



CREDITED MEMBER ACCOUNT

SERIAL # 33 5<sup>00</sup> DONATION + 5<sup>00</sup> Dues 1968 0033-P



# MEMBERSHIP APPLICATION & HISTORY SHEET

LEAVE BLANK  
NO. 33-  
DATE MAY-68

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THE AMERICAN SOCIETY OF WIRELESS PIONEERS OF THE SEVEN SEAS, INC.   
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 membership requirements for classification marked below, by having held a commercial U.S. Gov't. operator's license and having been employed as a wireless(radio) telegrapher at a ship or shore station, handling commercial traffic by C.W. code. (Military operators are eligible if they can document service at stations which have handled a sizable volume of "PG" traffic). I agree to furnish records or documents if requested by the Membership Committee. I agree to keep my address current at all times and acknowledge failure to do so will be sufficient grounds to drop my membership. (\*Short title).

Signed ..... Date .....

SPARK GAP PIONEER  
(Service prior to 1915)  
 PIONEER  
(Service 1915 to 1925)



VETERAN.  
(Service 1926 to 1935 incl.)  
 PROFESSIONAL ASSOCIATE  
(Service after 1935)

## HISTORY SHEET

(Please type or print)

PASCOE. GORDON. H. "GORD" Vera  
Family Name Given Name Initial Nickname Sine Wife  
Seattle. WASH 98116  
Street or P.O. Number City State Zip Tph (Area) No.

WIRELESS OR RADIO: 1919 3/5 SAN RAMON

Date first liscense Date assigned 1st ship Name ship/stn Call

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.
	<u>Long</u>	<u>List - See Attached.</u>			

(Additional - use reverse side.)

### AMATEUR ACTIVITIES

FIRST CALL \_\_\_\_\_ DATE \_\_\_\_\_ PRESENT CALL \_\_\_\_\_ WORK FREQUENCIES \_\_\_\_\_

RADIO ORGANIZATION YOU BELONG TO: \_\_\_\_\_

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

NAME SHIP \_\_\_\_\_ DATE SOS \_\_\_\_\_ (Circumstances on reverse side)

WILL YOU SERVE AS OFFICER OR DIRECTOR ON BOARD OF GOVERNORS IF NOMINATED ? \_\_\_\_\_  
(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).

#33

cx  
five ltr Bill  
returned RJ 3/8

Seattle, Wash.  
March 4, 1968

ET  
TKO  
R 8/2/68

Dear Bill:

X Wireless Pioneers of the 7-Sea sounds good to me. The sea-going radio men (wireless telegraphers), who pioneered, are getting old and their names and achievements should be perpetuated. They made the early crude equipment work and improved on it. They were a dedicated lot often standing exceedingly long watches - sometimes sticking by the "key" to get out that SOS, going down with the ship. I remember, before Lindbergh flew the Atlantic, capturing the honors for the intrepid aviators, the early wireless operator was the most glamorous and admired profession. More power to these men. May there be many still around, to form a good organization.

I had the "flyer" duplicated and have sent copies to several appropriate locations in the Boeing Co. → Already one man Hugh Compton has promised to apply, and will send a couple of dollars to help on the initial expenses. <sup>1500</sup> I am doing the same and will enclose my checks. Also a partial copy of the service records on the reverse of my old licenses.

I was sorry to hear, Bill, that you were having trouble with hernia again. I was hoping there would be no re-occurrence. Keep up the good fight old friend.  
(over)

And Ruth! We were so sorry to hear what befell you. Fortunately you are young and able to mend rapidly. We certainly wish you a speedy recovery.

Sincerely,

Gord and Vera.

Back to you Bill:

My Sea-Going Service Record

- #18223 1st Grade S/S San Ramon April 1919 - June 1919  
 Mexican S/S Jalisco June 1919 - July 1919  
 S/S Ampetco (Belgian) July 25, 1919 - July 18, 1920  
 S/S Shooters Island Nov. 29, 1920 - Feb. 23, 1921  
 S/S Phoenix Bridge Apr. 20, 1921 - August 17, 1921
- #1407 1st Class } S/S Walter Jennings Mar. 1, 1922 - Sept. 22, 1922  
 1st Grade } S/S Conness Peak Nov. 13, 1922 - April 8, 1923  
 Tug De Bardeleben May 11, 1923 - May 12, 1923  
 S/S Dulcino May 21, 1923 - Aug. 6, 1923
- #4977 1st class } UFGO New Orleans WWII May 9, 1924 - June 5, 1924  
 1st Grade } "Puerto Castillo, Honch June 6, 1924 - Aug 17, 1925  
 "UC"
- #11,293 1st Class } Puerto Castillo, Honduras Aug 15, 1925 - Feb. 28, 1926  
 1st Grade } Tequigalpa, Honduras Mar. 1, 1926 - Aug 12, 1927  
 "UC"
- #4255 1st Class } Light House Service  
 #4884 1st Class } Bureau of Air Commerce  
 12-2139 1st Class } leading up to C.A.A.



RESUME of GORDON H. PASCOE  
IN THE FIELD OF WIRELESS TELEGRAPHY.

6-13-68

33  
M.F. 8/17/68

The best thing I ever did was to join the Navy at the outbreak of World War I. The training I received in the Brooklyn Navy Radio School and later at Harvard started me on a career in Communications which I have followed to the present date. When discharged from the Navy there were few jobs open to the "veterans", but in my case there was the Merchant Marine in need of wireless operators. My first ship was the San Ramon, a little steam schooner running between New Orleans and Mexican ports. Even in those days, authors were writing there was no longer romance in the sea, however they should have sailed in some of the tramp steamers to which I was assigned. When I was welcomed aboard the San Ramon in my case it was like going to sea in a life boat after ~~the~~ being used to Naval battle wagons. One very interesting experience happened during the Villa revolution. Villa realizing his troop movements were being reported by the Federal radio stations, sent commando units to each radio station on the outskirts of the cities and shot all the operators. Mexico asked the U.S. to help them out until they could train others. Always being a sucker for volunteering I found myself in the Mexican Navy aboard the Converted Cruiser "JALISCO". Life was really exciting on this cruise, with several brushes with the Villistas while evacuating civilians from danger points. I worked the Oil Tanker circuit aboard the "Ampetco" and "Walter Jennings". The latter went on a reef in the Caribbean. Then there was the "Shooters Island" Whats in a name? we had a first class mutiny off the mole in Genoa. We had to subdue an unruly section of the crew by the use of firearms. The "mutineers" wound up in the calaboose in Italy. The last ship was of all things a molasses tanker, New Orleans to Cuban ports. With hot weather and no refrigeration aboard, the food was rough, and when I broke out with scurvy, I figured I had it. I figured I would go in for railroading, but my applications went unanswered. The day after I signed a two year contract with the United Fruit Company I received telegrams from three railroads to come in for a test, but they came too late. After working some of the WNU New Orleans circuits, I was off for the tropics and worked at the Honduran stations at Puerto Castilla and Tegucigalpa. I became Chief Operator of Tegucigalpa a really high powered station for those days. I might have been down there yet, except I contracted malignant malaria twice, and the doc said the third time would kill me, so up to the hospital in New Orleans they sent me. It was here I learned of the Bureau of Air Commerce and the chain of radio telegraph stations maintained along the airway. I secured an assignment with my first station Bellefonte, Pennsylvania. I worked at many of the Airways Stations throughout the country, finally winding up in the Regional Office at Seattle. After a life of travel, during which I had met a wonderful girl named Vera, we really settled down and raised our family, Douglas and Bonnie. When during an economy move by the CAA, I was transferred to Los Angeles, rather than disrupt things, I took an early retirement from Government service and applied to the Boeing Company for employment, where you will find me today, but not for long, but still in Communications.

Gordon H. Pascoe

Feel free to edit the above and cut it down to any required size.