



\$2.00

Total \$7.00

* NOTE: BY-LAWS REQUIRE INITIATION FEE & DUES \$5.00 FOR FIRST CALENDAR YEAR. MAKE OUT/MAIL TO WIRELESS PIONEERS.



MEMBERSHIP APPLICATION & HISTORY SHEET

LEAVE BLANK

NO **44-P**

DATE **1-22-69**

\$ **7.00**

CARD

POC **1-22-69**

FG **1/26/69**

***** SOCIETY OF WIRELESS PIONEERS *****

P. O. Box 530 Santa Rosa, Cal. 95402 USA

I hereby apply for "LIFE" membership in the SOCIETY OF WIRELESS PIONEERS and certify that I meet requirements for classification marked below, by having held a valid government radio-telegrapher's license unless employment antedates license requirements. I certify living during this period as a wireless or radio ship or shore station open to commercial "PG" traffic. ART JOHNSON military experience are eligible if they have served SA [redacted] ing "PG" traffic without license requirement if they e to furnish records to substantiate if required by the Membership Committee. I agree to keep my address current on the Society records and acknowledge failure to do so as sufficient grounds to drop me from membership.

Signed Art Johnson Date Jan. 20, 1969



SPARK GAP PIONEER
(Service prior 1915)

PIONEER
(Svc. 1915 to 1925)
(Inclusive)



VETERAN
Svc. 1926-35 Incl.

PROFESSIONAL ASSOCIATE
(Svc. AFTER 1935) **"ART"**

HISTORY SHEET

(PLEASE PRINT OR TYPE)

JOHNSON Family Name Arthur Given Name F. Initial Art Nickname N. Stella Sine Wife

[redacted] Street or P.O. Number Santa Monica City Ca State 90402 Zip [redacted] Tph: A/C & No.

JOHNSON

DATE OF FIRST LICENSE attached sheets

NO. _____ CLASS _____

DATE ASSIGNED FIRST SHIP 1917

NAME OF SHIP SS USS SAN DIEGO

SIGNED BY _____ /COS? _____

CALL LETTERS _____ CO. _____

Navy or military assignment where "PG" traffic handled (Attach documentation)

SHIP OR SHORE STATION/S WHERE YOU HAVE SERVED:

| FROM | TO | NAME SHIP/SHORE STN. | FROM | TO | NAME SHIP/SHORE STN. |
|------|----|----------------------|------|----|----------------------|
| | | attached sheets | | | |
| | | | | | |
| | | | | | |

(Additional - use reverse side.)

AMATEUR ACTIVITIES

FIRST CALL NF DATE 1911 PRESENT CALL none WORK FREQUENCIES _____

RADIO ORGANIZATION YOU BELONG TO: none

MEMBER "CQD'ers CLUB ? (Those who have sent CQD or SOS and/or abandoned ship) **SOS**

NAME SHIP USS MANLEY DATE SOS (reverse) (Circumstances on reverse side)

WILL YOU SERVE AS OFFICER OR DIRECTOR ON BOARD OF DIRECTORS IF NOMINATED? present (Please use reverse side or additional 8 1/2 x 11" sheet/s for additional biographical data. We may use in future issues of "PORT O' CALL" et cetera).

Society of Wireless Pioneers - California Historical Radio Society

SOS
CQD

I served aboard USS MANLEY in WW-I. On March 19, 1918 the MANLEY was involved in a collision about 100 miles west of France with a British Merchantman, the MOTAGUA. Explosions and fire followed; many were killed on both vessels. No distress signals were transmitted because other vessels were near. All hands aboard the MANLEY abandoned ship; fires continued for more than 16 hours. I was picked up by H. M. Sloop BLUEBELL and taken to Devonport, England.

ART JOHNSON
ART JOHNSON

Summary of Early Radio Experience (continued)
Summary of Early Radio Experience

1911-1916 Built and operated amateur radio station, 2706 Mersington Street, Kansas City, Mo. At first, used spark coil with helix; then lkw Thordarson transformer with rotary spark gap. (Still have the spark gap). First call letters NF. After Government started assigning call letters in 1912, I was assigned 9AL.

1916-1920 USN. Graduated from Naval Electrical School, Mare Island early in 1917; assigned USS SAN DIEGO at San Francisco. Made one trip to Europe, returning to Portsmouth, NH. Oct. 1917 assigned USS MANLEY fitting out at Boston. Dec. 1917 returned to Europe, based at Queenstown. Ship badly damaged in March 1918; I was survivor at sea, picked up by HM Sloop BLUEBELL, taken to Devonport. USS MANLEY was rebuilt at Birkenhead. Returned to USA in Jan. 1919; then Caribbean for two months; then to Southern Europe and Asia Minor for six months.

at this school "USS" ships did it PG. 75

Oct. 5, 1919 to Oct. 5, 1920, served at USN Transatlantic Radio, 2628 Navy Bldg., Washington, D. C. This station was engaged chiefly in communicating with stations in Europe. It controlled transmitters NSS Annapolis, NFF New Brunswick, NWW Tuckerton, NDD Sayville and NMM Marion. Occasionally but not regularly, it controlled NAA Arlington. NSS had 500kw Federal arcs; NFF had 200kw Alexanderson alternators; NWW had 200kw alternators, I believe; NDD had 200kw Federal arcs and a 100kw Joly Arco alternator; NMM had 300kw Timed Sparks. NAA had several sparks and arcs of varying power up to 60kw or 100kw (I don't remember which).

About 97% or 98% of the traffic handled by Transatlantic Radio was paid commercial messages, the balance being Government traffic. We communicated with POZ Nauen, OUI Hannover, YN Lyon, FL Paris, IOO Rome, LCM Stavanger, QSK Brussels, CC Carnarvon and occasionally OSM at Osmanie, Turkey. Navy traffic was handled with NZR El Cayey, P. R., and occasionally with NPL San Diego.

1921 July-November. Worked for Federal Telegraph Co., at San Francisco and Palo Alto operating station KWH. It had several Federal arcs ranging from 30kw to 100kw. I served as a wireless operator in the Hobart Bldg., at San Francisco and as a radio station engineer at Palo Alto. This station handled paid commercial messages with a similar station at Portland.

All of my commercial message handling was on a point to point basis; none was shore to ship or ship to shore - other than some broadcasting by wireless telegraph from Arlington.

Was employed by U. S. Air Mail Service in 1920 and early 1921, also from November 1921 until the Dept. of Commerce took over July 1, 1927.

He was one of the AUTHENTIC Pioneers in old P.O. Dept. Member Air Mail Pioneers

ART JOHNSON Summary of Early Radio Experience (continued)

I no longer have my old amateur operator and station licenses (prior to WW-I). Pertinent operators' licenses for the purpose of application for membership in WIRELESS PIONEERS, bear serial 19011 issued by L. R. Krum, Chief Radio Inspector for the Department of Commerce at New York August 29, 1919, and serial 1883 issued by J. F. Dillon, Radio Inspector at San Francisco August 19, 1921. Both are Commercial First Class and include the following endorsements:

Oct. 5, 1919-Oct. 5, 1920 Transatlantic Control Station, Washington, Box 531 D. C. Very Satisfactory; Lieut. W. Klaus USN in charge. Station controlled NSS Annapolis, NFF New Brunswick, NWW Tuckerton, NDD Sayville.

Jul. 15, 1921 to Jul. 31, 1921 KWT Federal Telegraph Co., Hobart Bldg., San Francisco; Very satisfactory; A. Y. Tuel.

Aug. 1, 1921 to Aug. 28, 1921; KWT Federal Telegraph Co., Palo Alto; Very satisfactory; A. Y. Tuel.

Aug. 18, 1921 to Nov. 18, 1921 KWT Federal Telegraph Co., Palo Alto; Excellent; A. Y. Tuel.

In addition, I have several more operators' licenses. All covered work in the Air Mail Service.

Back in the '20s and early '30s, I operated my own amateur radio stations 6ZI and 6XBE at Salt Lake City. 6ZI utilized both spark and tube transmitters. 6XBE utilized tubes only. The 6XBE license was issued March 23, 1923 by the Department of Commerce in Washington and was renewed five times. The station was inspected by D. B. McGowan March 12, 1923. This license contains some provisions which may be of interest to you, as follows:

* Experimental.
 Hours: No specific hours.
 Power in KW: Variable.
 Normal Day Range: Variable.
 Radiotelegraphic System Employed: Composite V. T. Tel. & Tel.
 Wavelength Range: Variable.
 Antenna. Number of Masts: Variable.
 Type of Aerial: Variable.
 Wires: Variable.
 Size and Kind: Variable.
 Maximum Height Above Water: Variable.
 Horizontal Length: Variable.
 Vertical Length: Variable.
 Total Length: Variable.
 Length of Ground Connection: Variable.
 Fundamental wavelength: Variable.

Try to get one like that today!

Art Johnson

4-3
4/18/69

Santa Monica, Ca. 90402
3 March 1969

Bill Breniman
Frank Geisel
Society of Wireless Pioneers

Dear Bill and Frank:

Finally, I finished reading Ports O' Call, Winter Edition 1968-69. This is the first and only one I've seen. Bill, you and the Society certainly are to be congratulated on putting out such a fine publication. It is chock full of just the kind of information the old time wireless operators like to read. There is a period from WW-I back to Marconi that I never did have completely straight in my mind. To me, the people who worked professionally in wireless in those days were on a pretty high pedestal - just a little lower than the angles. As a youngster, I idolized them. Your publication includes information about some of them, and it helps to fill some blank spots in my memory.

MARIO -
SAGNA #67
SIMILAR
feeling
Most of us!
78

How did I get interested in wireless? It was in KC. I remember reading the Jack Binns story in 1909 (I was 11 years old). It told about his CQD which resulted in saving nearly 2000 persons following the collision off Nantucket Island of the White Star REPUBLIC and the Italian liner FLORIDA. I was intrigued and thereafter continually alert seeking any and all information about wireless. Got a copy of Modern Electrics. Learned there were amateurs in town. Visited them. In 1911, I built my own amateur station, oat carton inductance with slider, a variable condenser, a piece of galena and headphones; also spark coil with helix, homemade fixed condensers and aluminum aerial; later 1-KW Thordarson with rotary. Frequently interferred with Army at Ft. Riley and Ft. Leavenworth but that was common practise those days. Some time after Radio Act of 1912, I got operator and station licenses, was assigned 9AL. Enlisted in Navy in 1916; assigned Naval Electrical School, Mare Island. In those days, we started with blacksmithing, forging, machine shop practise, engines - both internal and external combustion - all sizes from hot ball one-lungers to large stationary Fairbanks Morse jobs, primary batteries, secondary batteries, motors, generators and finally we got into the radio frequency part of the business. Meanwhile we had code practise every day. When they found out I could telegraph,

I was assigned as code instructor on one of the tables. By the time we graduated from a course as thorough as this, we were pretty well founded in radio.

G. Warren Clark (219-P) was a class mate of mine in this school. I lost track of him until I visited Honolulu in 1958. I attended a meeting of Lodge Le Progres de L'Oceanie No. 371 F. & A. M., and he was there - a Past Master. We renewed our acquaintance.

In 1920-21 I worked as a code instructor for Service Radio School at Washington moonlighting while I served at Transatlantic Radio.

In connection with the USS MANLEY story, you might like to know her call letters were NSH. When I moved to Transatlantic Radio, I lost a dot - went to NSS. The MANLEY story includes convoying the SS PRESIDENT GRANT. Imagine my surprise when in Long Beach the other day, I saw the PRESIDENT GRANT unloading. Don't know whether it is the same one or not, but it brought back memories.

Some other items may interest you, I'm ex-IRE - card signed by Alfred N. Goldsmith, and ex-ARRL. Was member of Board of Advisors on Commercial Radio at Frank Wiggins Trade School at LA for several years. It has a new name now, something like LA Trade and Technical College. Dave Wersen (288) was head man in the Wireless Department. I enjoyed working with him.

27326

[REDACTED]
Santa Monica, Ca. 90402
6 February 1969

Mr. Frank Geisel
[REDACTED] #6
Walnut Creek, Ca. 94595

Mr. William A. Brennan
Box 530
Santa Rosa, California 95402

Dear Frank and Bill:

First off, please accept my thanks for your efforts in making me a member of the Society of Wireless Pioneers. And thanks also for assigning me the prestige membership number "44-P."

I received the 1968-1969 Winter Edition of Ports of Call. Although I have not had time to read it, I have skimmed through it and I want to congratulate the organization on having a fine paper. It is plainly evident that Bill is "at it" again in publishing news of interest to his friends.

I'm wondering if you've done the right thing by making me a member of the SOS-CQD'ers Club. In order that there may be no misunderstanding about it, I will outline the story about the USS MANLEY. Before leaving the MANLEY, I made excerpts from the ship's log covering the two year period I served on her. These data were taken from that record.

The MANLEY was a new destroyer based at Queenstown, Ireland. It was the fastest destroyer in the Navy at that time. It's skipper was one of the senior officers at the Queenstown base. The principal assignments of the destroyers at Queenstown during WW-I involved escort duty - convoying merchant vessels to and from European ports. Because of it's speed, the MANLEY usually convoyed the faster vessels such as the LEVIATHAN, OLYMPIA, GEORGE WASHINGTON, FINLAND, PRESIDENT GRANT, PASTORES, etc. And because of it's skipper's seniority, the MANLEY was always flagship of the escort force.

There were times also when the MANLEY was assigned to escort slower vessels. Such an occasion was on March 18, 1918 when the MANLEY and other escorts left Queenstown to meet a merchant fleet of about 30 vessels coming up from the Mediterranean. At 745am March 19 we sighted the convoy

at rendezvous; it was cruising around 6 to 8 knots. The MANLEY and the British merchantman MOTAGUA, which was the lead vessel of the merchant fleet, maneuvered into position alongside each other to permit the MANLEY to pass over sealed orders showing destinations of the vessels in the merchant fleet. For some unknown reason, the MOTAGUA turned away from the MANLEY before the maneuver was completed. At that precise moment, 813am, a heavy wave on the opposite side of the MOTAGUA caused her to roll over and down upon the MANLEY's stern striking a depth charge in a Y gun. The initial explosion (300 pounds of TNT) set off 45 additional depth charges on deck. Thirty men were killed on the MANLEY and many others were injured. We were told about 65 persons on the MOTAGUA were killed and others were injured. It carried men, women and children. If there was fire aboard the MOTAGUA, it was brought under control quickly. Although badly damaged, it was able to proceed without assistance. About 90 feet of the MANLEY's stern had been blown off. It burned fiercely, mostly from oil in the fuel tanks which had been ruptured. There was fire under twelve torpedos on deck but they did not explode. The rear magazine was blown open and fire raged all around it. By some miracle, it did not explode. The fire burned itself out at 1030pm. I was not injured although I had stood on deck watching the entire maneuver and the explosions.

Dead and injured were removed as rapidly as possible to small boats from vessels of the escort force. Then orders were issued to abandon ship. It was neither necessary nor prudent to send distress signals, and none was sent. I was picked up by a whaleboat from HM Sloop BLUEBELL and we proceeded to Devonport to discharge wounded and some survivors like myself who were not injured. When we boarded the BLUEBELL, we were issued very generous rations of grog. From there on, we felt no pain. The MOTAGUA attempted to accompany the BLUEBELL but was unable to maintain speed. She arrived Devonport a few hours after the BLUEBELL.

The MANLEY was later towed to Queenstown, and still later to Birkenhead where she was rebuilt. After that, I made three additional Atlantic crossings on her.

So - that's the story of the MANLEY. I didn't figure it would qualify me for the SOS-CQD'ers Club because it was a Navy vessel which handled no commercial traffic, I didn't send a distress call - I wasn't even on


watch, I was simply a bystander watching the whole spectacle. If you still think I'm qualified, I'll gladly and humbly accept this honor.

During the period I spent in the War Zone, I heard many distress calls of all varieties. Unfortunately, our ship was not the closest to those in distress, so we did not participate in any rescue.

I'm not yet sufficiently familiar with the Wireless Pioneers to know how you go about getting new members. But it is plainly evident that increasing membership is one of the organization's objectives. So, I am attaching a list of former wireless operators who might be interested in joining. I know that some handled commercial messages but I can't say with assurance that all did. If I'm out of line, please let me know.

Best wishes for continued success.

Sincerely yours,

A handwritten signature in cursive script that reads "Art".

Art Johnson 44-P.