.

DISPUTE ON RHINE SHIPPING A serious dispute has developed over freedom of shipping on the Rhine River between West Germany and the Netherlands. The Dutch claim that Germany is preparing to violate the "Act of Mannheim", enacted in 1868, which governs the freedom of ships on the Rhine River.

LAST "TR'S" The SS QUEEN after 53 years of service took 53 days to cross the Pacific, from Seattle to Yokohama in 1935 to be scrapped. She was plagued by trouble all the way. The SS ROSE CITY, formerly SS YUMURI, BADGER and LAWTON was built at Chester Pa., 1889. After she was laid up she became the "ROSE ISLE" and was used as a gambling ship off Southern Calif. She was sold in 1935 and cut up. The SS DOROTHY ALEXANDER formerly SS COLUMBIA of the Alaska SS Co., then President was sold in 1946 to Portuguese interests. She was scrapped 1952 in Italy. The SS RUTH ALEXANDER was sold to English interests, returned to U.S. during WW-2 and sunk in 1941 by Japanese bombers in the Dutch East Indies. She was built at Hamburg in 1913 as the SS SIERRA CORDOBA, interned in Peru during WW-1 and renamed the SS CALLEO. The H.F. ALEXANDER was operated by CPR for a short time prior WW-2, then returned and became the USAT GEN. GEO. S. SIMONDS. She took part in the Normandy landings. She was scrapped in 1946. The S.S. ADMIRAL ROGERS, formerly SS SPOKANE after 14 years inactive was sold to Seattle interests who planned to use her as a resort hotel. Plans fell through and she was scrapped. The SS ADMIRAL RODMAN was demolished by fire. The ADMIRAL FISKE, SCHELEY, FARRAGUT, WATSON and DEWEY were all sold to Japan for scrapping in 1934.

ALASKA FERRIES A drop of 11 percent in passengers and 6 percent in number of vehicles was experienced during peak months of 1968 against the 1967 record. Revenues however continue to increase.

WORLD TONNAGE - MAJOR WORLD FLEETS

We have listed elsewhere the number of ships each nation owns or controls. Here is listed, in thousands oftens, the gross tonnage of each of the twenty leading maritime nations:

1. Liberia	25,720	11. Netherlands	5268
2. Gr. Britain	21,921	12. Panama	5097
3. United States	19,668	13. Sweden	4865
4. Norway	19,667	14. Denmark	3204
5. Japan	19,587	15. Spain	2821
6. Russia	12,062	16. Canada	2403
7. Greece	7,416	17. India	1945
8. Italy	6,624	18. Poland	1342
9. Germany (West)	6,528	19. Brazil	1294
10. France	5,796	20. Yugoslavia	1267

It must be noted that while the U.S. (for example) has more tonnage than Japan or Russia, much of it is obsolete while the countries mentioned have much modern equipment and bottoms.

"RETIREMENT SHIPS"

The idea of our Senior Citizens "buying" a stateroom, such as you would a condominium apartment or town-house seems to be "catching on". The idea of course is to live out their days travelling from port to port and from ocean to ocean with a constant changing sights and interests. With good food, medical care and all the amenities of life immediately available, it certainly will appeal to arm-chair travelers everywhere. We predict a great future for this phase of "retirement living".

CASUALTY REPORTS

About eight large ships get into one kind of trouble or another every day of the year according to a check made by Ye Ed from figures available. These range from "engine room" trouble to fire, grounds, explosions, etc. Noting that there are nearly fifty thousand ships afloat, this means that approximately 5% of the ships afloat may anticipate trouble during the year.

"LASH" REVOLUTIONIZING SHIPPING

"LASH" is the abbreviation/designation for "Lighter Aboard Ship" and a revolutionary system for carrying cargo aboard ships in lighters (floating containers). It is claimed "LASH" eliminates port congestion as ships can be discharged in the roadstead in 24-hours as against 10-days now required dockside. The system also provides multiple pier delivery capability.

LIGHTSHIP "RELIEF" RETIRED

The Lightship "RELIEF" WLV-535 which has served such of her life at the Swiftsure Bank Station off the entrance to the Strait of Juan de Fuca has been retired by the 13th CG District. The four lightships on the Pacific Coast still in operation include, San Francisco, Columbia River, Blunts Reef and Umatilla Reef. The Blunts Reef lightship may be the next to be dropped due to fiscal retrenchment by the Coast Guard due to recent economy squeeze.

DELTA QUEEN TO BE REPLACED

The Mississippi River Steamer, originally built for the San Francisco - Sacramento run and used for many years on the Ohio, Tennessee and Mississippi Rivers will be replaced by June 1970 with a new vessel costing \$6.4 million since the "DELTA QUEEN" no longer meets the rigid Safety Standards of the U.S. Government. The new ships will have a screw similar to boats on the Rhine River instead of being built as a stern-wheeler.

PORT EVERGLADES BUSY

Twenty-seven luxury liners are scheduled to stop at this port from Nov. 1968 until April 1969 offering 126 cruises. This will make Port Everglades second only to New York in number and variety of liner sailings. The city's new multi-million dollar passenger terminal can handle three big liners and 2000 passengers at one time. Four additional liners can berth at other terminals.

Thanks to the SAN FRANCISCO "GUIDE" for much data used in this report.

-DIRECTORY OF MEMBERS-Roster

ARRANGED
IN SERIAL
ORDER

This Roster lists in SERIAL ORDER the PROFESSIONAL WIRELESS/RADIO TELEGRAPHERS in sequence order of their joining the SOCIETY OF WIRELESS PIONEERS.

Each has been approved by our Membership and Credentials Committee and will be carried as "LIFE" members with exception of those marked with an asterisk (*) who have not responded beyond beyond their initial contact. Those who do not respond will be dropped in future issues. Those marked (D) indicates "SILENT KEYS" (With date if possible) and will be retained on the roll of the Society in perpetuity. This is a prestigious group of "Professionals" that can be found nowhere else in the world.

- | | | |
|--|--------------------------------|---|
| 1. William A. "Bill" Breniman | 54. Eben "Eb" K. Cady | 121. Everett G. Henry |
| 2. Cdr. Richard Johnstone (USN)R. | 55. George H. Mullnix | 122. Alfred S. Cresse |
| 3. Henry W. Dickow | 56. Joseph Fernandez | 123. Lloyd J. Byars |
| 4. W. Earle Wohler | 57. Rudy Asplund | 124. Joseph E. Brockway |
| 5. Frank Geisel | 58. Donald P. Newman (*) | 125. Melvin E. Ellison |
| 6. G. A. "Jerry" Whittaker | 59. Hubert D. Broyles | 126. Ernest F. Wilmahurst |
| 7. Fred Mangelsdorf | 60. Walter L. Mitchell | 127. Raymond S. Kimberk |
| 8. Dr. A. P. "Bill" Warnock | 61. Robert S. Palmer | 128. William Hollis Hoffman |
| 9. John "Jack" Slater | 62. Arthur C. Jacoby | 129.(D) <u>Richard E. Jenkins</u> 8-28-1968 |
| 10. Jim Caldwell | 63. Mon L. Webb, Sr., | 130. William N. Hayton |
| 11. Ralph L. Hazleton | 64. P. E. "Phil" Thorne | 131. Earl F. Brand |
| 12. Rome Montle | 65. Stanley G. Taggaro | 132. Charles E. Williams |
| 13. C. W. "Bill" Larsen | 66. Wallace H. Leland | 133. Walter A. Knight |
| 14. David H. Freeman | 67. Mario J. Sappna | 134. Chester R. Ferguson |
| 15. Jack A. Miche | 68. John J. "Mac" McCarthy | 135. William Freeman |
| 16. Manuel Goulart | 69. C. L. Roy Cronkwhite | 136. James T. Chambers |
| 17. Clifford H. Cannon (SR) | 70. Arthur E. Ericson | 137. George R. McLeod |
| 18. J. S. "Si" Knowles | 71. Richard S. Egolf | 138. Bernard W. LaPetra |
| 19. William "Bill" S. Davis | 72. Ben N. Lazarus | 139. Armond D. Bratland |
| 20. Butler "Barney" S. Osborne | 73. Grover W. Wizemann | 140. Howard Cookson |
| 21. Ero Erickson | 74. O. Frank Hartman | 141. John T. Robinson |
| 22. Gilson VanderVeer Willets | 75. Oney A. Johnson | 142. Edwin C. Garrette |
| 23. Joseph Spatafore | 76. Carroll V. N. Steffen | 143. John T. Bray |
| 24. Peter J. Becker, Jr. | 77. Paul R. Letsinger | 144. Herbert W. Irving |
| 25. Sydney J. Fass. | 78. William E. "Bill" Clyne | 145. Dexter S. Bartlett |
| 26. Warren G. Simpson | 79. Eugene H. Price | 146. Cmdr. Wilfred Munter |
| 27. Hugh Compton | 80. Russel A. Estep | 147. Frank C. Camenisch, Sr., |
| 28. George R. Mackin | 81. Ronald G. "Ronnie" Martin | 148. Joseph H. Hallock |
| 29. G. S. "Old Sam" Corpe | 82. Henry F. Wiehr | 149. Robert B. Moon |
| 30. Charles M. Morenus | 83. H. S. Westerlund "Wes" | 150. Emery L. Simpson |
| 31. <u>Leglie Combs</u> (Deceased 6-15-68) | 84. Robert E. "Bob" Dalton (*) | 151. William H. Hannah |
| 32. Ernest E. Wolcott | 85. George Gordon Farmer | 152. Arthur S. Mattes |
| 33. Gordon H. Pascoe | 86. John B. Nelson | 153. Lewis M. Clement |
| 34. Merritt E. Arbuckle | 87. John A. Stagnaro | 154. George I. Comstock |
| 35. Ed. G. Raser | 88. Vergne L. Hoke | 155. Luther B. Grove |
| 36. J. L. McCargar | 89. Ray Meyers | 156. James F. Burnes |
| 37. Lee O. Fassett | 90. John N. Hurtt | 157. Robert L. Shrader |
| 38. Charles F. Blake | 91. I. R. "Ike" Colbert | 158. William W. Gaskill |
| 39. Clifton T. Nichols | 92. Robert P. Brown | 159. Herbert Welch |
| 40. William "Bill" A. Vetter | 93. Gerald A. Estep | 160. Raymond F. Guy |
| 41. George S. Hubbard | 94. W. R. "Walt" Schreiber | 161. Robert G. Sidnell |
| 42. Thayl L. Haire | 95. C. H. Kesler | 162. G. Paul Gray |
| 43. Paul R. Fenner | 96. Harold A. Estep | 163. Walter L. Lachelt |
| 44. Rudolph C. Murray (*) | 97. Dr. Robert R. Crees | 164. Irvin W. Hubbard |
| 45. Loyd Peek | 98. Herbert C. Grundell | 165. Earle C. Foster |
| 46. Lawrence V. White (*) | 99. Harold J. Burhop | 166. Robert A. Wright |
| 47. O. R. Anderson | 100. Loren G. Demeritt | 167. Walter I. Matthews |
| 48. W. C. Thompson | 101. Walter Alfonse | 168. Paul M. Jewell |
| 49. Ray Newby | 102. Ed. S. Lamb | 169. Alfred H. Rowe |
| 50. Howard S. Pyle | 103. William A. Hunting | 170. Lester F. Parnell |
| 51. Frederick E. Brinckman | 104. William G. Gerlach | 171. Stephen Parkans |
| 52. Robert L. Simpson | 105. Howard D. King | 172. Dr. Walter M. Drosdiak |
| 53. Alan Cormack | 106. Sam Gazzano (*) | 173. Emil A. Holgerson |
| | 107. William J. Erich | 174. LeRoy M. Glodell |
| | 108. Ford King | 175. Karl H. W. Baarslag |
| | 109. Ralph N. Chase | 176. Fred G. Roebuck |
| | 110. Emil de Neuf (*) | 177. Walter P. Rauch |
| | 111. Homer D. Jagers | 178. Eugene E. Eagles |
| | 112. William J. "Bill" O'Brien | 179. Col. Haydn P. Roberts |
| | 113. Ernest D. Fabian | 180. William Galvez |
| | 114. George E. Perry | 181. Russell S. Ormsby |
| | 115. Charles M. Dunn. | 182. Homer B. Courchene |
| | 116. Walter R. Rathbun | 183. Arthur Enderlin |
| | 117. Donald K. de Neuf | 184. Leon H. Baumlin |
| | 118. Leslie E. Grogan | 185. Roy F. Prince |
| | 119. Corwin R. Henry | 186. Max V. Stout |
| | 120. Archie D. Warnock | 187. Kenneth G. Clark |
| | | 188. Charles J. Carr, Sr., |
| | | 189. Martell E. Montgomery |
| | | 190. Francis C. Dixon |



ROSTER OF THE PROFESSIONALS RECORDED SERIALLY



(Page 2 of Roster - Continued)

- 191. Jerome W. Belford
- 192. Albert E. Snow
- 193. Clarence A. Peregrine
- 194. Lee R. McMahon
- 195. Hedley B. Morris
- 196. Louis J. Kleinlaus
- 197. Benjamin Bernstein
- 198. Otto J. Gooch
- 199. James N. Gillam
- 200. Alfred K. Robinson
- 201. Edgar V. Baldwin
- 202. Ralph M. Hare
- 203. Elmer G. Osterhoudt
- 204. Lawrence R. Schmitt
- 205. Alfred Dahlstrum
- 206. Joseph E. Meditz
- 207. Oscar T. Harrison
- 208. Stuart E. Davis
- 209. Stacy W. Norman
- 210. Theron C. Van Patten
- 211. John A. Hultquist
- 212. George W. Chinn
- 213. Reynold T. Warner
- 214. William T. Stengle
- 215. Robert G. Steadman
- 216. Louis E. Jorquera
- 217. Gerald E. Travis
- 218. Charles W. Ashling
- 219. Warren G. Clark
- 220. Charles B. Buddecke
- 221. Capt. John E. Waters USN(R)
- 222. Lewis D. Chilson
- 223. Harold D. Hayes
- 224. George Beater
- 225. Cyril H. Pemberton
- 226. Cy. S. Brill
- 227. Leslie F. Byrne
- 228. George R. Dowling
- 229. Keith Olson
- 230. Carlo M. Marsano
- 231. Frank H. Barstow
- 232. Benjamin P. Lane
- 233. Raymond L. Nantz
- 234. Warren L. Green
- 235. Albano Leal
- 236. George E. Favre
- 237. Joe H. McKinney
- 238. Harry R. Lord
- 239. Philip P. Leigh
- 240. Fletcher S. Abadie
- 241. Charles B. Lee
- 242. Charles H. Singer
- 243. Gregory G. Monek
- 244. James Boyd Faley
- 245. Lester J. Tappan
- 246. Andrew B. Lopes
- 247. Carroll Freeland
- 248. Thomas F. Clark
- 249. Walter J. Butterworth
- 250. F. M. "Sandy" Eastman
- 251. Thomas Appleby
- 252. Haraden Pratt
- 253. Joseph P. Danke
- 254. Charles J. Munnerlyn, Jr.
- 255. Edward G. Lindsay

- 256. Lester R. Burger
- 257. Harvey R. Butt
- 258. Guy R. Entwistle
- 259. Francis B. Greeley
- 260. Thurston A. Johnson
- 261. Harry Lindgren
- 262. Henry Viggo Conradt-Eberlin
- 263. Ernest C. Brelsford
- 264. Stephen J. Kaider
- 265. Charles R. Williams
- 266. Paul E. Nyren
- 267. Walter D. Smith
- 268. John P. Brooman
- 269. Charles R. Barker
- 270. Charles F. Concannon
- 271. Robert W. Ennis
- 272. Carlos L. Potter
- 273. Carl L. Mason
- 274. George W. Ahrens
- 275. Dan L. Bonker
- 276. Martin J. Brozinski
- 277. Frederic A. Lane
- 278. Wayne H. Helfner
- 279. Raymond W. Zerbe
- 280. Paul R. DeChamplain
- 281. Otto J. Krauss
- 282. Guy R. Harden
- 283. Victor H. Falk
- 284. Joseph W. Baker
- 285. Henry E. Meyer
- 286. John S. Philbrick
- 287. Irvine Finver
- 288. David T. Eisen
- 289. Richard A. Eisenberg
- 290. James W. Exline

PLEASE NOTE

You will find members listed in **ALPHABETICAL ORDER** starting on Page 60 - also "Active" call letters are included.

All members will be included in the next **DIRECTORY EDITION** of PORTS O' CALL - SUMMER EDITION.

THANK YOU

"SILENT KEYS"



LESLIE COMBS - #31.

"Les" departed on his last trip on June 15 1968 when he succumbed to an arterial operation in Red Bluff, Calif. following several heart attacks. He served most of his time on the Pacific Coast - the last ship being the S. S. CANADIAN BEAR, retiring about 1964 from active service and moving to Shasta County where he enjoyed the quiet and tranquility of the tall pines. "Les" was a good operator and a fine shipmate. He is survived by his wife Ellen and one married daughter. Sorry to say "30" OM.

RICHARD EUGENE "GENE" JENKINS - #129P

Several members reported the death of Member "Gene" Jenkins, including R. R. Ferguson who had worked with Gene for some 34 years at Lobitos (KFS), also Eb Cady who knew him practically all

of his "working" life. In the early days Eb and Gene kept ships of the Robert Johnson Lumber Company operating but oft they were together for several weeks when fog or cargo tied up their ships - Gene on the Robert Johnson and Eb on the C. D. Johnson. Later (after many ships) Gene transferred to KFS at Lobitos where he worked the marine end and later PT/PT as receiving technician.

Both of our members say that "Gene" was "tops" to work with. Death came suddenly while on vacation to Lake County (Calif.). He leaves, wife, Isabelle and three children (all of them married). "30" to you ... O.T.

MARIE GAZZANO

Earle Wohler reported the passing of Member SAM GAZZANO's wife Marie the evening of Sept. 14 1969 at Corte Madera, Calif. Members of the Society all join in sympathy and condolences to Sam and daughter Hedy.

CARL "ANDY" ANDERSON

Our member, Dexter S. Bartlett reports the passing of "Andy" on Christmas eve from heart attack. Andy was well known in the Pacific Northwest and was going to send in his application BEFORE END OF THE YEAR. It never came. A salute to a swell guy - may the bar never be rough!

GUY A KEMPER

Guy was another old timer but not a member of the Society. Member Walt Schreiber from San Luis Obispo, reports the passing of Guy at Morro Bay in late August 1968. Internment at Sunset View Cemetery in Berkeley. Survived by two sons and a daughter. "30" O.M.

CARDS OF SYMPATHY OR CONDOLENCE

Please report illness or the death of any member or their spouse to the Society's Secretary, Mr. Eben K. Cady, 2330 Roosevelt Ave., Redwood City, Cal. 94061 so that he might send appropriate card or letter in the name of the Society. Copy of printed report would be useful in recording same on the pages of PORTS O' CALL or the WIRELESS PIONEER.

CORRECTION IN LISTINGS

Please inform "YE ED" if your listing is incorrect in order that suitable correction/s can be made in early editions of PORTS O' CALL or the WIRELESS PIONEER. While we try to exercise extreme care - we are not infallible and regretfully, an occasional error finds its way into our column.

PLEASE MAKE THE FOLLOWING CORRECTIONS:

KIMBERK, RAYMOND S. P-127. Listed as "Kimbert" on P-33, last POC.

RAUCH, WALTER P. - PA-177 Please correct ZIP to read 91344 (not 91644 as listed). Also add HAM CALL W6NR.

SORRY ABOUT THAT FELLOWS

WIRELESS PIONEERS

Bill B.



WIRELESS LINKS HAWAII WITH MAINLAND



DATE LINE 1908 LEAD ... WIRELESS HISTORY

This historical linking of the American Mainland and Hawaii was commemorated by a group (members) of the SOCIETY OF WIRELESS PIONEERS, Sept. 6, 1968 when they visited the West Coast Station at "KPH" to pay homage to two old timers - Arthur Isbell handling the key at "HU" in Honolulu when he made contact with Lawrence Malarin at station "PH" in San Francisco (forerunner of present day "KPH"). This was the first time direct contact had ever been made between the mainland and the Hawaiian Islands. Date - Oct. 12 1908.

Society members participating in the honorary "safari" included Richard Johnstone, Bill Brennan, Frank Geisel, Earl Wohler, Emery Simpson, Robert L. Shrader, Bernard W. LaFetra, Jack Miche, Howard King, Ray Newby R.L. Simpson, Les Parkins, John J. McCarthy, Lorin DeMerritt, Hedley B. Morris - also G. Paul Gray and W. H. "Bill" Hayton who so kindly finalized arrangements.

Station "PH" was erected in 1907 on Russian Hill, San Francisco shortly after the great fire, and it was at that time considered the most powerful station on the Pacific Coast, with input power of about 15KW. This station in conjunction with "HU" (now KHK) was responsible for many early wireless distance records.

About 1 AM Oct. 12 1908 Marine Supt. Malarin who was then operator at "PH" heard an unfamiliar spark calling "HU" and signing "HU". He immediately answered the call and then for more than an hour the Russian Hill station conversed with Construction Engineer Isbell who that night had completed the work of building the "HU" station located near the site of the present high power station at Kahuku for the Wireless Telegraph Co., Ltd., of Hawaii. This contact was a historical milestone for it was the first time that Hawaii and the Pacific Coast had ever been linked by means of the Wireless Telegraph.

At approximately 2055GMT, Oct. 12 1968 the following initial message was transmitted by station "KPH" to Station "KHK".



QUOTE - SVC KHK DE KPH 122100Z

GREETINGS TO HAWAII FROM SOCIETY OF WIRELESS PIONEERS THIS COMMEMORATES THE SIXTIETH ANNIVERSARY OF THE HISTORICAL FIRST WIRELESS COMMUNICATION, OCT. 12 1908 BETWEEN USA MAINLAND AND HAWAII BY LAWRENCE MALARIN OF SAN FRANCISCO STATION PH ON RUSSIAN/TELEGRAPH HILL AND ARTHUR ISBELL AT HONOLULU STATION HU AT KAHUKU HAWAII. TODAY'S COMMUNICATION BETWEEN FRANK GEISEL IN STATION KPH AT POINTREYES KEYING TRANSMITTERS AT BOLINAS CALIF WITH OPERATOR OF HONOLULU STATION KHK IN KAHUKU HAWAII IS BEING MONITORED BY MANY MEMBERS OF WIRELESS PIONEERS ASHORE AS WELL AS ACTIVE SEAFARING RADIO OPERATORS. TRANSITION OF MARITIME COMMUNICATIONS FROM PRIMITIVE 1908 SPARK TRANSMITTER AND CRYSTAL DETECTOR TO MODERN TUBE AND TRANSISTORIZED EQUIPMENT HAS NOT CHANGED THE BASIC MANUAL SYSTEM OF WIRELESS/RADIO TELEGRAPHY BY HIGHLY SKILLED OPERATORS WHO PERPETUATE THE TRADITION OF DEDICATED SERVICE TO COMMUNICATIONS AND SAFETY OF LIFE AT SEA. WE HONOR AND SALUTE BRASSPOUNDERS OF ALL ERAS. 73 (S) SOCIETY OF WIRELESS PIONEERS. (UNQTE) KPH.

The following reply was received from the management and staff of Station KHK/RCA Global Communications, Kahuku, Hawaii:
SVC KPH DE KHK 122100Z

ALOHA FROM HAWAII TO THE SOCIETY OF WIRELESS PIONEERS. WE ARE HAPPY TO PARTICIPATE IN THE COMMEMORATION OF THE SIXTIETH ANNIVERSARY OF THE FIRST WIRELESS COMMUNICATIONS BETWEEN HAWAII AND THE USA MAINLAND. ALL OF US PRESENTLY MANNING THE KEYS AT KHK ARE MERE YOUNGSTERS IN THE RADIO COMMUNICATIONS FIELD RANGING FROM 20 TO 40 YEARS IN BRASS POUNDING. ALTHOUGH NOT PIONEERS IN WIRELESS COMMUNICATION, WE REMEMBER THE THRILL OF OUR FIRST DX WORK, AND WE THINK WITH ADMIRATION OF THOSE WHO HAVE PIONEERED IN WIRELESS, BROKE DOWN THE BARRIERS, AND OPENED UP A FIELD OF ROMANCE. TO THE SOCIETY OF WIRELESS PIONEERS AND TO ALL FORMER AND PRESENT BRASSPOUNDERS ASHORE AND AT SEA WE SEND OUR BEST WISHES AND A HEARTY 73. KHK

The event was recorded in the press in both mainland and island papers. We are printing the release by the Honolulu Advertiser of Oct. 12 1968 below.

Special thanks to Messrs. Leslie O. Leigh, Walter W. Hoffman, Bill Moore, Bob Smith, Herman Loebel and Geo. Gieser of KHK for their fine cooperation. Kudos to Messrs. Gray Bl, Hayton, Brand, Matthews at RS/KPH. Many thanks fellows on 73.

1st Radio Message Is Recalled

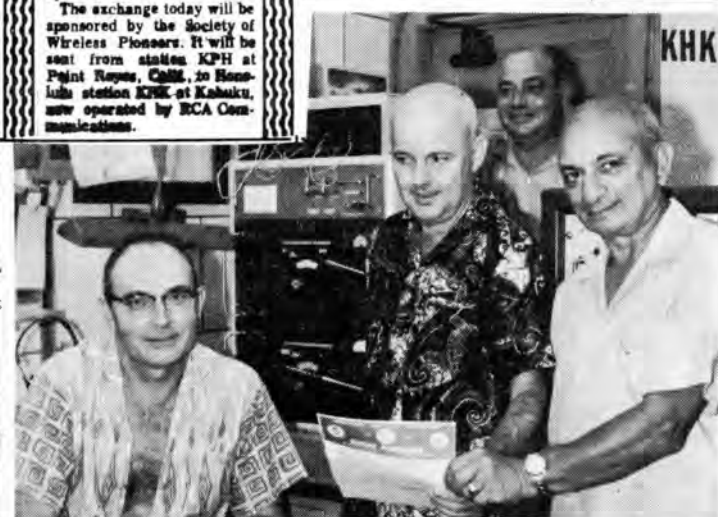
A message exchange at 10:55 a.m. today between radio stations in San Francisco and Kahuku will mark the 60th anniversary of wireless telegraphy between the Islands and the Mainland.

That message—on Oct. 12, 1908—also traveled between San Francisco and Kahuku. The words are not remembered, but it was sent from San Francisco's station PH on Russian Hill by Lawrence Malarin and received at Kahuku station HU for Honolulu by Arthur Isbell.

The exchange today will be sponsored by the Society of Wireless Pioneers. It will be sent from station KPH at Point Reyes, Calif., to Honolulu station KHK at Kahuku, now operated by RCA Communications.



Standing - Bill Hayton, Mgr. KPH
Sending Position - FG (Frank Geisel)



(L/R) Wm.L. "Bill" Moore, Bob Smith, Herman Loebel and in background - Geo. F. Gieser.



EBEN CADY 54 Mario Spagna 67 Ray E. Meyer 89
"BOB" SHRADER 157 CHAS. H. KESSLER 95 W. Earl Wohler-4 "DICK" JOHNSTONE 2.
GEO. MULLNIX 55. Joe Spatafore-23 "Jerry" Whittaker 6.



THE SOCIETY OF
WIRELESS PIONEERS

MARY & FRANK GEISEL

BILL & RUTH BRENNIMAN

WIRELESS PIONEER "PICNIC"

CAPTAIN DOLLAR ESTATE
AUGUST 17, 1968
WALNUT CREEK, CALIFORNIA



FRONT ROW (LEFT TO RIGHT)

W.A. "Bill" Vetter (40); Jack Slater (9); Russell Carroll (G); Sydney J. Fass (25); Barney W. La Petra (138); Ray E. Meyers (89); Geo. S. Hubbard (41); Irving W. Hubbard (164); Mario J. Spagna (67); Joseph Spatafor (23) Leslie F. Byrnes (227).

REAR ROW (LEFT TO RIGHT)

Ray Newby (49); W. Earle Wohler (3) James T. Chambers (136); John J. McCarthy (68); Eben K. Cady 54 Wm N. "Bill" Hayton (130); Chas. H. Kesler (95); Frank C. Camenisch (171); Emery L. Simpson (150); D. W. Thickens (G); Steve Parkins (147); Howard D. King (105); Dr. A.P. "Bill" Warnock (8); Robert L. Shrader (157); Frank Geisel (4); Richard Johnstone (G); Geo. H. Mullnix (55); G. A. "Jerry" Whittaker (6); Walter L. Lachelt (163); Wm A. "Bill" Breniman (1); Thorn L. Mayes (G); Joseph P. Danko (253); Charles M. Dunn (115) Richard "Dick" Johnstone (2).

WP CW NET

CQ CQ CQ S.O.W.P. "CW" NEWS

By: Earle Wohler, (W6FS)
Senior Vice President - Wireless Pioneers

In order that all our members, including those who are licensed amateur's be officially informed, my contribution to PORTS O' CALL will cover our newly formed SOWP "CW" net schedule and activities.

The intent and purpose of a CW net was to enable those interested to maintain a weekly contact for practice and to keep up on our very first method of wireless communications ie: "DOTS AND DASHES".

Expected problems were encountered, such as frequencies, QRM from various sources, time of day, and our old enemy "QRN"... and we had them a plenty !

A trial frequency of 3530 KC was selected. On Wednesday, Oct. 2nd at 7.30PM (PST) Dick Johnstone "RJ" (K6FZ) sent out the first CQ, inviting all hands to take part in the S.O.W.P. schedule.

Twenty five members logged in from six states, Calif., Oregon, Washington, Idaho, Utah and Arizona.

Suggestions to change the frequency came in by mail, telephone and on the "Wireless". Some were not able to obtain maximum efficiency on 3530 KC, and suggested we try 3600 -- 3640 -- 3650 -- up to 3800.

Others stated that Wednesday night schedule broke up their social events. Others complained they missed their favorite TV programs. Others wrote in for a Sunday morning CW net. Several suggested a "VOICE NET" instead of a "CW NET".

So, as your Chief Operator reported to me, he had his problems, and would try and please everybody as soon as he returned from vacation. On Oct. 16th, our Director, Jack Slater (W6WF) took over as "Chief Operator" (CO) and reported a good turn out. Then on Oct. 23rd, Bob Shrader (W6HNB) was the "CO" and took care of the net in "ship-shape" manner

The Oct. 30th schedule was handled by "RJ" and several announcements made in an effort to improve signal conditions and make net time more convenient to all members. We changed from Wednesday to Thursday evening effective Nov. 7th. A trial change to 3800 KC was made, on several suggestions but we ran into too much QRM and confusion. On 3800 there was a slight increase in signal strength, but it was offset by QRM. In the 3600--3750--3800 bracket, interference from RTTY and mid-states plus East Coast was very heavy.

"RJ" also told me that the Sunday morning net suggestion would be difficult, as on both Saturday and Sunday the air is "loaded" with nets, also the recent FCC regulation effective, Nov. 22nd would cause more QRM on frequencies from 3525 to 3800 KC. This proved to be the case.

The other night I was on and enjoyed a real old time contact with members and old friends, for instance, Joseph Knowles at Seattle (WA7COE), Bob Palmer at Bothell Wash., (W7RD), Sydney Pass (W6NZ) at Berkeley, Ike Colbert W6DQI at Hemet and several others, including "Doc." McCarthy W6MC at Stockton ... It was great to hear the fists again of these old timers... and we welcome all members to drop in.

It was suggested that we have a schedule every night of the week. Such a plan would be difficult to maintain, but there would be no objection if any licensed member would like to proceed, and monitor a CW net.

A look into the future is for the development and establishment of a net on the East Coast, another in the mid-west and perhaps a "cross-country" net. However, there are frequencies, time of day, difference in time and other factors to be considered. This should appeal to those who are equipped with the necessary and varied frequencies and time to handle such proposed nets.

The ideas and suggestions of those in other area are solicited -- also those who would volunteer to act as Chief Operator (at least initially) on such nets. Drop a line to "RJ" on the subject.

On the Pacific Coast, we list over 100 members who are licensed amateurs and we welcome all of you to listen-in, log-in, and it will be a surprise to hear some of the old timers "swing" those DOTS AND DASHES.

73 to all hands -

Earle Wohler, W6FS

#4 - S.O.W.P. 12-6-1968

"OFF THE RECORD"



Ye Ed tries to publish such information as he thinks will be of interest to all members. Frequently news is furnished that is hard for the Editor to decide whether it is sent, in a sense, "off the record" and designed for information only, or is offered for publication. Should you ever furnish such information which you do not want published, please be sure to mark it "OFF THE RECORD". We never wish to offend or get "caught" in such situations where a member might feel that we have violated his or her confidence. We do not claim to be Simon Pure either but any submissions intended for publication should meet with reasonable limits of propriety, otherwise Ye Ed has no alternative but consign same to the round basket.

THANKS

Laird Campbell (WICUT) Managing Editor of "QST" published the article below in the Oct. 1968 issue of that paper under heading "STRAYS". Many of our members also belong to ARRL and receive QST -- a mighty fine publication. See page 112



Strays

QST Congratulates ...

The recently-organized "Society of Wireless Pioneers" invites those who have held commercial radio operator's licenses and who, at one time or another, made their living handling commercial traffic, to join the organization. The group publishes a newspaper chronicling the news of members, ships and radio gear, both old and modern, and anecdotes and memorabilia of by-gone days. For more information write Frank Geisel, Society of Wireless Pioneers, P.O. Box 530, Santa Rosa, California 95402.

We thank you ... QST.

We also acknowledge some nice publicity from the "NORCAL" QCWA Newsletter, Howard Pyle's "QRP/ARC", Ray Meyers in L.A. Examiner, S.F. "GUIDE", RCA's "RELAY", Dick Barrett in San Jose News, Bill Hayton at "KPH", The "World" and many many more. THANKS !

Congratulations ...

We would like to take this occasion to congratulate THE OLD OLD TIMERS CLUB in recording their one thousandth (1000) member. We think Messrs. Raymond Guy, Fred J. Elser, Bert Gamble, Fred C. Crowell Jr., are doing a fine job. The latest issue of "SPARK GAP TIMES" was a very enjoyable edition. Also pleasing to note that the "BLUE BOOK" is finally on its way. No one can appreciate more than "Ye Ed" the tremendous amount of work that such a compilation requires ... so heartfelt "kudos" to OOTS'S DEDICATED Eunice R. Thompson and Rob Rey. You will note that many in our Society also belong to your fine organization.

73's

Bill "ix"
William A. Breniman (Ye Ed)
PORTS O' CALL &
WIRELESS PIONEER.



Would You Believe ?

A CROSS WORD PUZZLE FOR... THE "OLD PRO"

----- DOWN -----

2. One of the names hams call each other (ham jargon).
3. 67° 30" by the compass.
4. Symbol for neon. area.
6. Amateurs in "Third Dist. call /
7. End of message (SK sometimes used
8. Polarity which attracts electrons.
9. Your sending is "rated" by this.
10. Amplification factor

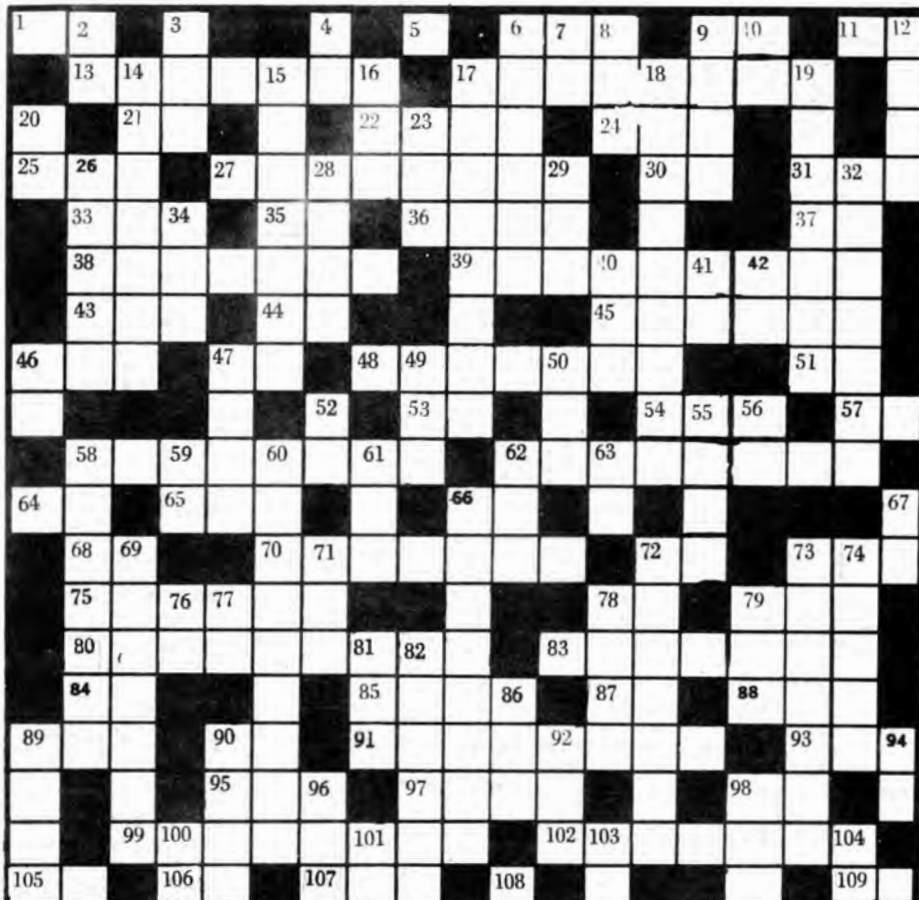
Our good member Arthur Mattes, 162-V made up a crossword puzzle (must have taken a lot of time OM) mostly electronic, wireless/radio and ham terms taken from the radio field. See if you can work ? Answers appear on Page - 52

ACROSS

1. Symbol for plate material of 852 tube.
5. Class of amplifier operated over linear portion of curve.
6. Draw from (voltage divider)
9. Frequency modulation (Abbr.)
11. Tube to stabilise voltage (Abbr.)
13. Type condenser used in band-spread tuning.
17. Common plated finish for radio components.
21. Symbol for tellurium.
22. The reflector in a beam antenna is placed in the .. of the radiator.
24. International distress call
25. This must be done when hearing 24 across.
27. Action of an antenna
30. Direct transmission (Abbr.)
31. Navy station famous for sending time sigs.
33. Early type of C.W. Transmitter.
35. Report of ships position
36. Variable resistor (Abbr.)
37. Intermittent transmission (Abbr)
38. Flow of r.f. energy from a transmitter.
39. Convert d.c. into r.f. or a.c.
43. Thousand cycles (pl).
44. "XYL" sounds were refined.
45. Divide by (Algebra)
46. Signal reporting system.
47. Filter noise (Abbr)
48. Component of beam antenna
51. Symbol for rubidium
53. "box-car" for ... and.
54. Unit of energy
57. Variable polarity current.(A)
58. We use it in our Title.
62. Filter for passing a given band of frequencies.
64. FCC uses them.
65. Prefix of message sent in code.
66. Symbol for selenium.
68. QRU or old Navy ZNN - no more traffic for you OM.(Jargon).
70. Function of stages following crystal oscillator.
72. Retten sending (A)
73. ARRL members will recognize this Abbr. (Com. Officer).
75. Function of tapped bleeder -
76. Negative /resistor
79. Leaving the deck- have cast off
80. Type of interstage coupling.
83. Turning unit of radar or beam antenna.
84. Symbol for nickel.
85. Used mostly on SSB.
87. Symbol for plate material of 250, 334 and 806.
88. Low-Level amplifier.
89. Screen-grid modulation (A).
90. Resonant line (A)
91. Regeneration coils.
93. Request.
95. Filed (A).
97. Unit of storage battery
98. Electrostatic shield between grid and plate of tube.(A).
99. Gauge.
102. To want.
105. Frequency little used before/
106. Editorial name of "The Ancient Mariner" ... "Ye ..".
107. Radio Officers called this.
108. Class of amplifier with operating angle of 180°
109. Final stage of your transmitter.

12. Term sometimes used for sets or installations.
14. Action of a magnet on a piece of iron.
15. Licensed sending/receiving equip at given location - FCC.
16. Amateur jargon (box-car code) to "Try". (ug)
17. Electron emitters in vacuum tube.
18. Varied in accordance with a particular waveform.
19. Checking transmissions.
20. General call signal.
23. Static sometimes causes deafness.
26. Equipment frames.
28. What the tube plate did to the power supply current.
29. System of communications.
32. Type of beam antenna.
34. Condenser ratings (Abbr.)
40. Intermediate frequency noise (Abbr.)
41. Coil - condenser circuit (Abbr.)
42. Atom - Abbr.
46. Rotating mechanism (Abbr.)
47. Deliver power to a load.
49. Some amateurs use a ... tet oscillator.
50. Period of time (Ye Ed mentions it frequently)
52. Symbol for cerium.
55. Revolutions per minute (Abbr.)
56. Start sending. (code)
58. Coils of a transformer (singular)
59. Resistance coupled (Abbr.)
60. Units of a lead acid battery.
61. Element placed between screen grid and plate
62. Band-edge frequency (Abbr.)

(Continued on reverse Side) (Ditto Answers)



"DOTS & DASHES"

"DOTS and DASHES"

By the "President" --

Your Society of WIRELESS PIONEERS was born on January 13th 1968 during a luncheon at the Green Mill in Cotati.

Bill Breniman leaned over and said, "Dick, what do you think of my idea to form a pioneer wireless operator's association?"

"Sounds good to me, Bill, I am all for it" I replied. So Bill Breniman, one of those human dynamos, did not waste any time, but started the ball a rollin'--there and then.

In less than ten months the Wireless Pioneers have some 275 members enrolled in the 50 states, from Coast to Coast.

Each member has, at one time, held a government license or has served aboard ship or Coast station engaged in handling commercial wireless activities.

When the majority of our members first became interested in the WIRELESS---the word RADIO was unknown. It was WIRELESS, and as such we desire to remember it with pride. A pride befitting those who are entitled to belong to this WIRELESS PIONEERS organization, that they can justly claim.

During our first year we enjoyed three worthy events. Our organizational meeting on May 4th at Cotati. Then came the picnic at Walnut Creek on August 17th. Then a sojourn to the Radio Corporation of America station at Bolinas, then to Point Reyes station KPH on September 6th.

These three events have been well covered in our PORT O' CALL and the NEWS-LETTER. Both these publications are finer than any we have ever seen. The credit all goes to our Executive Vice-President William A. Breniman.

Just 47 years ago a young chap with a bettered suitcase came into the R.C.A. Marine office at 109 Steuart street, San Francisco, and proudly presented his brand new Radio license. Somehow I feel that Frank Geisel never did forgive me for giving him his first job on the steam-schooner WAPAMA and a 25 cent package of Mother Sill's Seasick Pills. In 1967 Frank retired as manager of the RCA station KPH, and now as Vice-President of Membership and Credentials is doing a wonderful job for our Society of Wireless Pioneers.

Personally I made certain that copies of the PORT O' CALL were sent to the President's of all other Radio groups, as many of our members also belong to these associations. We enjoyed several complimentary acknowledgements.

My year as the first President of the WIRELESS PIONEERS is rapidly coming to a close and I most sincerely thank and congratulate the officers, the directors, and the entire membership for making this a noteworthy successful addition to my some 61 years activity in the.,

"WONDERFUL WORLD of the WIRELESS"

Richard Johnson
PRESIDENT
SOCIETY of WIRELESS PIONEERS

Dec 2 1968



"DOWN" CROSSWORD QUESTIONS (From Page - 51)

63. "Nothing doing" (Ham "box-car" jargon).
66. Noise limiter
67. Spouse of No. 44 across.
69. Legal required power to carry on satisfactory contact.
71. Metric (Abbr.)
72. Variable direction beam antennas.
73. Type of battery that can be recharged.
74. Laminated iron sections of transformer
76. Special type of rectifier circuit (Abbn.)
77. Inductance unit (Abbr.)
78. C.W. signal quality.
79. Entering port or coming alongside dock.
81. Transformers in stages between 1st/2nd detector.
82. You used to hear them over the air between Avalon and Los Angeles.
86. Excitation keying lag (Abbr.)
89. You need both sending and receiving to commission a station.
90. Radiation meter (Abbr.)
92. Low-loss dielectric (Abbr.)
94. Most shipboard stations used two of these for transmission purposes. Occasionally some used 5.
96. Double
98. Regret (boxcar code).
100. You need this degree to get far in electronics.
101. Prefix of a message on which sender pay for reply.
103. Symbol for erbium
104. Marine wireless abbr. for 15-18 and 45-48 minutes after the hour periods.

Cross-word Answers

CROSSWORD PUZZLE ANSWERS:

--- ACROSS ---

1. TO; 5. "C"; 6. Tap; 9. FM; 11. VR; 13. BANDSET; 17. CHROMIUM, 21. TE, 22. REAR, 24. SOS, 25. QRT
27. RADIATES, 30. DT, 31. NSS, 33. ARC, 35 TR
36. RHEO, 37. IT, 38. CARRIER, 39. OSCILLATE, 43 KCS
44. OV, 45. FACTOR, 46. RST, 47. FN, 48. CLEMENT,
51. RB, 53. ES, 54. ERG, 57. AC, 58. WIRELESS
62. BANDPASS, 64. RI, 65- CDE, 66-SE, 68-HE,
70-AMPLIFY, 72-RS, 73-SCN, 75-DIVIDE, 78-NO,
79-QTO, 80-INDUCTIVE, 83-ROTATOR, 84-EL, 85-FONE,
87-TA, 88-PRE, 89-SGM, 90-EL, 91-TICKLERS, 93-ASK,
98-OLD, 97-CELL, 96-SG, 99-MEASURER, 102-RESISTES,
105-SV, 106-YE ED, 107-OPS, 108-A, 109-PA.

DOWN... ANSWERS.

- 2-OB, 3-ENE, 4-HE, 6-THREES, 7-AR, 8-POS, 9-FIST
10-MW, 12-RIGS, 14-ATTRACT, 15-STATION, 16-TRI,
17-CATHODES, 18-MODULATED, 19-MONITOR, 20-CQ,
23-RI, 26-RACKS, 28-DREW, 29-SOC, 32-STEREAS
34-CRS, 40-IFN, 41-LC, 42-AT, 46-EM, 47-FEED,
49-LES, 50-ERA, 52-CE, 53-RPM, 54-GA, 58-WINDING
59-RC, 60-LEADCELLS, 61-SUP, 62-NEP, 63-ED,
64-SILENCER, 67-OM, 69-MINIUM, 71-NET, 72-ROTARYS,
73-STORAGE, 74-CORES, 76-VB, 78-NOTE, 79-QTP,
81-IFT, 82-VOICES, 84-EKL, 89-SETS, 90-ROAD
92-LLB, 94-KV, 96-DUG, 98-SRI, 100-ER, 101-SP,
103-ER, 104-SP.

(Compiled by member, Arthur Mattos).

WIRELESS PIONEERS

C. C. LANGEVIN
PRESIDENT
AND GENERAL MANAGER

United Radio Telegraphers Assn.

MARVIN BUILDING
24 CALIFORNIA STREET
SAN FRANCISCO

PHONE DOUGLAS 708



SLABY-ARCCO

Globe



GRAY & DANIELSON

PACIFIC WIRELESS TEL. CO.

PHILIPS

8 BELLS & ALLS WELL

'YE ANCIENT MARINER'S PAGE



HONORARY MEMBERS

The Society has proceeded very slowly in conferring any HONORARY MEMBERSHIPS --- in fact none to date. We feel that those so honored should be worthy of this recognition to make this investment meaningful, and like charity - perhaps we should begin at home. We have quite a few members who have certainly contributed in a large measure to the growth of wireless and electronics since the embryonic days of the coherer and the open gap.

Nominations and sponsorship are in order for any individual you feel should be so honored. Please furnish dossier covering pertinent details and reason for sponsorship. The Society will take such under consideration - sending the names to our Board of Directors for full consideration, vote and disposition.

MEMBER STATIONERY

Several members have requested membership stationery so we have made it available. We have been quite surprised at the demand for same.

We will continue to furnish top quality RAG BOND letter heads with matching number of envelopes at the following prices:

40 -- \$1.00
100 -- 2.50

Please allow time for processing (We are sometimes temporarily out of stock) in waiting for deliveries from our printers.

PROFESSIONAL ASSOCIATES CAN VOTE !

Our Constitution and By-Laws permit all "PA" members to vote. This is to clarify any misunderstanding of those in this classification of membership. Unfortunately one of our circulars did indicate this restriction - However "it isn't so!"

SHALL WE INCLUDE THE WORD
"PROFESSIONAL"
IN TITLE OF OUR NAME ?

Member Bill Davis (19-P) says
"I got to thinking over the Society's name and wondering if the name we now use fully identifies the group in REAL CHARACTER ???"

"What I mean is this. A group of amateurs, of the early days, could and do identify themselves as "wireless pioneers or even a group of early experimenters. I recall a song back in about 1915 titled.. "HELLO HAWAII ...'GIVE ME A KISS BY WIRELESS' when first trans-oceanic wireless "came in".

Since our elite group consists of "PROFESSIONAL" wireless/radio "TELEGRAPHERS" -- the two words "Professional and Telegraphers" should be incorporated in our name, ie:

THE SOCIETY OF PROFESSIONAL WIRELESS
TELEGRAPH PIONEERS

"Ye Ed" will be glad to check the reaction of this proposed amendment of our name. It looks like the woods are getting "full" of pioneers. Perhaps we should be more specific ? Mark your comments or suggestion - "NAME CHANGE" and mail to this crusty old mariner.
- 30 -

CALL FOR DUES

We mentioned this subject way back on page 2 I think it was. Perhaps after reading this far you have forgotten all about it. This memo given me by my favorite Chinese Laundry fellow made me think.

衣票無無
(no tickee - no washee)

Allassame me too ?

Ah So !



ORIGINAL

MARCONI WIRELESS TELEGRAPH COMPANY OF AMERICA

PACIFIC COAST DIVISION

MERCHANTS EXCHANGE BUILDING, SAN FRANCISCO

STATION REPORT

NOTE:—Operators must fill out two copies of this report each trip, and submit same to the Operating Department Inspector

HALER-CUNNINGHAM

KILBOURNE & CLARKE

WIRELESS PIONEERS

SURSINC

UWT

Ocean Wireless News

FEDERAL

RMCA

DeFOREST WIRELESS

I. W. T.

URTA

LOWENSTEIN

Wireless Pioneers

MASSIE

UNITED WIRELESS TELCO



HALCUN

Important Notes



"THE NIGHT BOAT"

THE NIGHT BOAT by George W. Hilton - 1968 (LOC No. 68-55070) \$12.50. PUBLISHER: Howell-North Books, 1050 Parker Street, Berkeley, Calif. 94710.

THE NIGHT BOAT is a beautiful book, just published and one that every Nautical buff will want for his book shelf. The book is printed on beautiful gloss, with some 495 illustrations, two of which are in color. It is also embellished with 55 "Stanton" drawings, which are revered in marine circles and calculated to evoke nostalgia in all those with salt-water in their veins.

Author Hilton covers 18 of the largest lines in his book, particularly those along the New England coast, the Great Lakes region, and the memorable SF-LA and Sacramento River runs. The Seattle-Vancouver boats also come in for full coverage.

We have enjoyed the book very much and do not hesitate to recommend it to our readers. It is now available at book stores or can be ordered from the Publishers. Please tell them, if you order ... POC sent you. TU.

SS WAPAMA - "WMG"

The wireless room with call "WMG" has been "home" to many members of our Society from the days the Steam Schooner WAPAMA was launched in 1915 until she left the coastwise lumber trade and finally came to dock in the San Francisco Maritime State Historic Park.

Several members including, Ero Erickson, Fred Mangelsdorf, Bob Palmer and others thought that perhaps the Society should make a project to having the original type transmitter/receiver installed on the Wapama with suitable plaque or memorial notation which might include the names of those who have served aboard her.

We have been in correspondence with Mr. Karl Kortum, Director but correspondence has "bogged down". Several of Officers have also contacted Mr. Kortum or Burch including Messrs. Johnstone and Dickow. We hope that some arrangement can be worked out with the State. Meanwhile suggest all members who have served on the SS WAPAMA send information to us including dates they were aboard and also who they relieved or who relieved them plus any other data they can recall. We'll keep this project on the "fire".

"FRIENDS" OF THE PIONEERS

Our Constitution and By-Laws restrict membership in the Society to only those who have at some period in their lives, earned their living handling commercial traffic by wireless/radio. This "Simon-Pure" concept rules out some very fine people who would like nothing more than be a member of our organization. Many of them have been so closely connected or associated with members in allied positions that it seems they should be members but we have set up our rules on a stringent basis (which appeal to most members) and if we were to accept them, setting up other classifications etc., as a subterfuge, it would violate the ethics and integrity of our organization.

While the following individuals are not eligible to join, the Society salutes and honors them as being those we would like to have as members if conditions permitted: Thorn L. Mayes, Mr and Mrs. Ralph Heintz, Eugene M. Baker, Peter B. Schroeder, Robert W. Merriam, (Director The New England Wireless Museum), Mr. Bernard S. Finn, Curator (Smithsonian). There are others we will name and compliment from time to time.

ANNUAL MEETING - CRUISE

We hope all members will send in their reservation form to join us at VILLA CHARTIER, San Mateo, Calif. on Feb. 1st 1968 at 11.30AM. Tab is \$3.00. Reservations required -- send to Secretary, Eb Cady 2330 Roosevelt Ave, Redwood City, Calif. 94061. Wives invited.

WIRELESS PIONEERS

PORTS 'O CALL

When we start work on a new edition of PORTS O' CALL we wonder if we have enough material to make it interesting and we perhaps indulge in some luxury in the use of space. As we go along, we start to wonder if we will have sufficient space and at the end we feel somewhat frustrated and embarrassed that many items submitted have not found their way in print. So, it seems, our problem is one of omission. Some fine material this time from the following members did not find sufficient space at the end to include. Our apologies and the promise that they will be put "on top" for the next edition of P.O.C. Messrs: Ralph Hazelton, Ed Razer, C. R. Ferguson, Ray Kimberk, George Mullnix, Ralph Chase, Art Erickson, Fred Brinkman, George Beater, Dick Egolf (fine fotos), Earle Wohler, Dexter S. Bartlett and probably others I have overlooked.

PORTS O' CALL is the official publication of the SOCIETY OF WIRELESS PIONEERS. It is not published for profit and restricted in circulation to members only. A few extra copies are available for exchange and members may send complimentary copies to those interested in becoming members. Editor of Ports O' Call is William A. Breniman. The Assistant Editor is Dexter S. Bartlett. Unfortunately we have been unable to use "Old Barts" service this issue but hope to in future editions.

PORTS O' CALL and the WIRELESS PIONEER are YOUR PUBLICATIONS so to make them of greatest interest to all members - your ideas and suggestions are solicited.

ERRATA

"YE ED'S" chubby little fingers arn't what they used to be... lack of control I guess ... they wander all over the keyboard. Sometimes when I read back what they have put down in type, I can hardly believe my eyes! Anyway, with all the copy that goes into a work of this kind, there are bound to be errors and we apologize for them. In checking back, I find for example - Page 10, Bob Palmer's article - we start off talking about Paul Puget's Sound as being "Puget"! Perhaps it is, but the worst error is one of dates (Page 22 Col. 2) It was Nov. 30 1918 instead of 1916 that the U.S. NAVY purchased the former Marconi rental equipment. ON PAGE 27 in Member Ero Erickson's fine article we tried to make a good "Swede" out of Skipper Carlsen by insisting his name be spelled "Carlson". Regrets. Probably others will crop out. All I can say is Sorry!

DICKOW'S BOOK *

We regret to report a recent note from our good member and Chairman (Award's Committee) that he will not be able to complete his project (*) TALES OF THE WIRELESS PIONEERS which is a wonderful collection of stories of the old time wireless operators the world over. He informs us that he plans to send the entire collection to the SMITHSONIAN INSTITUTION for their Communications Section. We are extremely sorry. Only wish there was some way the SOCIETY OF WIRELESS PIONEERS could underwrite the project, however our funds will not permit. Given time, we could probably put them all in PORTS O' CALL. Knowing the SMITHSONIAN will probably not use much of the material, we hope some of it can be released for publication in future editions of our member publications. Our sympathy to Henry Dickow. We know what an important goal the publication of this book would have been and its meaning to him. He has been one of the real old timers - active, articulate and dedicated. We hope "Dick" feels the medics and can somehow complete this wonderful project! We are with you Dick!

SOCIETY OF WIRELESS PIONEERS



DIRECTORY



ABOUT DIRECTORY LISTINGS

The "SUMMER EDITION" 1968 (V-1, No. 2) of PORTS O' CALL contained the Directory of members to and including No. 160. The WIRELESS PIONEER published in Sept. 1968 recorded NEW MEMBERS from 160 to and including No. 187.

This Edition will not duplicate the listings already furnished as copies of POC has been furnished all members and most all members have received copies of the WIRELESS PIONEER as well. We will confine this edition to the new members of the Society.

We hope to make the next edition of PORTS O' CALL -- THE DIRECTORY ANNUAL, listing all members and perhaps pictures of all members if we can obtain. (More about this later). Members whose address have changed will be listed below.

LEGEND USED IN DIRECTORY

- SGP - Spark Gap Pioneer
- P - Pioneer
- V - Veteran
- PA - Professional Associate

T: Telephone
W: Wife
H: Ham Stn.
M: Member of
** NOT FURNISHED.

NR - Not received NF - Not Furnished.

CHANGE OF ADDRESS

WIZEMANN, GROVER W. P-73
Moved to: 219 - 48 States Mobile Park, Pleasantville, N.J. 08232

WESTERLUND, H.S. "WES" P-83
Moved to: 2172 Miner St., Costa Mesa Calif. 92627
Tph: 714/645-2758.

FARMER, GEORGE SGP-85
Moved to: 1337 Cliff Drive, Santa Barbara, Calif. 93105. "W600"

WILMSHURST, ERNEST P-126
Moved to: 3909 Reche Road # 45, Fallbrook, Calif. 92028.

BRATTLAND, ARMOND D. P-139
Moved to: 1135 Magnolia Ave., Long Beach, Calif. 90813 (Return to old address - still listed)

RAUCH, WALTER P. PA-177
Incorrect ZIP CODE Listed. Should read - 91344. Add Ham call W6NR Please.

NANTZ, RAYMOND L. PA-233
Mail to Member Nantz has been returned from address he furnished. If any member has Mr. Nantz's correct address please furnish.

PLEASE HELP US HELP YOU by keeping your address current in our records. TU.

New Members

188-P CHARLES J. CARR, (Jr.) (Garnett)
1841 Palo Verde Ave., Long Beach, CA. 90815. T: 213/596-7027. HAM: Call Pending. SINE: "JC", EOD: 1918 - SS. SACHEM - WQU, M: NL.

189-P MARTELL E. MONTGOMERY "MONTE"
11672 Wembley Road (Rossmoor) Log Alamos, CA. 90720. T: 213/430-8013 Sine - OY. (Annie) EOD: 1924 - WPE. K6HM, M: VWOA (Life) ARRL OOT IEEE.

190-V FRANCIS C. DIXON "DIXK" (DI)
1970 McKinney Way., Apt. 12-D, Seal-Beach, CA. 90740. T-213/596-2824. H: W6KE, KH6AE, O: IEEE VWOA EOD: 1927 - SS PHYLLIS - KFGR. (Dee) (Also flew on "China Clippers".)

191-PA JEROME W. BELFORD "JERRY" (BE)
McKinstry Road, Gardiner, N.Y. 12525 T:NR. H:NR. EOD-1945 SS COLABEE/KDHS

192-P ALBERT E. SNOW "AL" (SU)
Freeman Lane, RR-1, Box 327, Orleans, Cape Cod, Mass. 02653. 255/2486-617 W1RZ, (Xtra Gr Ham Lic.) W: (Jeanne), EOD: 1915-SY Halcyon KYK. Torpedoed on USS Ticonderoga by U-152 off Azores 1918.

193-SGP CLARENCE A. PEREGRINE "PERRY"
R.R.1, Palisade, Colo. 81526. T: NL W-(Marjorie) Sine-PE, EOD: 1914 - SS Yosemite WQY.

194-V LEE R. McMAHON "MAC" (MC)
2180 Briarcliff, Beaumont, Tex. 77706 T: 713/892-9541. W: Mildred. H: W5NLH. EOD: 1929 - SS SEA THRUSH - WBCW, M: ARRL.

195-P HEDLEY B. MORRIS (MS)
141 Hill Path, Corte Madera, CALIF. 94925. T: 415/924-1463. H: Nil. EOD: KPH - 1920. Radioman 1st Cl. on USS ZEPPELIN (NICK) 1919. Served on McArthur's staff, Tokyo Japan. Much experience/svc. RCA, NAVY, R-1964.

196-V LOUIS J. KLEINKLAUS (LK)
53 Greenway Terrace, Forest Hills, N.Y. 11375. On SS EXARCH, AEL, went ashore 1933, ship abandoned by breeches buoy. (Cyprus). Sec/Treas 37/40 ROU Pres. IBEW Lcl 913 NY. M: SBE, AES, ROU, IBEW. EOD: SS HURON - 1929

197-V BENJAMIN BERNSTEIN "Bernie"
302 Atlantic Ave., Brooklyn, N.Y. 11201. W: Rose, T: MA5-6982. EOD: SEA TRADER/KFEA - 1926.

198-P OTTO J. GOOHS (OG) W: Dorothy
505 Bellevue Terrace, Cittsburgh, Pa 15202. T: 412/766-5442. H: K3AG, M: ARRL, QRP/ARC (Breezeshooters Net); EOD: 1918 - SS CITY OF ATLANTA/KFB.

199-PA JAMES N. GILLIAM "JIM" (JG)
203 So. 2nd Ave., LaPuente, CA. 91746 H: W6TDO, M: ROU, CWA. T: 213/ED63092 EOD: 1944- SS ROBT. L. HAGUE/KWKX.

200-P ALFRED K. ROBINSON "AL" (AL)
R-1, Box 781, Escondido, CA. 92025 W: Edna. T:NR, H-W6CN, M-ARRL, ARTA BIARC. EOD: 1918-ADM. WATSON/WAW, SOS: 1919-SS SOS: 1919 SS SEWICKLEY. Ham radio made news 1964 when Al's station assisted in getting serum to 5-year old in Temuco, Chile which saved eyesight. R/Now on avacodo ranch outside Escondido.

201-SGP EDGAR V. BALDWIN "Ned" (BN)
730 Chenery St., S.F. CA. 94131. W: Phyllis. T: 584-3394. H: W6GQAT EOD: 1913 - CITY OF PARA. Much Navy time and exp. Federal/Mackay/ITT Many assignments, R-1965 as DSM.

202-SGP RALPH M. HARE (RH)
4175 Heitz Way, Calistoga, CA. 94515 T: 707/942-4309. H: Nil (RH-1908) EOD J.B. Stetson - 1913. NPI at Farallon Islands during WWI.

203-P Elmer G. OSTERHOUDT "EO" (EO)
12041 Sheridan Lane, Garden Grove, Calif. 92640. T: 714/539-2357. E: Mabel. EOD-1920 SS ROSE CITY/WWR. H: Nil (6NW 1919) Operates Mail Order Biz - radio (10¢ for cat.) Keeps him busy!

204-SGP LAWRENCE R. SCHMITT "Larry" (CI)
PO Box 1114, Naples, Florida, 33940 (COS) 6-27-1912; EOD: 1912 - SS Jefferson/ROJ. H: Nil (CI-1911) Served on many ships. SOS: SS CREOLE 1-26-1918. USN-War years, Morkrum-Kleinschmidt (Teletype Cprn) 1922/57 M: X-IRE, X-ARRL.

205-V ALFRED DAHLSTRUM "AL" (AD)
14367 Anola St., Whittier, CA. 90604 T:NL. H: Nil (W6DK-1930) M: X-ARRL EOD: 1926 - SS PARISHINA (UFCCO).

206-PA JOSEPH E. MEDITZ "JOE" (JE)
66-18 Freshpond Road, Ridgewood, N.Y. 11227. T: 212/456-6206. H: W2CKQ since 1931. M: AWA. (Joe sent data for article on ESSO FLEET in this issue). EOD: 1939 - SS COMO CUBA/HP

207-V OSCAR T. HARRISON (OH)
418 Eubanka, Houston, Tex. 77022, W: Nadean, T: 713/697-8881, H: W5OKU (3ATV 1927) M: ARRL. EOD: 1926 - SS Vassalakis (Greek) SVUS. (This was RJ job

208-P STUART E. DAVIS "STU" (DV)
1149 Weber St., Union, N.J. 07083 T: 201/686-4932; H: W2ZH (4IV-1917) M: IEEE, RCA AWA OOTC. EOD: 1923 - WAX.

209-SGP STACY W. NORMAN "NORM" (SN)
1656 Brandywine Drive, Charlottesville, Va. 22901. T: 703/293-2333 W: Win. H: W4SN (\$N 1911) M: ARRL, QCWA. EOD: SS DOLPHIN 1912 (Worked w/Howard Pyle at NUZ). Many Com'l & Navy.

210-V THEON C. VAN PATTEN "VAN"
4849 Beach Drive SW, Seattle, Washn. 98116. T: 206/WE2-2839. H: Nil (7CS 1922) M: NF. EOD: 1927 - SS ALITAK/KERS, W: Ruth.

DIRECTORRY OF THE PROFESSIONAL WIRELESS TELEGRAPHER

(DIRECTORY - CONTINUED)

211-V JOHN A. HULTQUIST (JH)
2505 Linda Vista, Visalia, Calif.,
93277. T: 209/732-5251. W: Lon
H: W6QMC (9BJJ-1927) M: ARRL WSSBA
CCSBA.
EOD: 1929 - SS GEO. WASHINGTON/
W/TWA 1935-59, Returned Sea 1967/68

212-P GEORGE W. CHINN (GC)
2359 St. Louis Drive, Honolulu, Oahu
Hawaii. 96816. T:NR. W:"ES"
H:Nil(7FK-1920) M:RN.
EOD: 1923 - PORT MOLLER, ALASKA/KWR
Globe Wireless SF & HA 48/62. w/ITT
Hu 1962-to date. Spl. Maint. Tech.

213-P REYNOLD T. WARNER "RAY" (TW)
PO Box 2496, Riviera, AZ, 86442
T:NR, W: Ruth, H: W7JU (9JU-1920)
M: ARRL, OTC, QCWA, OOT, MARS.
EOD: 1922 - SS PURITAN/WDU. With
Dept. W&P City L.A. after leaving
sea - 1934-1967R.KIIC, KIIE, KQT etc

214-SGP WILLIAM T. STENGLE ** **
116 College Ave., Lancaster, Penna.,
17603. T:NR, W: Gertrude, H: Nil
(WS - 1910); M: VWOA
EOD: 1912 - SS FREDERICK/QF (Later
KQF).

215-P ROBERT C. STEADMAN "BOB" (SM)
596 W. Main St., Hyannis, Mass.,
02601. T: 617/775-8030, W: Rosa,
H: W1GBB (1VS-1915), M: ARRL.
EOD: 1915 - Androscoogin/NRD USCG.
WCC from 1926-61 R. Many ships.

216-P LOUIS E. JORQUERA ** (LJ)
515 Craig St., Fairbanks, Alaska
99701. T:NR, W:** H: KL7FLD, M:NR
EOD: 1924 - SS ACONCAGUA/CAC
With F.C.C. many years.

217-SGP GERALD E. TRAVIS "GERRY" (HB)
PO Box 726, Pawtucket, R.I., 02862
T:NR. H: Nil (1HB-1912)
EOD: 1912- Boston. First ship SS
Dorothy Bradford/KNA 1915. Has 52
YEARS OPERATING EXPERIENCE RECORDED
(See article on SOS Calls this
Edition). Gerry's experiences will
fill many books.

218-PA CHARLES W. ASHLING ** (CA)
450 E. Strawberry Drive, Apt. #10,
Mill Valley, Calif., 94941. H:K6CIN
(W4CJN 1945) T: 415/388-7514
EOD: 1943 - SS BUENA VISTA/KKPK
KPH 1961 and 1952/53. Globe KIK 1955

219-P G. WARREN CLARK "WC" (WC)
PO Box 193, Kailua, Hawaii 96734
T: 2625449 (Honolulu Exchg). W: Verna
H: KH6BF (7CV-1916). M: ARRL, ARMY
MARS.
EOD: USS Arkansas/NBV 1917 - First
Commercial: 1921 - SS NEWPORT.
With Mackay Radio 1921-Retiring as
Mgr. MRT Honolulu 1963.

220-P CHARLES B. BUDECKE ** (BE)
3515 10th St., Port Arthur, Texas
71640. T:NL, H: W5DNM (W5DNM 1935)
M: ARRL.
EOD - 1920 Gulfport (Land station)
At WPA Port Arthur 1929-1967 (R)Mgr.
Many ships.

221-SGP JOHN E. WATERS "DOC" (Q)
25531 Cornell Street, Hemet, Calif.
92343. T: 714/658-1209. W: Edna C.

221-SGP JOHN E. WATERS (CONTINUED)
H: W6EC (QW-1908);
EOD: SS HERMOSA/BP - 1912.
COS Dated 22 Sept. 1912.(Cadmus)
Nearly assigned Tanker Rosecrans
which took his friend Larry Prudhon
to watery grave. Operated on SS
Yale when call was "RY" with Dan
Walters, Chief. Also on PacMailer
SS SIBERIA "WU" w/J.E.O. Lemieux.
Doc retired as Capt. USNR - on Guam
when WW-2 over.

222-P LEWIS D. CHILSON ** (DN)
823 Corvina Ave., Imperial Beach,
Calif., 92032. W: Margaret, T: 714/
424-8638. H: W6TON (since 1941);
EOD: 1922 - VIGILANT (Sail) KOZP
SOS: 2-19-24 SS COLUMBIA. Has sail-
ed on 25-30 ships.

223-SGP HAROLD D. HAYES ** **
638 Hinman Ave., Evanston, Illinois
60202. T:NR. H: Nil. M: VWOA, IEEE
EOD: 1910 - SS FIFIELD/
COS - 1910 (Woolverton #2671).
Note: Member Hayes opened YMCA RADIO
SCHOOL, LA 1912 - First day student
was Kenneth G. Clark #187. Recalls
Sinking of SS California 1913 with
Operator Donald Campbell Perkins
who went down with his ship. All
seagoing experience with UWT - left
SS HARVARD Prior UWT being taken
over by Marconi.

224-P GEORGE BEATER "" (BR)
PO Box 3162 Buckhorn Station, Mesa,
Arizona, 85201. T: 602/985-1359,
W: Dorothy. H: K7VMK (W3DRI-1933)
EOD: 1930 - SS ONTARIO/WMCZ.
M: X-QCWA, Frankford Radio Club.
George has been with FCC Tampa and
Chicago 1942-58. On SS Ontario when
she sank in Cape Cod Canal. Served
on many ships.

225-P CYRIL H. PEMBERTON "CY" (CP)
491 Lado-de-Loma Drive, Vista, CA.
92083. T: 714/726-3815. W: Ruth
H: K6LE (1912), M: :Palomar Radio
Club.
EOD: 1915 - SS HUMBOLDT/WHX.
SOS: S.S. DORA - June 1916. Much
Alaska Service. KFT Everett, LCDR
USN 41/47. In Chg. Electronics US.
Buo. Fisheries, Juneau. Thanks
Walt Schrieber for ifn on W.P.

226-PA CY S. BRILL "" (SB)
18 So. Rosko Drive, Southampton, NY.
11968. T: 516/AT-3 3002. W: Evelyn
EOD: 1945 - SS Henry George/KHEK
WSF (Mackay) 1950-63 and Supvr. WSL
ITT 1963/68. Many ships.

227-SGP LESLIE F. BYRNE "LES" ()**
270 East Main St., Los Gatos, Calif
95030. T: 408/354-1886. Les was
with A.Y. Tuel and his service goes
back to about 1907. Records in
storage - says some day he'll dig
'em out and let us know the "rust-
buckets" he worked on. etc. One of
the real old timers. Glad to have
you with us "Les".

228-SGP GEORGE B. DEWING "Curley" (GD)
1681 Los Padres Blvd., Santa Clara,
Calif., 95050. T: 296/408-6345.
W: Loretta.
EOD: 1913 - SS PARAISO/WRI?

229-V KEITH O. OLSON ** (KO)
Star Route 1, Box 398, Balfour, Wash.

229-V KEITH O. OLSON (CONTINUED)
98528. T: 206/R-5-6351 W:Doreen,
H: W7FS (Since 1929); M:ARA ARRL
EOD: 1934 - SS LEWIS LUCKENBACH/
WFOE. (Still going to sea). Many
ships. Says he was known at KPE as
"the Pest" about 1928.

230-PA CARLO M. MARSANO ** **
12113 No. Edison, Tampa, Fla., 33612
T: 813/935-9242. W: Storm. H:WB4AJV
M: ARRL.
EOD: 1950 - MARIA BIBOLINI/TBOV

231-SGP FRANK H. BARSTOW "Knarf" (BW)
46-A Calle Aragon, Laguna Hills, CA
92653. T: 714/837-1766. W: Evelyn
M: ERA.
EOD: 1908 - SS COL. E.L. DRAKE(UWT)
Also served at UWT "Perry Hotel"
Stn. Seattle 1908. Chf Opr. FedTel
Stn. Lents Ore. 1911-15/ Chf. Opr.
Federl's So. SF Stn 1915/16; Ditto
Heeia Hawaii 16/16; Marine Supt.
1917 SF. DM. Portland 1917-26.
Kolster Radio Div. 1927. Com'l.
Sales to 1965, now semi-retired.
Served on many early ships.

232-PA BENJAMIN P. LANE "BEN" (LN)
506 13th East, Seattle, Washn.,
98102. H: W7FNE (since 1936); M:
ARRL AA NETWORK,
EOD: 1936 - SS NORTH KING/KFEW
Many ships plus "WXE" Anchorage and
"WVD" Seattle. Served as Flight
Radio Officer PANAM 40-48, also at
Bangkok, Guam & SF. In collision
1966 on SS BEAVER STATE in Chesea-
Peake Bay. Badly damaged but no loss
life.

233-PA RAYMOND L. NANTZ "RAY" (RN)
17 State, New York N.Y. 10004
(NOTE: Mail to this address was
returned "Unknown" - any member
has this member's correct address
please advise).
EOD: SS Charles W. Pearle/ 1943
M: ARA.

234-V WARREN L. GREEN ** (WG)
7202 No. Mercer Way, Mercer Island,
Washn. 98040. T: 206/AD2-5119,
W: Loretta, H: W7JY (Since 1928)
EOD: 1929 - SS ANTIETAM/KONR
M: ARRL, QCWA, IRE(30); IEEE/62
AWA, OOTC, Morse Tel. Club. Telephn
Pioneers. Has some 400 plus volumes
on Historical Phase of Communication
Working with IEEE historical com-
mittee and local museums. Now with
PTT.

235-V ALBANO LEAL "AL" (AL)
P.O. Box 272, Point Reyes Station,
Calif. 94956. T: 415/663-1088.
W: Gertrude,
EOD: 1929 - SS BRAZIL & SS PARA
(Lloyd Brasileiro) 1922/43 Marine
and Brazil Post & Telegraph. US
Army during WW2. SOS in 1947 ON SS
MARIA at entrance of Scheldt River
going to Antwerp. Numerous American
ships since 1952, joined KPH staff
1956. Quite a varied history of
wireless/radio service back of "Al".

236-V GEORGE E. FAVRE "GF" (GF)
4733 Bel-Pre Road, Rockville, Md.,
20853. T: 301/929-3360. H: W3PEW
(WICDZ 1931), M: ARRL. ARTA/ARA
EOD: 1934 - SS MADISON/KGBN
1964: Loaned to Maritime Adm by Buo.
Foreign Commerce - standby Nuclear
Ship SAVANNAH/KSAV. (MTF NEXT PAGE)

ROSTER-C W PROS

236-P GEO. E. FAVRE (CONTINUED)
NEWS ITEM. George may be the only Chief on board ship that ever had a staff of female operators working for him. This occurred aboard the U.S. Army Hospital Ship, CHARLES D. STAFFORD AMQF in 1944 and aboard the USAHS LARKSPUR/KOIM 1945 when he had 3 WAC Operators. Since 1964, Geo. has held a number of high Government positions.

237-P JOE H. MCKINNEY "MAC" (VG)
Rt. 3, Box 706, Seguin, Texas. 78155
T: NL; W: Bernice; H: (4DE-1927)
M: ROU.
EOD: 1920 - SS WALLKILL
FCC - 1929/57. Reg. Mgr. SF 54-56; Marine Supvr WC HQ San Pedro 56/57 Joe RJ'd Ken. Clark then Marine Sup. at San Pedro. 27 ships listed. Joe is CMDR USN(R).

238-P HARRY R. LORD "LARRY" (HL)
1288 North Bagley, Dallas, Texas. 75211. T: 214/FE9-4538, W: Gertrude H: W5JH (HL-1912) M: AWA, OOTC, ARRL
EOD: 1919 - SS HAWAIIAN/WKU. Many ships.

239-P PHILIP P. LEIGH "PHIL" (GH)
PO Box "FF", Sun City, Calif. 92381.
T: 714/679-1392. W: Marge. H: K6VF (6VF-1916) M: OOTC, ARRL
EOD: 1918 - SS IRIS/WOJ
SHORESIDE: NPL, KFZ, BIGCREEK, FED-TEL LA, KHT (Alaska Packers) KGH Portland and KNN/KQI Honolulu for MackayRadio. Retired Oct. 1961 after 21 years as Capt. USN.

240-V FLETCHER S. ABADIE "FLETCH"
PO Box 13, Point Reyes Station, CA 94956. Sine - (FA). T: 415/633-1355. W: Lil. H: W6JB (6AWF-1924)
EOD: 1930 - SS PRESIDENT MONROE/KDAR KPH 1936/37

241-P CHARLES B. LEE "CHARLIE" (LE)
2466 Edgewater Terrace, Los Angeles, Calif. 90039. T: 213/663-3897. H: W6PZY (W5AZO-1927)
EOD: 1921 - SS STANLEY DOLLAR/WHS Left Marine Operating 1936 and with Dept. Water/Power, City LA 30 years Sponsored by Ray T. Warner.

242-P CHARLES H. SINGER "CHUCK" (CH)
4201 Cathedral Ave., N.W. Washington D. C. 20016. T: 202/966-2504. W: Betty. H: (2BU - 1928), M: IEEE, VWOA, SMPTE, Radio Club of America.
EOD: 1920 - SS SOCONY 94/WTBO. SOS/CODER: 1925 - SS COMANCHE w/100 pgrs, burned to water's edge enroute Jacksonville Fla from NY. "Pounded Brass" aboard ship 8 years then assigned WOR (Supvr. Director and Chf. Engr). VP, Page Communications 1955/61 (Directed Operations) 1961 to date: VP, Underseas Cable Corp (United States) Director Operations. Member Singer has received many honors and citations.

243-V GREGORY G. MONEK "GREG" (MK)
5340 Valle Vista Road, La Mesa, Calif. 92041. H: 714/466-4234, W: Aisne H: W6HL (6HL-1921);
EOD: 1926 - SS SUSHERICO/KDDQ M: ARRL, QCWA, WCARS, QRPRC. Ships - 1926 to 1928. Repert, he should be called "Doctor" Monek.

244-V JAMES B. FALEY ** **
667 4th Avenue, Redwood City, Calif. 94063. T: 415/368-9139. H: W6BGD (1929).
EOD: 1929 - SHORESIDE, KVF at Kodiak Island (Cannery). SS Yale 1929/30.

245-SGP LESTER J. TAPPAN "LES" (LJ)
18 - 131 Langlois Road G-10, Desert Hot Springs, Calif. 92240. T: 714/329-5516. H: (WXY 1912)
EOD: SS SANTA-MARIA - 1913
SOS/CODER: 1913 - SS SANTA MARIA See Les's story elsewhere this issue (Emergency - fire on SS SAN RAMON 1916 but no SOS sent). Director of S.F. Branch, Radio Institute of America from 5-18-21 to 4-22-22, also member IRE.

246-P ANDREW B. LOPEZ "BENNIE" (AB)
18337 East Foothill Blvd., Agua, Calif. 91702. T: 213/334-1516. H: W6AAK (since 1920)
EOD: 1922 - SS HUMBOLDT/WHX
SOS/CODER: Feb. 14 1927 - SS COMMERCIAL GUIDE. (Story elsewhere this issue). Many ships plus shoreside KTK 1934/37. KHR/KGFY in Santa Barbara - Breakwater Job 1928-30 NACL USS HALE 1931.

247-P CARROLL FREELAND "CAL" (CF)
3512 Robertson Ave., Sacramento, CA 95821. T: /483-6118. H: W6NK (7HO 1920)
EOD: 1924 - YES BAY, Als. Served on dozen ships to 1938.

248-P THOMAS F. CLARK "TOM" (XP)
PO Box 201, Astoria, Ore. 97103
M: X-IRE.
EOD: 1918 - USAT NEWPORT NEWS Shoreside: NPF then USAT CHAUMONT HENDERSON, ETC. Assigned many USN station handling commercial traffic. Verified. Many ships and installations.

249-P WALTER J. BUTTERWORTH ** **
14 Washington Park Road, Braintree, Mass. 02185. T: None. W: Helen. H: W1GM (1LB-1919)
EOD: 1921 - SS OLD NORTH STATE/KDHN Number of ship assignments to 1918 when appointed Ass't. Radio Inspector. Served under Mr. William D. Terrell in Washn. D. C., as First Assistant. Returned to Boston as R. Appointed Engr. in Chg FCC 1945 and retired 1951.

250-P FRANCIS M. EASTMAN "SANDY"
12907 Crookston Lane, Apt. #25, Rockville, Maryland. 20851. T: 301/427-4121. W: Bea.
EOD: 1920 - WINTER QUARTER SHOALS LS. USLHS. Many assignments and Commercial traffic handled (Verified) Later with (now) FAA in Taipie, Formosa (Chief of Mission) Fey and LL, Washington DC.

251-SGP THOMAS APPELBY "TOM" (HN)
5415 Connecticut Ave., N.W. Apt. 309 Washington, D. C. 20015. T: 202/WO-68917. W: Evelyn. H: W3JX (HN-1899) M: IRE, IEEE, VWOA, QCWA, ARRL RCARA, OOTC.
EOD - 1908 STATION "BS" UWTC on the Bellevue-Stratford Hotel, Philadelphia. 1909 on SS CAPT. A.F. LUCAS. 1909-10 "AX" Atlantic City UWT Co., 1911-12 "PW" Phila Port Stn. UWT Co 1912-14 "MHE" Wanamaker Store, Philadelphia.
CQS: Believed to be No. 1 issued. See book review this issue Page -26 Mahlon Leemis. We hope publish the "Appelby Story" shortly.

252-SGP HARADEN PRATT ** **
2612 N.E. 7th St., Pompano Beach Florida. 33062. T: 305/941-6635 H: (KH in 1908);
EOD - 1910 - SS RIVERSIDE. Assigned aboard seven ships plus shift at KPH in 1910 and again 1912. Mr. Pratt still calls on many of his old West Coast friends who hold him in very high esteem. He is Director Emeritus of IEEE and we consider one of the outstanding men in our profession. We are hopeful, in time, of bringing his biographical sketch to these pages.

253-SGP JOSEPH P. DANKO "JOE" (D&MT)
7138 Mesa Drive, Aptos, Calif. 95003. T: 408/688/3558. W: Gail M: IRE, AIEE, IEEE.
EOD: 1912 - NAH (Handling com'l traffic).
Note: On duty Apr. 15 1912 established sole contact with SS CARPANTHIA receiving first complete list of Titanic survivors for relay to WU LL to AP NY. Employed 1914 by Lowenstein Radio - installed Xmtx Guatemala City. Est. first direct communication ckt NAR/NAA. 1916-20 Installed stations for Signal Corps along Mexican border. 1922 with LA Dept W/P w/HQ Independence developed Com/Svc Ownes Valley. We hope to publish some of "Joe's" experiences in coming editions of POC.

254-PA CHARLES J. MUNNERLYN, JR. "CHUCK"
3898 Holland Drive, Santa Rosa, CA. 95404. Sine (CM); T: NL. W: Mary
EOD: 1941 - SS FAIRFAX/KGCE. About 16 assignments listed including Great Lakes, East/West Coasts, US Border Patrol and National Airlines (also PAA).

255P EDWARD G. LINDSAY "ED" (DS)
1473 Balboa Ave., Burlingame, CA. 94010. T: ML. W: Gussie. H: W6ND (6UI 1914) M: ARRL.
EOD - 1916 on 16 Navy Ships, also Shoreside NPL, NBM, NAH, NLG - 24 years Navy and 26 years Commercial with Globe Wireless Ltd. KYG HU, KTK, KFS (MRT) Many important assignments in over 50 years of experience. Ed has held 17 Com'l. licenses during these years.

256-V LESTER R. BURGER "LES" (LR)
PO Box 456, Pt. Reyes Station, CA., 94956. T: 415/663-1410. W: Louisa H: K6ETY (6BVT-1922) M: ARRL.
EOD: 1930 - SS TOPILA/WICV. Served on about 25 vessels - Shoreside at Pt. Lobos 1937, KKA Yakutat 1944, KOK 42/43 PAA (Guam) 46/48. Marine KPH. Broad experience - Tech. writer Radio/radar Tech. etc.

257-HARVEY R. BUTT ** **
118 River Drive, Bayridge, Annapolis Maryland, 21403. T: 301/267-6422, W: Elizabeth. H: (3VB-1915) M: VWOA (Pres. Washn. DC Chapter), AWA.
EOD: 1917 - ESSEX/ SOS/CODER: SS ALAMANCE Feb. 5 1918 torpedoed by sub. No SOS actually sent as close to Ireland and rescue vessels came quickly. Excellent background recorded.

258-SGP GUY R. ENTWISTLE (DC)
46 Albion Road, Wollaston, Mass. 02170. T: 617/479-1052.
EOD: 1912 - SS DOROTHY BRADFORD/H: W1AL (EH-1908) M: ARRL, OOT, VWOA QCWA, SO. SHORE RADIO CLUB. Record shows service on some 22 ships and in 1914 was one of PIONEER BDC OPS at WCXE, WGI. (MTF NEXT PAGE PLEASE)

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258-SGP GUY R. ENTWISTLE (CONTINUED)

Guy owned and run the MASS. RADIO SCHOOL - now MASS. RADIO & ELECTRONICS SCHOOL. Has trained many of the ops now in the business. Guy, now retired knew Harold J. Powers who was assigned on the Morgan Yacht Corsair. Powers and Dave Sarnoff, according to Guy were operators on the SS FLORIZEL & SS STEPHANO on run from NYK to Newfoundland circa 1916.

259-P FRANCIS B. GREELEY "CHICK" (CK)

1531 Keesling Ave., San Jose, Calif. 95125. T: 408/269-5620. W: Jane. H: W6NW (LNJ=1915) M: QCWA, ARRL. EOD: 1920 - SS AGUA PRIETA (X- USS Machias sold to Mexico in 1920. Was in USN, Radio Op W11 on USS SMITH (First Destroyer Div.).

260-P THURSTON A. JOHNSON "DING" (MK)

1653 Glenway Lane, Huntington, West Virginia 25701. NOTE: SUMMER ADDRESS: 40 West St. Cromwell, Conn. 06416). T: NL. W: Amy. H: (1MK-1914) M: ARRL, VVOA.

EOD: 1915 - SS WALTON HALL. Ding assigned on various ships of Eastern SS & Ocean SS Companies, Red Star, SS Finland/KSF etc.

261-P Harry M. Lindgren "Lindy" (**)

207 So. Hoover St. Los Angeles, Cal. 90004. T: NL. H: W6CJ (since 23). EOD: 1918 - SS CITY OF TOPEKA/WGY. (Another Op who has renewed his ticket and gone back to sea 1967 on SS Steel Worker/KRRN. (4th trip to Vietnam. Says return to sea has been one of "most enjoyable experiences in my life and hope to make many more trips". After serving on a dozen ships, worked at KFI till 28 then Paramount Pix as "sound mixer" to 1968. Also with Walt Disney Prod. and 20th Century Fox and Columbia Pix.

262-P VIGGO HENRY CONRAD EBERLIN "EBY"

1721 N.E. Ravenna Blvd., Seattle, Washn. 98105. T: 206/LA5 9353. W: Dorothy. H: WA7CJV (2BIW-1919) EOD: 1921 - SS DAKOTAN/WKD. On 15 ships then shoreside WAX (XMTR at OpaLocks, Fla). USN to 1963 and retirement. Flag Com Officer with CONCARDIV 22/27. USS HORNET COM/OPT 1967 - Back to sea SS Tivives UFCO to Far East. Says good friend Howard Pyle and "FG" equally responsible for joining SOWP. Eby is member VVOA, QRP#3109 AND RCC. HE is member SOS/CQDER - 1921 - SS ARIZONIAN.

263-P ERNEST C. BRELSFORD "ERNIE" (**)

4537 Via Esperanza, Hope Ranch Park Santa Barbara, Calif. 93105. T: 805/967-6715. W: Marie. H: WA6IGM (1916) M: AWA, ARRL. SBA Amateur Radio Club. TRV Systems Amateur Radio Club (Redondo Beach). EOD: 1920 - SS CITY OF ERIE/WFQ. On several Great Lakes Ships, incl. Seandbee, Eastern States, City of Erie, etc.

264-V STEPHEN J. KAIDER "STEVE" (KR)

773 Vista Grande Ave., Los Altos, CA 94022. T: /961-5198. W: Le. H: W6SCI (2BAS ?); M. Palo Alto Amateur Rde Assn. EOD: 1927 - SS COMUS/KKD (UPSIDE)

STEVE KAIDER - Continued.

Steve reports he "hit" the West Coast on the SS Pres. Polk (the old Polk) RTW and kept on the RTW. Also TP on the "535's" with some time with Glob PTP at 311 Calif. St. Some time at Mussel Rock Mtg Stn and Recg Stn. ... bounding around until I became a "Matson Stiff" on the HAWAIIAN FARMER in 1955. (FG reports Steve as a "speed artist -- one of the very best !.

265-V CHARLES R. WILLIAMS "RAY" (PW)

922 Eastlake, Houston, Tex. 77034 T: 713/944-1119. W-Novice. H: W5KQE (since 1941) EOD: 1935 SS HUMPHREYS/ Served also in USN. FCC Monitoring Stn/s Cheyenne & Grand Island 41/44 then ships. Returned FCC 1945 serving at Powder Springs, Ga, Dallas Tex (Radio Engr.); Houston as R.E., then Ass't. in Chg. 1956 and Engr. in Charge 1965. Ray is still holding down top spot for FCC at Houston.

266-PA PAUL E. NYREN "PN" (**)

USCG Radio Station, Westport, Washn. 98595. T: /AN8-3030. H: WA9FEU (64) EOD: USCGC Mackinaw - 1965. Has been assigned several positions where he handled Commercial messages in USCG facilities (confirmed).

267-PA WALTER D. SMITH "WALT" (WD)

6043 Lebanon Drive, Falls Church, Virginia, 22041. T: 703/JE3-3515. W: Ev. H: W4IJ (W8DXF 1927) M: ARRL EOD: 1936 - USCG Ossipee/NRCC. Walt assisted in communications when Submarine "Squalus" sank in 1939 and his ship helped remove first survivors ashore. 1939/40 served on the International Ice Patrol Ship, USCG GENERAL GREENE. Served at WAG, WSL and WCC handling Commercial traffic. Retired from Army Lab. as Equipt. Specialist in 1967.

268-P JOHN P. BROOMAN "JACK" (J)

1927 Quamichan, Victoria, British Columbia, Canada. T: 604/386-2014. W: Agnes. EOD: 1925 - Yarmouth N.S. Most of time in N.S., Newfld or Eastern Canada plus assignment to CCG Ice Patrol Montcalm VDJ.

269-SGP CHARLES R. BARKER "RUSS" (B)

PO Box 384, Fredonia, N.Y. 14063. T: 716/679-7708. W: Verona. H: (RBN 1907) EOD: 1910 - UWT Station "CX" at Cleveland. Then 1911 Ships SS Marquette and Bessemer No.1 (BI). COS FROM J.F. Dillon first Radio Inspector at Cleveland 1912. 1912/15 many Great Lake Ships including SS Seand Bee on builder's tests (1913). Most of early code used was Morse. Also taught at Marconi School 1915 while working WCX at Cleveland. VP. Gilson Willets remembers Russ from days he was Ass't. Director of the Radio Training School, Tulane, Univ at New Orleans (Camp Martin). Radio Rex was code instructor. We hope to prevail on Russ for story of his early days on the Lakes. He has had a very full and colorful life. (One of the true old timers).

270-P CHARLES F. CONCANNON "CON" (CC)

6905 Andover Drive, Alexandria, Va., 22307. T: 703/785-8486. W: Mildred H: K4RQ (6RQ 1920). M: VVOA. EOD: 1925 - SS COL. E.L. DRAKE/WTS A:H Formlists 7 ships to 1928 but we believe Con has much more service than this.

271-V ROBERT W. ENNIS "Mike" (RE)

210 Chatham Road, Turnersville, N.J., 08012. T: 609/ 227 - 0177. H: (W3DRF-1930) M: ARA. EOD: 1931 - SS NANTUCKET/WMCY History form records almost solid assignment from 1931 (on 29 ships) and still going to sea on the S.S. SANTA MARIANA/WSNA (Since 1963.

272-P CARLOS L. POTTER ** **

50 Haskel Street, North Cambridge, Mass. 02140. T: NR. W: Div. EOD: 1922 - SS SEA COMNET/ This followed by 15 more ship assignments to 1937. Carlos spends part of his time in Mass. and summers in Nova Scotia. Unfortunately he has been crippled and finds it hard to get about. Compliments "Gerry" Travis.

273-PA CARL L. MASON "SAM" (LM)

Heddon Road, Box 122, Pownal, Maine 04069. H: 207/688-2731. W: Marjorie H: W1GHK since 1933. EOD: 1937 - PAA, (Clippers) Latin America Div. SOS/CQDER: KHECM/NC16932 - 26 April 1938 enroute Cuba CMG to Kingston Emergency landing at sea off Morant Bay Jamaica. Contacted ZET Kingston and SS Cavina and FYFFES took pgrs. aboard in lifeboats. Sam stayed aboard but later abandoned craft in rubber raft when ship sank. Sam is at present Transmitter and Microwave Supervisor of the Maine Educational TV Net at Univ. of Maine. Sam says "...nothing to compare with working CW for a living".

274-V GEORGE W. AHRENS ** (GW)

3216 Townsend Drive, Dallas, Texas. 75229. T: 214/352-4797. W: Zella. H: W5FHN (1 AEN 1923) M: ARRL, OOTC, QXWA, VVOA, MARS. EOD: 1927 - SOCONY #90. This followed by some 24 ship assignments including SS Republic, Geo. Washn., Morro Castle etc. George has been with Radiomarine Corp of America 2/42 - 8/56 and RCA Service Company 8/56 to present date.

275-PA DAN E. BONKER ** (DB)

240 Park Hill Ave., Apt. 6W, Staten Island, N.Y. 10304. W: Noemi, T: 212/981-5071. H: WA5KSJ since 65. EOD: SS MENDOTA/NRDC (USCG) 1956. Assigned 6 ships since including USCG Argentina on International Ice Patrol. (Commercial experience verified by FG).

276-PA MARTIN J. GROZINSKI "SKI" (MG)

USCG RADSTA Westport, Washn. 98595 T: 206/268-3040. EOD: SS CITRUS - 1966 (USCG)/NRPQ. Ski has been assigned Alaskan duty until present assignment. Exp. V-FG.

PS. We are reminded ... " LUMBER SCROONERS DO NOT CARRY PLIMBSOL MARKS" !

Directory-- 'Professionals'

277-P FRED A LANE (FL)
 225 Darrell Road, Hillsborough, CA 94010. T:NR.
EOD: 1921 - BARGE 91.(WTU)
 This followed for 14 years with many ships and assignments shore-side at WSE LongIsland IWT, KFRC SF Press Wireless, RCA PTP, Transradio PX etc.
 SOS/CGDER CLUB: SS San Jose 1921 with shipmate Art Enderlin.

278-P WAYNE H. HELFER "SARGE" (XA)
 2850 Eucalyptus Ave., Long Beach CA 90806. W: Diana. T: 213/GA7-2220, **EOD: 1925** - SS ENTERPRISE/WMN. On Matson Manulani, Maui, Malolo. KPH from 1928/42. MRI Radiomarine SF 42/55; MGR Radiomarine at L.A. (Wilmington) 1955/65. FG ses of XA, "one of the best"!

279-P RAYMOND W. ZERBE "RAY" (ZG)
 PO Box 4687, Yuma, Arizona 85364. T:NR. W: Leah. H:Nil.
EOD: 1916 - USS PENNSYLVANIA. USN on big ships such as USS Arkansas, Von Steuben, George Washington, Ballard etc. Com'l. 1923 on SS Artigar and others. Inspector 1925/27 IWT. 1928/33 same RMCA SF. MRI 1933/50 RMCA SF (R) The USS Von Steuben (troop transport) handled heavy commercial t/k. then on USS GEO. WASHINGTON taking Pres. Wilson and peace party to Europe and later in returning King Albert of Belgians to Europe. Many torpedo attacks, near misses etc. (A world of experience for Ray).

280-SGP PAUL R. DeCHAMPLAIN (RD & D)
 304 Tacoma Ave., South, Tacoma, Wash 98402. T: /FU3-3194. W: Edith H: Nil (RD-1908 and W7CYW 1932) M: Morse Tel. Club.
EOD: 1908 "PU" Bellingham (Land Str operated by UWT). Later at "DV" Chehalis 1909/10; Astoria "PC" 10-13 then Astoria HPwr 1918-16 (KPC) 1916-17 KPC Marine. Navy KPC also NUZ to 1919 and Hon. Discharge. Paul learned LL Morse in Michigan then moved West in 1907. Saw first wireless set aboard one of battle-ships of Admiral Evans Fleet in Bellingham 1908 and got "bug". Paul recalls C. H. Thomas Chief Operator UWT Seattle 1908. He wasRJ'd at PU by "Smidell". Paul now approaching 80. Glad to have you aboard OM.

281-P OTTO J. KRAUSS (KO)
 125 7th Ave., San Francisco, Calif. 94118. T: NL. W: Ann.
EOD - 1922 - SS FORDONIAN/KRU
 Nine years on many ships including El Cid, Trader, Moran Liners El Norte, Lago, Almirante and Oceano. Ward Liners Panyco and Camagnay. In 1931 Transferred to Purser(ing) Chief Purser many ships (also helped out at times on wireless). Some ships included: Algonquin, Cherokee, Mohawk, Sminole, Iroquis, Shawnee, Orizaba, Saboney, Havana, Oriente, Morro Castle.
 "SWALLOWED ANCHOR" 1946 as Port Purser Intercean S.S. Co. of S.F. Now employed at Front Desk of BELLEVUE HOTEL (San Francisco).

282-P Guy R. Harden (HV)
 146 South 2nd St., Rogers City, Michigan, 49779. T: NR. H: KBNG (8NG 1916-20). M: OOTC, ARRL, ACAL.
EOD: 1920 - CITY OF BUFFALO/WFQ (UP)

282-P GUY R. HARDEN (Continued)
 Guy has spent a very busy life and employed almost without break for 42 years on all kinds of ships and stations - including assignment in the U.S. Embassy at Preterria, South Africa
 Much of Ray's time - Great Lakes and even some of the Mississippi, for example WGK, St. Louis Mo. (River Communications. We hope to bring some of Guy's experiences in later issues of POC.

283-SGP VICTOR H. FALK "VIC" (FA)
 860 Prospect Row, Apt. 5 San Mateo, Calif. 94401. T: 415/342-9847. W: Bette. H: (6VF 1913) M: A.R.M.
EOD: 1914 - USS OREGON (Handled Com'l Traffic in addition Navy) NPM Wailupe 19/24, NPU Tutila 1927, NPE Astoria 1932. Alaska Packers at Egigick, Nushagak. SS Artic APA also SS Dolarof. Vic started in 1906 ADT MSG boy and later Morse Op 1910 Santa Cruz @ \$40 per month.
 Vic as been on MANY ships - both coasts plus Navy Stint - was on NPG/NPM Super/primary, big arc's 4 years NPMer. Recalls Merv Rasmussen who still lives in Redwood City.

284-P JOSEPH W. BAKER "JOE" (JB)
 223 Fairmont Ave., San Carlos, CA. 94070. T: 415/593-6816. H: WB6EAE (6CEB-1920). M: ARRL.
EOD: 1923 - SS W.S. PORTER. (WTM) Later on the Annette Rolph/

285-P HENRY E. MEYER (HM)
 1224 Taylor Street, Hollywood, Fla. 33020. T: 922-5436. W: Wilma. H: WA4TRR & W2BGP (2AXH-1920) M: QCWA. RADIO PIONEERS (NBC); GOLD-COASTERS, Broward Amateur Club.
EOD: 1923 - SS SIBONEY.
 Then followed assignments on the West Eldara, Swift Scout and SS. President Van Buren.. With Westinghouse interworks, Telegraph & fax, ATT LL (TransAtlantic Tph); NBC, Radio City and then his own business. Retiring 1957.

286-SGP JOHN S. PHILBRICK "PHIL" ()**
 2855 Carlsbad Blvd., Carlsbad, CA. 92088. T:NR.
EOD: 1914 - SS PERSIA/MBS (Pacific Mail SS Co).
 "RJ" Lists "Phil" in his book as being in Charge at Bolinas HP in 1920.

287-V IRVINE FINVER (FV)
 115 Washington St., Canandaigua, New York, 14424. T: 315/395-2034. H: W2AXG (Since 1925).
EOD: 1927 - SS HOWARD/KQH
 SOS/CGD'ER: Christos Sigalas -Dec 1930 when ship sprung leak during whole gale and crew had to abandon ship but not until after SOS sent and DF bearings taken by the SS Monfiore. (Printed in RCA NEWS March 1931). We hope to republish the account. Irvine was on many ships until 1941 when he went with FCC and has been with them to the present time.

288-P DAVID T. WERSEN (NI)
 3561 Military Ave., Los Angeles, CA. 90034. T: 213/838-8996. W: Deris, H: K6CV (7NI-1922) M: Palisades Amateur Club.
EOD: 1924 - SS LYDIA/WROI
 Some....14 ships listed from 1924 until 1935. Compliments Army Bratland fer Info about Society. (UP)

Dave retired from L.A. Trade and Tech. College in 1967 then worked 6 months on a NASA project as Technical writer.

289-P RICHARD A. EISENBERG "DUKE" (D)
 1108 Los Trances Road, Menlo Park, CA 94025. T: /851-1305.
EOD: 1929 - M & J TRACY. Duke has served on 37 ship assignments since 1929 plus shoreside duty at KTK (Globe 1938/42, 46/57 and 59/60. He also served at KAKD "Red Salmon" Alaska during the 1943 season. In late years much time on the SS Mariposa and Monterey for Matson, plus States and PFE line where he is still assigned.

290-V EXLINE, JAMES W. ((XN)**
 26 Audubon Place, Mobile, Alabama 36606. T: 205/473-4945. H:W4GWR (8BZM 1926). M: VWOA.
EOD: 1928 - M & J TRACY. After ships, served at WOE 1930/1942. Since retirement from RCA Mobile in 1966 have been working as relief Opr. on tankers of Texaco, Inc. Returned Dec. 29th 1968 from 38 days on SS TEXACO NEVADA. 1968 worked 141 days RJing on Texaco Minn and Texaco Mass. Last year on Texaco N.C. and Texaco Wyoming. Says PAY SCALE IS SOME CHANGE FROM 1928. The Texaco tankers are mostly "Jumboized" T2's except the SS TEXACO MASSACHUSETTS which is some larger.

The inclusion of Member James W. Exline above - the Society's 290th member is the last for 1968. There may be others whose dated applications still bear the 1968 date mark but as this edition of PORTS O' CALL goes to the printers, we will be unable to include. This makes a GAIN OF 130 MEMBERS on our membership rolls since the Summer Edition of POC was printed --- we think this is a very fine rate of growth indeed and one that we are proud of. There must be a very SUBSTANTIAL REASON of course to draw so many of the old timers and we think it is the REAL DEDICATED INTEREST ALL OF OUR OFFICERS HAVE FOR THE SOCIETY.



YES ... THAT IT IS !!! Not only on Page 38... but on Page 40 as well !!! The "GOVERNOR" will NEVER BE THE SAME. We did set it up correctly in several headings but it musta been that 48 point outline type !!

Anyway - "YE ED" charges himself with 10 demerits for inexcusable carelessness. Now please don't confuse with our good member, Lerin DeMerritt (100-V) who has nothing to do with type-setting, although he does pitch horse-shoes with "YE ED" now and then - normally taking him 10 out of 12. Horse-shoes, by the way, is the only game where "being close" sometimes counts.

Censuration - but peer excuse. Bloopers occur almost every day in the big city papers - even on the front page! They are the "Pre's" of the publishing biz while the Ancient Mariner is a rank amateur --- sometimes VERY RANK. So "Sorry 'bout that"... and while we are on the subject please excuse the other bloopers ... big and small that you run across. Tee many deadlines and not enough mixture of Webster with Funk and Wagnall with a dash of Merriman ?

Alphabetical Listing of Members Plus Ham Call

A....

ABADIE, FLETCHER S. W6JB
 AHRENS, George W. W5PHN
 ALFONSE, WALTER
 APPLEBY, Thomas (Cdr-USNR(R)) W3AX
 ARBUCKLE, Merritt E.
 ASHLING, Charles W. K6CIN
 ASPLUND, RUDOLPH A.P. K6KKW

B....

BAARSLAG, KARL H.W.
 BAKER, JOSEPH W. W6GZAE
 BALDWIN, Edgar V. K6NF
 BARKER, Charles R.
 BARSTOW, Frank H.
 BARTLETT, DEXTER S.
 BAUMLIN, Leon M. W1DGB
 BEATER, George K7VMK
 BECKER, Peter J. (Jr.) W6NIO
 BELFORD, JEROME W.
 BERNSTEIN, BENJAMIN
 BLAKE, CHARLES F.
 BONKER, DAN WA5KJSJ
 BRAND, EARL F.
 BRATTLAND, ARMOND D. K6EA/MM
 BRAY, JOHN T.
 BRELSFORD, ERNEST C. WA6IGM
 BRENNIMAN, WILLIAM A.
 BRILL, CY S.
 BRINCKMAN, FREDERICK D. K6GY
 BROCKWAY, JOSEPH E.
 BROOMAN, JOHN P.
 BROWN, ROBERT P.
 BROYLES, HUBERT D. W9IDY
 BUDDECKE, CHARLES B. W5DNM
 BURGER, LESTER R. K6ETY
 BURHOP, HAROLD J. W8ZL
 BURNS, JAMES F. W3KOU
 BUTT, HARVEY R.
 BUTTERWORTH, WALTER J. W1GM
 BYARS, LLOYD J.
 BYRNE, LES F.

C....

CADY, EBEN K.
 CALDWELL, JIM W7TCQ
 CAMENISCH, FRANK C. W6DXA
 CANNON, CLIFFORD H. (SR) W6TR
 CARR, CHARLES J. (SR) Pending
 CHAMBERS, JAMES T. W6FI
 CHASE, RALPH N. K6IX
 CHILSON, LEWIS D. W6TON
 CHINN, GEORGE W.
 CLARK, G. WARREN KH6BF
 CLARK, KENNETH G. W6ZR
 CLARK, THOMAS F.
 CLEMENT, LEWIS M. K3AA
 CLYNE, WILLIAM E. W6WPH
 COLBERT, I.R. W6DQI
 COMBS, LESLIE (DECEASED)
 COMPTON, HUGH W7MKW
 COMSTOCK, GEORGE I. W7CJ
 CONCANNON, CHARLES F. K4RQ
 CONRADT-EBERLIN, Capt. Viggo Henry (USN(R)) WA7CJV
 COOKSON, HOWARD W2GW
 CORMACK, ALAN N. W6ET
 CORPE, G.S. W6LM
 COURCHENE, HOMER B. W9DQ
 CREES, DR. ROBERT R. W7DRW
 CRESSE, ALFRED S. K2IX
 CRONKHITE, C.L.

D....

DAHLSTRUP, ALFRED W6DIK (I)
 DALTON, ROBERT E. K1ZFL
 DANKO, JOSEPH P. W6ZTF
 DAVIS, STUART E. W2ZH
 DAVIS, WILLIAM S. W6VS
 DeCHAMPLAIN, PAUL R.
 DeMERRITT, LOREN G. W6EAS

de NEUF, DONALD K.
 DE NEUF, EMIL
 DEWING, GEORGE B.
 DICKOW, HENRY W.
 DIXON, FRANCIS C.
 BROZDIAK, WALTER M. (DR.) W6LDO
 DUNN, CHARLES M.

E....

EAGLES, EUGENE E.
 EASTMAN, FRANCIS M.
 EGOLF, RICHARD S. W2WX
 EISENBERG, RICHARD A
 ELLISON, MELVIN E. K6JO
 ENDERLIN, ARTHUR
 ENNIS, ROBERT W.
 ENTWISTLE, GUY R. W1AL
 ERICH, WILLIAM J. (VR2EK) W6AL
 ERICKSON, ERO
 ERICSON, ARTHUR E. W1NF
 ESTEP, GERALD A.
 ESTEP, HAROLD A. (CDR USN(R)) W6BEU
 ESTEP, RUSSEL A. W6AUC
 EXLINE, JAMES W. W4GWR

F....

FABIAN, ERNEST D.
 FALEY, JAMES BOYD W6BGD
 FALK, VICTOR H.
 FARMER, GEORGE G. W600
 FASS, SYDNEY J. W6NZ
 FASSETT, LEE O.
 FAVRE, GEORGE E. W3PEV
 FENNER, PAUL R. KH6SL
 FERGUSON, CHESTER RAY WB6DUC
 FERNANDEZ, JOSEPH
 FINVER, IRVINE W2AXG
 FOSTER, EARLE C.
 FREELAND, CARROLL W6NK
 FREEMAN, DAVID H. WA9MYO
 FREEMAN, WILLIAM W6ADN

G....

GALVEZ, WILLIAM K6ING
 GARRETTE, EDWIN C. W6CC
 GASKILL, WILLIAM W. K4CV
 GAZZANO, SAM
 GEISEL, FRANK
 GERLACH, WILLIAM G. W6BG
 GILLIAM, JAMES N. W6TDO
 GLODELL, COL. LeROY M.
 GOOHS, OTTO J. K3AG
 GOULART, MANUEL W7AH
 GRAY, G. PAUL
 GREELEY, FRANCIS B. W6NW
 GREEN, WARREN L. W7JY
 GROGAN, LESLIE
 GROVE, LUTHER B. W3KQH
 GROZINSKI, MARTIN J. (JR)
 GRUNDELL, HERBERT C. W6JE
 GUY, RATMOND F. W4AZ

H....

HAIRE, THAYL L. W6AER
 HALLOCK, JOSEPH H. W7YA
 HANNAH, WILLIAM H. W2US
 HARDEN, GUY R. K8NG
 HARE, RALPH M.
 HARRISON, OSCAR T. W5QKU
 HARTMAN, O. FRANK
 HAYES, HAROLD D.
 HAYTON, WILLIAM N. WB6WU
 HAZLETON, RALPH L. K7AG
 HELFER, WAYNE H.
 HENRY, CORWIN R. K6DX
 HENRY, EVERETT G.
 HOFFMAN, WILLIAM HOLLIS W2WJ
 HOKE, VERGNE L. W6HS
 HOLGERTSON, EMIL A. W6OFL
 HUBBARD, GEORGE S.

HUBBARD, IRVIN W. W6QMC
 HULTQUIST, JOHN A.
 HUNTING, WILLIAM A.
 HURTT, JOHN N. K6WI

I.....

IRVING, HERBERT W. W3FK

J....

JACOBY, ARTHUR C. W3OY
 JAGGERS, HOMER D.
 JENKINS, RICHARD E. (DECEASED - 68)
 JEWELL, PAUL M.
 JOHNSON, ONEY A.
 JOHNSON, THURSTON A.
 JOHNSTONE, CRD. RICHARD USN(R) K6FZ
 JORQUERA, LOUIS E. KL7FLD

K....

KAIDER, STEPHEN J. W6SCI
 KESLER, CHARLES H.
 KIMBERK, RAYMOND S.
 KING, FORD
 KING, HOWARD D.
 KLEINKLAUS, LOUIS J.
 KNIGHT, WALTER A. W6GB
 KNOWLES, J.S. "SI" WA7COE
 KRAUSS, OTTO J.

L....

LaCHELT, WALTER L.
 La FETRA, BERNARD W.
 LAMB, ED. S. W7HJU
 LANE, BENJAMIN P. W7FNE
 LANE, FRED A.
 LARSEN, CHARLES W. WB6JQJ
 LAZARUS, BENJAMIN N. W2JB
 LEAL, ALBANO
 LEE, CHARLES B. W6PZY
 LEIGH, PHILIP P. K6VF
 LELAND, WALLACE H. K7WL
 LETSINGER, PAUL R.
 LINDGREN, HARRY
 LINDSAY, EDWARD G. W6ND
 LOPEZ, ANDREW B. W6AAK
 LORD, HARRY R. W5JH

Mc....

McCARGAR, JONAS L. W6EY
 McCARTHY, JOHN J. W6NC
 McKINNEY, JOE H. CMDR USN(R)
 McLEOD, GEORGE R.
 McMAHON, LEE R. WA5NLH

M....

MACKIN, GEORGE R. K6GI
 MANGELSDORF, FRED B. W6ZK
 MARSANO, CARLO M. WB4AJV
 MARTIN, RONALD G. W6ZF
 MASON, CARL L. W1GHK
 MATTES, ARTHUR S. W5JE
 MATTHEWS, WALTER I.
 MEDITZ, JOSEPH E. W2CKQ
 MEYER, HENRY E. WA4TRR
 MEYERS, RAY E. W6MLZ
 MICHE, JACK A.
 MITCHELL, WALTER L.
 MONEK, GREGORY G. (DR.) W6HL
 MONTGOMERY, MARTELL E. K6HM
 MONTLE, ROME WA7FBP
 MOON, ROBERT B. W6YN
 MORENUS, CHARLES M. K4RX
 MORRIS, HEDLEY B.
 MULLNIX, GEORGE H.
 MUNNERTYN, CHARLES J. JR.
 MUNTER, WILFRED (CDR) W6DAA
 MURRAY, RUDOLPH C.

N....

NANTZ, RAYMOND L.
 NELSON, JOHN B. W6EAR
 NEWBY, RAY
 NEWMAN, DONALD P.
 NICHOLS, CLIFTON T. W6PZC
 (MTF)



WHO WHERE WHAT WHEN WHY ???

News Notes from Members



NORMAN, STACY W. W4SN
NYREN, PAUL E. WA0FEU

O....

O'BRIEN, WILLIAM J W7FS
OLSON, KEITH
ORMSBY, RUSSELL S. W6US
OSBORNE, BUTLER J.
OSTERHOUDT, ELMER G.

P....

PALMER, ROBERT S. W7RD
PARKANS, STEPHEN W6TDH
PARNELL, LESTER F.
PASCOE, GORDON H.
PEEK, LOYD W7BA
PEMBERTON, CYRILL H. K6LE
PEREGRINE, CLARENCE A. W7TC
PERRY, GEORGE E.
PHILBRICK, JOHN S.
POTTER, CARLOS L.
PRATT, HARADEN
PRICE, EUGENE H. WA6NYB
PRINCE, ROY F. VE6LP/W6
PYLE, HOWARD S. W70E

Q....R....

RASER, ED G. W2ZI
RATHBUN, WALTER R. W7FW
RAUCH, WALTER P. W6NR
ROBERTS, COL. HAYDN P.
ROBINSON, ALFRED K. W6CN
ROBINSON, JOHN T. W7MEA
ROEBUCK, FRED G.
ROWE, ALFRED H. W2BSJ

S....

SCHMITT, LAWRENCE R.
SHRADER, ROBERT L. W6BNB
SCHREIBER, WALTER R.
SIDNELL, ROBERT G. W8KS
SIMPSON, EMERY L. (WA6OMS) W6IB
SIMPSON, ROBERT L. W6FCX
SIMPSON, WARREN G.
SINGER, CHARLES H.
SLATER, JACK (JOHN L.) W6WF
SMITH, WALTER D. W4IJ
SNOW, ALBERT E. W1RZ
SPAGNA, MARIO J.
SPATAFORE, JOSEPH K6ER
STAGNARO, JOHN A. W6MAB
STEADMAN, ROBERT G. W1GBB
STEFFEN, CARROL V.N. K6AY
STENGLE, WILLIAM T.
STOUT, MAX V. K5CDA

T....

TAGGARD, STANLEY G.
TAPPAN, LESTER J.
THOMPSON, WESLEY C. W6BPV
THORNE, PHIL E.
TRAVIS, GERALD E.

U...V....

VAN PATTEN, THERON C.
VETTER, W.A.

W....

WARNER, REYNOLD T. W7JU
WARNOCK, ARCHIE D.
WARNOCK, DR. A.P. "BILL"
WATERS, CAPT. JOHN E. (R)USN W6EC
WEBB, MON L. (SR) W6AD.

DIRECTORY Plus Active Ham Calls

WELCH, HERBERT E. W6PRD
WERSEN, DAVID T. K6CV
WESTERLUND, H.S. "WES"
WHITE, LAWRENCE V.
WHITTAKER, GERALD A. "JERRY" W6FC
WIEHR, HENRY F. W6HKM
WILLETS, GILSON V (RADIO REX) W6EEZ
WILLIAMS, CHARLES E. W7AN
WILLIAMS, CHARLES R. W5KQE
WILMSHURST, ERNEST W6KHA (*)
WIZEMANN, GROVER W. W2ES
WOHLER, W. EARLE W6FS
WOLCOTT, ERNEST E.
WRIGHT, ROBERT A. W7IE

XYZ....

ZERBE, RAYMOND W.

(*) Inactive.

NAMES MAKE NEWS

DIG THIS!

The following news notes and comments are "gleaned" from answers to our yellow - Request for News form/s, letters etc. We thank all for their contributions. Perhaps you will not find them in alphabetical order but we hope you find the material enjoyable. They will bring back many nostalgic memories of those days which are fading into the past.

WALTER N. ALFONSE "... just what we need to bring back fond memories. As Dick (RJ) said... it may be radio to 40 Million - but its WIRELESS TO ME! First met Ray Kimerk in Yokohama many years ago. Keeps track of old friend Ken Clark (187) on his jaunts around the "old apple". Herb Irving #144 will etc when CW NET starts. Recalls Cole days - played against Cole State where Ye Ed went to school. Anyone know where old timer Ed Stockman is? Fill in.

ARCHIE D. WARNOCK Archie says he lived at the ALPINE HOTEL 1914-15 but don't recognize any of the ops in POC he knew there. Archie has had a "rough" time the last year with 5 trips to hospital w/operations. Says sure gets a big kick out of POC - reads it over and over! Recalls Val Leach who made relays (killed in auto accident near Fresno many years ago after making several million \$\$\$ in Relay bis). Happy to see name of Ken Clark on roster. Recalls Ben Springer. Good news - Medic says ... "don't come back for 6 months!"

O.R. ANDERSON "Sure enjoyed Aug. POC" Sends Comp to C.M. Carlquist and Carl E. Anderson (San Diego) both old time brasspounders. Andy worked from 1928 to retirement 1964 KGW in the

Engr. Dept. 73's to all. MERRITT E. ARBUCKLE Says its nice to know there are so many "old timers" who are so dedicated to preserving our heritage of the Seven Seas. Reports fishing not so good this year.

THOMAS APPLEBY Comments on Loomis - "He died of a broken heart because no one would believe what he had done" ... all he lacked was proper finances. Tom reports he still has books available on this remarkable man. Notes a remarkable increase in membership. Reports hearing from Radio Rex occasionally -hope he is in good health. Sends 73's.

HAROLD J. BURHOP Reports "anchored" at Stuart Florida in his Airstream. Likes that area with Stark Toteman closeby. Entered the Walkathon across the great Mackinac Bridge Labor Day (free) 5 mile hike. Still likes his "Collins" rig and gets many hours of carefree pleasure from it. Sends 73's to the OT's.

E.V. BALDWIN Ned reports receipt of new call (K6NF) recorded this issue. Would like join CW NET. Sends "best" to FG and all the OT's.

BENNIE BERNSTEIN Would like to know "what kind of equip KPH uses? Bennie has been "beating the bushes" for members. Mentions Frank Borsody at Palmetto, Fla., Pietro Rametta in Genoa Italy (RJ's on ships needing ops in the Med. area)He brings ships back to the states and then flies home to Genoa. Also mentions Sol Lenkowsky on the SS Robin Hood (old Mackay Insp. who went back to sea after retiring from ITT). Thanks Bennie.

HUBERT BROYLES Says sorry to note Hatton Wilks, Pres. of VWOA does not appear along with Gilson Willets et al. Reports enjoying good health but wife has been ill. Hubert quite active in ham bands, contacts with members Mike Goulart and Dave Freeman. Recalls "good old days" 23-31 and exciting experiences. One occasion crew mutineyed and 6 put in chains until port reached. Also saved a member from drowning when he fell overboard and Hubert only one who heard him. Saved another man from fatal injury. Reports nice visit with OT - Harold Burhop who came through Chicago - en route.

ROBERT P. BROWN What happened to the Picnic in Balboa Park? Our face is red! Thinks it a good idea and so do we. Member Fred BRINCKMAN will try to arrange a "get-together in Southern Calif. in March and some of us from the North Country will try to attend. We'll wait to see what Fred Comes up with and announce it in THE WIRELESS PIONEER.

CHARLES R. BARKER Sends 73's to the gang from Fredonia New York. He has forwarded "comp" issues of POC to Messrs Ed & John Breusard, John Swallow, Col. Walter S. Rogers, Ken. Richardson (MTF - Next P)



NOTES AND QUOTES

CHARLES R. BAKER (CONTINUED)

John Haggerty, John H. Hankin and Alvin Dean (Addresses furnished on RQ. + SASE.

Chas. asks the "whereabouts" of: Ben Springer (saw him last 1915 in Seattle); Arthur E. Jackson "JN" at CX Cleveland, Supt. IWT New Orleans close WW1. Edgar Perry, on wrecking tug "Favorite"1914 (Copper Harbor, Lake Superior) Frank H. Bargmann - NLH, CGS etc. (If you know about any above tell Charles Baker (also copy to us for our info.)TU

GEORGE BEATER Several nice letters from George and our faces are slightly red. Asks about the documentation and meaning of "PG" traffic ? We have used it all our lives but can't find it listed anywhere. Perhaps some of our readers can verify ? Says "CP" still used, per BERN LIST... perhaps NIVY ? or does it go back to days of CQD and "MM" ? Sent us a nice story about one of the rust buckets he sailed on - will try reprint with permission. Reminisces about those "INDEPENDENT A-1" receivers... One good thing about them - you could guard 500, copy NAA on long wave and listen to BC all at the same time !!! Recalls Spanish ships EAAL and EAAM with "marvelous" sparks with "key happy" ops who would QTO every station from WAG in Maine to WAX in Florida. Sparks were outlawed in 1940 and "good riddance" as salt had premeated hard rubber insulation and few operated at better than 1/3 of their capability. Geo. now lives in Mesa, Arizona.

DEXTER S. BARTLETT "OLD BART" our Assistant Editor when Ye Ed can catch his breath to show Bart the inner-sanctum has a world of stories - mostly 98 percent true. We'll be bringing them in future issues of POC. Bart's publisher tied up with other projects keeps him "yumping" with revisions on his new book. Says he recently went to NY via Jet in 4 hours 15 minutes that used to take him 2-1/2 months via wooden USSB ship. Sends 73's to all old friends. STU.

ARMOND D. BRATTLAND "ARM" is returning from ... the land of the Blue Ox! We didn't have a chance to record his new address in Bemidji so those who record his address at 1135 Magnolia Ave., Long Beach, Calif can just "let it stand". Arm and XYL plan to stop off in Las Vegas to attend the SAHARA/SAROC "shin-dig"... have a real blow OM. Arm has been a good booster for the Society (Arm - you will note Dave Wersen K6CV now #P-288) Many tks

G.S. "OLE SAM" CORPE Several nice notes from Sam. He has sent "comps" to a number of good prospects for membership, including, Col. H.P. Roberts, Los Altos, Harry Grace, Sonora, Dr. John E. Waters at Hemet, Charles Austin in Portland, Lee Potter Lancaster, and Harold Hayes Evanston. STORY OLE SAM DIDN'T GET TO TELL AT COTATI: ..."The preacher wuz raving along & saying ...we should all have only love in our hearts for everyone and NO HATRED for anyone etc. Then he ask.."Is there any one in the audience who can truthfully say he has no hatred for anyone ? One ole guy (musta been some wireless gadget from some old rustbucket) raised his hand and stood up. The preacher repeated again and said ... "Brother Bill... you can honestly say you have no hatred in your heart for anyone, can you?" And the old guy sez: "That's right ! The bastards are all DEAD !" (quote/unquote). Sends hugh CONGRATS to all.

I.R. COLBERT "Ike" says he had a real interesting trip in days gone by on a four-masted sailing ship, the "SS NUUANU" to the Phillipines and Japan w/pix. Sure can use them OM. We all enjoyed your story in this issue.

RALPH CHASE -P109 Ralph says he has some good pix of OLD KPH and asks if we would like to publish ? Sure would OM. He had furnished Henry Dickow with them but since Dick will not publish his book, he suggests we use the best in POC. Okay Dick ?

HUGH COMPTON WP-27 Hugh has been busy up in the Pac. N.W. doing yeeman duty fer SOWP. Thanks OM. Hugh says he sees and works with Gord Pascoe often - Gord is Beeing Company (frequency coordinator) while Hugh is top side in Flight Operations radio station. Hugh says he hopes attend Ham Convention Las Vegas flying down/back. He suggests we develop "seals" like OOTC and QCWA. Have it already in mind - after wall certificates and membership cards. All FB. Thanks OM.

C.H. CANNON WP-17 Jee sent in copy of ADMIRAL LINE "DAILY RADIO NEWS" Hope print in POC coming up. Tks OM. Sends 73

EREN K. CADY WP-54 Thanks to Eb for making arrangements for Feb. 1st meeting place and for agreeing to handle reservation and details. Eb is one of those fine guys which make an organization such as ours "click". Reports Fred Roebuck w/serious operation but now fine. Mentions Roy Mock, old timers with \$\$ and Globe now lives 506 Winslow St. Redwood City, CA 94062. Hope we can get him to join. Ditte Syd Barton, many years Mgr MRT Xmtg Stn. at Palo Alto (Address: 1549 Alma St. Palo Alto. Lives surrounded (Eb that is) with so many old friends and shipmates he loves it. Also trips Reno/Lake Tahoe etc., Recalls years spent KFS involved literally hundreds of distress incidents, some of them quite unusual. Says he will "spill out a few" if we have plenty of space ... well OM we'd love em.

ALFRED S. CRESSE WP-122 Al furnished us a copy of "THE WIRELESS AGE" recounting his experience of being "Torpedoed" which incidentally verified second claim on membership in SOS/CQDer Club. We didn't have facilities to reprint copy but hope sometime to have it copied as we find it very interesting and will hold for a future issue. Thanks Al.

COAST GUARD We have received a number of letters from various offices of the USCG and appreciate their excellent cooperation. We are now on mailing list to receive their "AMVER BULLETINS" plus Coast Guard News releases. We hope to cover AMVER (Automated Merchant Vessel Report(System) in some detail in early POC as it ties in so closely with the work of our members - at least active members and of course those who have retired will greatly appreciate the information and grand work this splendid organization is doing in safeguarding lives and property (ships). Some of their stories are extremely interesting to read and we hope to reprint with permission some of particular interest to our members. Special thanks to Capt. Gordon F. Hempton (Washington D.C.), Lt. D. F. Albert (Governors Island) and Adm. Bender, S.F.

WILLIAM S. DAVIS -P19 Bill making good use of his "re-tread" license. Sudden call from "Sealand" 2200, RO didn't show - hop aboard and enroute. Big 620 Container job - CRB then Yoko. DX100 Jap Transceiver - good equip but ANTS leuzy. Excellent accommodations w/18x12 stateroom w/toilet-shower a/c. Radio shack ditto. Record still holds, Bill says "oldest" man aboard (69 years). New Years greetings to all the gang. (KPDV) (More later from some interesting copy).

HENRY W. DICKOW-WP3. Discouraging news from our last letter. We all hope Dick is on the mend. Reported he was so ill he couldn't complete the publication of his book which we think would be fabulous. He plans (may already have sent) all material to Smithsonian for their Communications Section. We wonder if in the SOCIETY OF WIRELESS PIONEERS we could get members to underwrite the publishing of this book ? Comments are invited. Knowing (probably) much of the material will never see the light of day if sent Smithsonian, we hope to have those furnishing material release stories to POC for our use (with Dick's permission of course).

Last Fall, Dick mentioned the experience of member, Les. Gegan and Rudy Asplund just prior to Pearl Harbor. They were on the Matson Liner LURLINE and picked up sigs at least a week prior the attack, notifying Naval Intelligence. It is covered in a paper back ..."THE BROKEN SEAL" however, we hope to have their first-hand on technical aspects not related in original ms. It would make very interesting reading.

All of the old timers - world wide - wish HENRY DICKOW speedy recovery ... and may 1969 shine in your memory book.

GEORGE B. DEWING-228 Humorous anecdote of the Scoeegian Nivy - hope to run next issue. Says FB to read and know about the "old guard" - sees Jack Slater, Henry Dickow, Earl Wohler etc., every now and then. Says its a thrill to know all the old timers are banding together under the banner of the Society of Wireless Pioneers.

Sends greetings to all his old friends - also hopes to see some he has known by name over the years but never met.

Thanks - Carley !



News in Brief

Names in the News



BILL J. ERICH-107

Bill reports "POMSAT" down in FIJI. Incidentally Christmas greetings to "ALL HANDS" came in an envelope with colored pix "out of this world" ... Stamps that is. Bill says all fine - going to Australia for Yule. Talked to Bob Gell recently - used to be Op on the Arangi which ran from Australia to the West Coast in days gone by. Really appreciates the Society's publications ... says Bill.

EUGENE E. EAGLES-178 Gene can tell you about the days when Pacific Wireless Telegraph Co., operated station "G" in Los Angeles up on the top of Bunker Hill, near 3rd & Flower Street with contact to "G" over in Avalon. Gene "cut his wireless teeth" at "G" while also filling in at times at Postal -431½ So. Spring. Gene recalls that Station "G" had a 100 foot vertical mast, and a vertical fan. No operators license required in those days. (1905). Said they cleared messages only at scheduled times throughout the day. Usually only a few messages on file - sometimes none. After many "misspent years" as a telegrapher - wireless and landwire for Postal, WU and the Santa Fe, Gene was one of the earliest men in radio biz in the L.A. area. Gene, who is a good friend of Sen. Barry Goldwater told Barry about our organization and we received a nice letter - written at altitude of 10,000 feet while flying over ARIZONA wishing us well. This we appreciate very much. Barry is no new-comer to radio as most all ham know. Personally wish him well as he returned to his old job in Washington. Gene sends best 73's to all old friends.

GERALD A. ESTEP - 93 Gerry reports selling home in Alexandria, Va., bought a VW CAMPER and started out on retirement trip to West Coast via beach towns in N. C., and visiting old friends across the U.S. (Ray Zerbe in Prescott - now at Yuma). Returning to their old home in San Diego they immediately called twin brothers Harold and Russ and had a family reunion at the Hamilton Ranch down in Baja, Calif., then to Northern Calif., and Oregon to visit relatives. 9000 miles on the VW at last report. Nice story on the fire aboard the SS CONSTANCE which makes Gerald a member of SOS/CQDer Club. We'll print in more detail in a later issue. Sends 73's to all.

FRANCIS M. EASTMAN-250. "Sandy" reports moving from Silver Spring to Rockville. Took a long trip to New England in the Fall stopping in Sturbridge and Mystic - enjoyed the latter especially due to the Alan Villers story in August National Geographic. Sandy is an old timer in the early days - Fifth District USLHS. Later transferring to (now) FAA where he held several key positions, including Chief of Mission in Taipie, Formosa, etc. Sends 73's to all his old associates.

ERO ERICKSON-21 Nice letter from Ere with story of Skipper Kurt Carlsen which you will find on P-27 POC - this issue. Ere is editor of "RAIN STATIC" and the ACTION MONTHLY in Chicago. A great amount of interesting reading. Ere visiting S.F. this last fall suggested the installation of "WIRELESS EQUIPMENT" on the Schooner WAPAMA and went to the head of the Dept. about it. We hope something will "jell" in time on same. Wheels seems to turn VERY S L O W in Calif. Parks Dept. Sends 73's.

JOSEPH FERNANDEZ-56 Joe recently sent us a card ... a real collector's item since it was stamped and cancelled at the EQUATOR... LAT 0° 0' 0". Joe on a trip to Columbia, Panama etc. Sends Best 73's to all.

LEE O FASSETT-37. Lee sent us a story ... "That Little Terminal Tube", a story that could happen only once in a lifetime. Serry Lee, it got "buried" We'll get it next issue. Says he appreciates the documentation of so much information and facts about the boys who played his part (no matter how small) in the development of radio communications on land and sea. Spigot sends his best to all the old timers. He has a world of friends from service dating back to 1913 when he first took out the Tanker OLEUM - WTD. Ham call "DQ" used about 1909.

DAVID H. FREEMAN-14 Dave sends "congrats" on last POC... says, "reads like a who's who in the Wireless game and makes an old "sparks" feel like a novice compared to some of the real OT's. Dave says although not knowing many personally he has contacted many via spark es are from old QTH "WPA" from 1923-29. The station then was owned by the Gulf Ref. Co., and to maintain their jobs they had to fight the "competition" from old established wireless companies IWT, Makay, RCA, UF, etc. It was rough! recalls some of their old ops -- W.W. Travland (W5DN) Deceased, E. D. Coburn - still going to sea, Elmer Birchfield X-CAA retired WB4AIW; Clyde Roberson X-CAA retired W9EGR. Says he is all for a SOWP NET as it will give opportunity to keep in touch. Sends 73's to all old shipmates.

ERNEST D. FABIAN-113. Reports vacation trip to Pac. N. W. visiting Seattle and Centralia. Says Best wishes to all for good work of the WIRELESS PIONEERS. S/"HAPPY".

SYDNEY J. FASS-25. Sends best wishes to all old friends. Notes that Vice Admiral Jack R. Redman who lives in S.F. is one of the Navy's real pioneer communicators and was Comm. Officer of the 12th Naval District in 1927-29. Suggests he be considered for HONORARY membership in the Society. Syd has sent out a number of "comps" to good likely prospects. Ye Ed might say in passing that he has received WONDERFUL COOPERATION from TREASURER FASS during the past year.

WILLIAM G. GERLACH-104. Bill reports being "drydocked" for awhile (surgery for kidney stone) all A-OKAY! Bill reports. Was disappointed not to attend Roosmoor picnic plus KPH "Safari" but health did not permit. We hope to see you at SAN MATEO Feb. 1st Bill. Bill says ... POC most interesting - I've spent a lot of time soaking up its contents - very absorbing.

RAYMOND F. GUY-160. PREXY OOTC sends 73's from LIGHTHOUSE POINT, FLORIDA and tells us about "QRN" The Newsletter of the "GOLDCOASTERS". Claims that if you "suffer from perturbation expansions" the cure might be to join the GOLDCOASTERS. "QRN" - 12 pages is full of cartoons and erudite stuff reserved mostly for the rocket boys but the style in which he feeds it to you will take you off the pad and fast. It only takes two clams to join. You'll get many a chuckle-perhaps even burst out laughing. Guy's address is 2320 N.E. 34th Court and Zip 33064.

MANUEL GOULART-16, Mike says he enjoyed the article in last POC about Bill B's GOODWILL TRIP aboard KOCZ around South America since he spent so much time in the area himself (14 trips through the Canal on the old SS IQUITOS "OBY". Mike says should always show 2-wire antenna system for American installations to distinguish from 4-wire systems used by British Marconi (English Marconi Company-that is). Mike had ham station AG/MG in 1915 then LAH up Boston way. Recalls that CCV had the ONLY tube receiver on West Coast of South America. Telefunken sets in Chile (CC-calls) and rough sparks (OA-calls in Peru OAA had an old spark coil that must have had a 35-40 cycle tone but a fine op. Asks - how about some East Coast news by Ray Meyers etc ? FB. Recalls Deak Green one of the Ops on old Fall River Line while Mike was just a "listening Ham". (Ed Note: Deak Green now lives in Pert Charlotte, Fla. Tried to visit on last trip but not at home. Ray & Ye Ed long associated. Ray recently furnished Ye Ed with initial crew (radio) on the "LEVI" (too late for this issue but hope to publish in in near future). Mike sends 73's to all the gang. Says "30" from WJAH for now.

GEORGE S. HUBBARD-41. George says that perhaps combining a meeting of California - Nevada & Arizona members would be a great thing - visit the SS. QUEEN MARY... that tickles his imagination. Well it appears that the QM may not be ready until 1970 so perhaps in the meantime we can hold a meeting - already suggested by Fred Brinckman. More on it shortly. Perhaps members up North could collectively charter a Greyhound Bus, arranging for pickups en route. Might not be a bad idea ! Says he will not overburden us at the moment but has many ideas cooking, some in status of a hen's egg only under incubation for one week -- too early to ascertain their degree of fertility. Mentions "Moen" Mullins and Terry Hanson who should be members. George suggested we picnic next summer at ALUM ROCK PARK. When the H... is ALUM ROCK PARK ? We've looked on all our maps. George sends 73's to all the OT's.



NEWS BRIEFS

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BLUE PETER

The ship was cheered, the harbor cleared,
Merrily we did drop
Below the kirk, below the hills,
Below the lighthouse top.
"Rime" of the Ancient Mariner

IRVIN W. HUBBARD-164

Irv offers his 40-page autobiography of which Dickow had planned to use about 8 pages. Offer appreciated but that would make a POC in itself so we'll have to draw on Irv for news items - a few pages per issue. This time we had an item (story) Titled ... "FRUSTRATION". No it isn't about balky equipment ... rather its about a Senorita down Nicaragua way! It will do more for you than Geritel ever thought of doing !! Perhaps another issue Irv. Thanks anyway.

THAYL L. HAIRE-42. Thayl reports a visit from OT Andy Wauchape. Says he is not "radio active at present but has had W6AEB for 40 years. "GU" was aboard the SS BYFIELD in 1919 and many ships since, then Marine Auditor fo Mackay for many years. He checked over the abstracts of hundreds of ops. Now at the Vet's home in Yountville still in fair health. 73's to old friends.

RALPH L. HAZLETON-11. Ralph has done a lot of "missionary work for SOWP" for which we thank him very much. Ralph is one of the OT's who went back to sea aboard (last) SS YOUNG AMERICA/ROYM. Nice letter from YOKOHAMA. Ralph had a "hectic" trip stopping in SAIGAN amid booming flares, rockets all around. Liked his stop at Bangkok (wonderful city) but too little time. Reports Johnny Livingston on the Kenyon Victory and Chauncey Lockwood with Matson on Japan run. Had nice QSO w/Bill Davis. Ralph again back at Lincoln City Oregon. (Had nice visit with Ralph before his last trip). PS. Have a story ... "OF THE EMPTY JUG" Hope to print it next time Ralph.

KEEP SMILING - IT MAKES EVERYONE WONDER WHAT YOU HAVE BEEN UP TO ??????????



ARTHUR C. JACOBY-62 Thanks to Art, Harry Lindgren is one of our members (261-P). Art and Harry met in May 1919 at Balboa where Harry on the SS MT. SHASTA and Art on SS SANTA ISABEL/WHN were docked alongside each other. For "recorded" facts - Art has them, having kept a diary in the early days of sea-going. Enjoys reading them every now and then Note we published a story Art sent in story which we printed on Page 30. [Ye Ed had similar experience in NAGASAKI prior WW2 but "lost" his camera). Art mentions contacts with former ship ops -- Ernie Landick of Lynn, Mass, Paul Nunnemacher in Allentown and has frequent skeds with former Marconi Ops at W1NF, W2ES, W2JB and frequently W4YHZ and W5AU. Reports both he and XYL Lorraine enjoying good health and retirement. Art retired 1963 as Test Engr. Pa. P/L Co. Art recalls with degree of nostalgia the Marconi School of Instruction at 25 Elm St., NYC with Messrs Bucher and Chadwick as the instructors - circa 1916.

HARRY R. LORD-238. Sends "SUCCESS & GOOD LUCK ... for the MUCH NEEDED SOCIETY! Reports being out here in the "sticks" (Dallas Texas, that is) (Ye Ed's Note ... All who live West of the HUDSON RIVER are considered in some quarters as living in the "sticks") with few marine ops around. Hopes that we will print ALL OF THE HISTORICAL DATA ON EACH APPLICATION FORM FOR EACH MEMBER. This is a BIG ORDER but we hope to publish most of it in future issues Harry. Harry retired 1964 with some 52 years in the radio field. Reports (1918) hearing SOS of SS. PRESIDENT LINCOLN topedoeed and sinking during WW1. Harry on USAT NANSEMOND gave position (70 miles) to skipper who promptly changed course in opposite direction (Navy Orders) Later Sept. 19 1918 USAT Nansemond had 45 minute engagement with German Sub (later identified as U-155) gun crews firing 34 rounds before out-maneuvering sub and escaping. In 1941 Harry complained of "intolerable" gas fumes on tanker SS DENVER while at Boston. Just 12 days later the SS DENVER exploded and burned at sea some 80 miles off North Carolina Coast - half of crew lost - never had a chance! Harry's hobby is his Mackay 128-AY Marine Receiver on which he listens in on all Atlantic-Gulf-Pacific traffic. Sent COMP te Dwight Howland, Erie, Penna. 73's to all his eld friends.

WALLACE H. LELAND-86. Wally says until he read POC he did not know that Jack Slater was the op that relieved him on the McCormick Lumber Schooner - Multnomah... also noted another "alumnus" the "WMA" was Frank Geisel. (Ed's note: Those who "graduated from the Multnomah of course are placed on a high pedestal of Wire-less Society ranking ...ALMOST with but UNDER those of the "CELILO"). Wally spent many years (after ships with BAT, UAL, retiring in 1962. Now holding down WYEL at SUN CITY, ARIZONA)

SLOP CHEST

W. EARLE WOHLER - 4 Our Senior Vice President -- COMMODORE WOHLER THAT IS ... reports he received a letter recently from PAUL F. MacCARTHY, Chief Radio Officer aboard the S.S. UNITED STATES telling him that he and his staff of six enjoyed reading our last "PORTS O' CALL. (It may be noted we listed "KJEH" as carrying only a five-man complement in our last issue of POC). The oldest staff member on KJEH is 69 years young and recalls many of those listed in the Directory.

"Commodore" Wohler reports that Paul MacCarthy also informed him that the "QE" has an 8-man staff. He is anxious to go aboard the "QE-2" for a visit to see the new sophisticated radio gear she is reported to carry. (At this point the acceptance of "QE-2" is somewhat in doubt as she has failed her sea trials and it is reported by the press that CUNARD has refused to accept her).

The SS UNITED STATES returned to New York, Nov. 26th from their annual drydocking trip to Newport News to get ready for their Christmas Cruise embarking Dec. 20th. They had just returned from a cruise to Bermuda, Lisbon, Madeira, Tenerife, Dakar and St. Thomas - makes us all want to slip our anchor and shove off !

Earle and XYL Freda are taking the special cruise of the SS BRAZIL around South America leaving Sebaastopol the last of the month. They will depart from Port Everglades, Fla.

Also worthy of note was a 50 YEAR REUNION of three "OLD SALTS" at their home in July 1958. The three were shipmates 50 years ago on the SS CITY OF TOPEKA. Included were Josiah S. Knowles of Seattle and Walter LaChelt of Santa Cruz all sailing on "WGY" with Earle. We had hoped to bring pix of the reunion - perhaps in the next issue of POC.

Earle predicts that this issue of PORTS O' CALL will become a "COLLECTOR'S ITEM". Of course it makes us feel good to have anyone feel that such accomplishments will become a valuable entity. If such is the case, credit to the many many fine members who have contributed and responded in such a fine manner.

JOE H. MCKINNEY (CMDR USN(R)-237. Joe would like to remind any member who has worked for the U.S. Government and eligible for C.S. retirement that time spent on U.S.S.B vessels count toward such retirement - at least that time you are on "signed on for deep-sea voyages". Port and coastwise time does not count (it did not with Ye Ed at least). Transcript of records can be obtained from the GSA Archives File by addressing: General Services Administration National Archives and Records Service Washington, D. C. 20025

Thanks Joe for this information. By the way, Port time counts unless it is in the U.S.A.

OSCAR T. HARRISON-207. Oscar says he hopes POC will publish information on shore stations past and present. Make interesting reading for us old sea dogs that still interested enough to take an occasional trip and listen to the boys on 600... darn this KILOHURTS business !! Oscar says his old shipmate Paul Mc Elroy (PJ) who sailed with him on the SS CITY OF BALTIMORE/WDEO (1933) was "lost at sea" while on a trip from Honolulu to Manila. Says PJ was a wonderful guy ! PJ's brother Ted worked at WSL holds a number of speed records. His name has been attached to the "Mac Key" etc etc. Suggests perhaps some of the ARA boys will send us the info on ship and details of Paul Mc Elroy's crossing the bar.





News Notes

LAWRENCE R. SCHMITT - 204. Larry records roughly 6 years service with UWT and Marconi 1912/18, then USN (CER). 1920/22 R.I. 9th Dist. Chicago. Later with Morkrum Kleinschmidt Corpn (Teletype). Of particular interest to Ye Ed who went through Teletype Corp School in 1933 was a copy of the new HIGH SPEED INKTRONIC PRINTER that Teletype has perfected... printing 105 characters per second or 1050 WPM - almost unbelievable? It provides excellent copy. Non-impact (quiet); No moving parts except paper handling, mixes short and long printed lines without "fill" characters. Follows line signals - no buffer characters. Ink as easy as typewriter ribbons to replace and less costly; Uses 5-level code or 8-level U.S. Standards Assn. code for ifn interchange ASCII. Prints up to 80 characters per line. While Ye Ed was Deputy Chief, Communications Division of the C.A.A. Washn., the organization was the largest user of teletype system and equipment in the world - hence the interest. Those who graduated from Teletype School will probably remember the Director, Mr. Kulkeen. Larry says perhaps retired now but still around Skokie. Larry recalls Dec. 13 1912 as the "cut off date" in change-over from Morse to Continental code... or when Morse was in effect "outlawed" on the high Sea.

WALTER R. SCHREIBER - 94. Walt suggests a column entitled: "WHAT EVER HAPPENED TO:" (Operators and Ships). We think it a fine idea and evidently many others endorse the idea. Thanks Walt for yeoman duty "Comps" to Ev Henry, Silver Spring, Md, T. C. Van Patten, Seattle, Sy Pemberton Vista, etc. Sends 73's to all old friends.

EUGENE H. PRICE - 79. Gene is an old timer who built his first ham station at 13 and went on to become a member of the Board of Directors of Mackay Radio and Gen. Mgr. Marine Division in 1945. He was elected V.P. in 1945. Retirement was on May 26 1960 and since has moved back to Aptos, Calif. Gene is on the air with his WAGNYB delighting in his hobby good CW with old pros on the ham bands. Sends Season's Greetings.

ROME MONTLE - 12. Rome recalls a trip aboard the TUCKAHOE during WWI. They had run ashore during pea-soup fog on Marthas Vinyard. Could hear cows mooing shoreward, also a rooster crowing loudly from landside but couldn't see a thing. About then came a message "... QST QST DE WCY WAR WARNING BEGINS ENEMY SUBMARINES MAY BE ENCOUNTERED BETWEEN LATITUDES OF FORTY TO FORTY TWO DEG THIRTY MINUTES NORTH AND BETWEEN LONGITUDES OF SIXTY EIGHT TO SEVENTY ONE THIRTY WEST STOP PARTICULARLY ACTIVE OFF CAPE COD AND MARTHAS VINYARD.. Ship became ungrounded and they proceeded to Cape Cod canal with a number of ships torpedoed around them ... they made it ! ROME IS OUR "FISHING EXPERT" up in the Pacific Northwest. If interested in fishin' ... drop Rome a line. You will also find him on the air with WA7FBP. Sends 73's to gang.

SORRY... THAT IS ALL. That is all the space we have this edition. We have quite a few letters left over. Will add to our space for letters and news items from members in the next edition of PORTS O' CALL. Have some fine stories and items of interest we would like to include but at the moment we are down to the WIRE.

Nearly all of the letters published (with a few exceptions) were in chronological order as received. We SINCERELY REGRET inability of space and our time to add all to this edition but assure material will eventually find its way into copy for PORTS O' CALL.

SO FOR THIS ISSUE 73's

MEMBERSHIP REQUIREMENTS

MEMBERSHIP in the Society of Wireless Pioneers is predicated on the requirement that the applicant having at one time or another during his life, earned his living handling COMMERCIAL TRAFFIC by Wireless, either at a land-station or aboard ship.

Essentially, applicant should have held a commercial license - above the amateur level but this is waived under certain conditions, such as those who worked in the Navy, Coast Guard, Lighthouse Service or other branches of Government which did not require license; but where those assigned to duty DID HANDLE COMMERCIAL TRAFFIC. Also, many operators were assigned to duty BEFORE licensing was required, even by the "CERTIFICATES OF SKILL" circa 1910-11.

MEMBERSHIP FEE.

Those who join after January 1 1969 will be required to pay an initiation fee of \$2.00 plus yearly dues required of all members of \$5.00. The "initiation fee" will go largely to pay the cost of Wall Certificates" which we plan to furnish all members.

CLASSES OF MEMBERS:

"SPARK-GAP" PIONEERS

Members whose service started PRIOR to 1915.

"PIONEER"

Members whose service started during 1915-25 incl.

"VETERANS"

Members whose service started during 1926-35 Incl.

PROFESSIONAL ASSOCIATES

Members who started service AFTER 1935. Those who have taken assignments AFTER 1950 must have 2 years of service to be eligible.

ALL CLASSIFICATION/S OF MEMBERS have FULL VOTING privileges. All will be carried as LIFE MEMBERS on the Society's roster/s. Only those who pay in sustaining dues however will receive the Society's publications as and when issued.

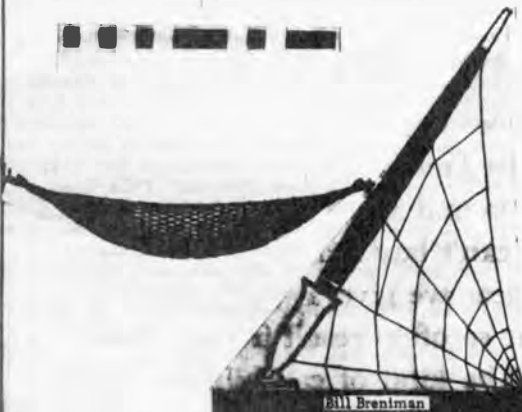
Frank Geisel - Chairman Membership/Credentials.

END - FINIS - QRU "30"

We approach the end of another big job. Ye Ed has enjoyed this "labor of love" in no small degree and his only hope is that you... like the product !

We hope our SOCIETY will continue to attract all of the fine individuals we seem to be drawing into our organization and that each member will take it upon himself to publicize the WIRELESS PIONEERS as that is really the only way we can build a substantial and meaningful organization. It must be from the enthusiasm generated by the members themselves !

So as this goes to the printers - this Sixth day of January 1969 KINDEST WISHES TO YOU ALL!
Bill Breniman



Bill Breniman



*"And all I ask is a windy day with the white
clouds flying,
And the flung spray and the blown spume,
and the sea-gulls crying."*
—Salt Water Ballads

