

PORTS O' CALL



1968



SOCIETY

OF

WIRELESS PIONEERS



PORTS O' CALL



VOICE OF THE "WIRELESS PIONEERS"

Volume 1, Number 2 "Summer Edition" — SOCIETY OF WIRELESS PIONEERS — August 1968

WELCOME ABOARD!

"YE ED" (The Ancient Mariner) would like to take this opportunity - on behalf of the Officers and Directors of THE SOCIETY OF WIRELESS PIONEERS, of welcoming all new members into our growing organization of PROFESSIONAL WIRELESS MEN.

This edition of "PORTS O' CALL" is in three (3) sections. Section one - is general news about things nautical, wireless and covers the spectrum of things we are interested in. Section two is our ROSTER of members, with news about them. Section three, of this issue contains a copy of the approved Constitution and By-Laws of our Society.

"PORTS O' CALL" you are reminded can only be as interesting to you as you yourself make it! In other words, we will need your help in furnishing us with ideas and news that you feel all of our members will enjoy reading -- especially that about yourself.

I would like to remind all members that effort and time spent on this publication has been donated. "Ye Ed" makes no claim of editorial ability, so if you see any glaring mistakes of grammar or you become a witness to the untimely demise of the "King's English" right before your eyes - just remember he is a rank neophyte (sometimes very rank!) I am sure "nit-pickers" will have a field day with my copy - however, the main objective, as I see it, is to get the idea or message across - so if I can do this, in spite of shortcomings, I feel at least something has been accomplished. Perhaps our members will develop a "sense" of reading between the lines on what it "intended" and not what these chubby little fingers of "Ye Ed" put down ... matter of fact, they seem to run away with copy on occasion, and even he, is startled when he rereads what they have written. Wierd combinations that would make any English Prof. seek solace in liquid refreshments!

STATEMENT OF POLICY

All of the Society's publications such as "PORTS O' CALL" etc., are published and intended for members only. They are not published for commercial distribution or for any profit. Since copies of "PORTS O' CALL" are limited to members only and furnished to them free of charge (sustaining members only), we do not solicit subscriptions as there is no provision for same.

It is the desire of "Ye Ed" and I am sure he reflects the wishes of all members, to include in each issue only items of good taste.

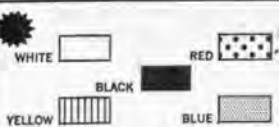


Plate 1. International Code Flags.

We will NEVER maliciously print or publish anything that may ridicule or bring discredit to anyone. There is sometimes a rather fine shade of difference between what may be considered by one person funny or facetious and by another -- offensive. Anything published is done in the spirit of humor and levity and we hope it will never be taken otherwise.

Since this is our first effort - we would appreciate your comments about the contents of our good paper. **QUESTION?** What would you like to see included that is not found in this issue and conversely, what has been published that you find of little interest? It is impossible, of course to please everyone all of the time (as Pres. Lincoln once said) but we think we can do a better job if we know your feelings rather than trying to "second guess" with our own ideas. In the final analysis - your paper is going to be **WHAT YOU MAKE IT!** NUF SED!

A "PEEP" AT THE VEEPS

One of our good members, whose erudition we do not question, observed before God and everybody - "you sure have lots of VICE PRESIDENTS ... how come?"

Well Roosevelt tried to "pack" the Supreme Court and of course we all know that the Mexican Navy has more Admirals than sailors ... so, there must be a reason -- (even if its a poor one).

Recalling Parkinson's ideas about Government organizations, we mounted our magic carpet and filed a flight plan for Mount Olympus where we met and communed with the Oracles of Apollo who just happened to have Hon. Confucious as guest. We discussed our problems at length and after due deliberation, the concensus opined ... "return thou forthwith to Santa Rosa - taking into consideration that all of those old moss-backs are reaching the state of senility where too much activity will make them candidates for Valhalla - so divide up the work to the sextup degree. On our return flight, after trying to keep our carpet on course after its erratic behavior, we mulled over the idea, pro and con for hours. At last the light shown bright and clear. It actually read "fasten your seat belts" but we thought it read - establish at least six "VEEPYS" to cut down the work each has to do. This, in essence is the reason that all SIX VEEPS were established and WHY the Society is loaded down with officials whose rank spills over with prestige, but who DRAW NO PAY!

After our return, we decided to confirm our decision on organizational fineness so we contacted the COUNCIL OF SENIOR AMERICAN BUSINESS EXECUTIVES and ask them what they "thought" of our organizational structure? After some deliberation, a brief was handed down! "You have an excellent organization but we think it will be a long time before it will qualify for listing on the New York Stock Exchange! We hope this answers your question.



PUBLISHED BY THE SOCIETY OF WIRELESS PIONEERS

P.O. BOX 530, (Free to members) SANTA ROSA, CALIF. 95402 Wm A. Breniman, Editor



ELECTION. . . YOUR NEW OFFICERS & DIRECTORS FOR 1968-69 OUR "FIRST"

OFFICERS & DIRECTORS ELECTED - 1968

In accordance with agreement at the Cotati meeting on May 4 1968, ballots were mailed all members who had applied to join the Society. The deadline of May 20th was extended to May 25th to close the ballot so that all members would have ample time to reply (and vote).

Frank Geisel agreed to act as "Tally-Clerk" since we did not have a Secretary on this initial election. He counted votes returned which was about 53% of those mailed. As a result of the election, the following received two-thirds (or more) of the votes and therefore elected to office as the FIRST OFFICERS and DIRECTORS to serve our new organization. They will serve until the next election of officers and directors which is scheduled in April 1969:

- | | |
|---|-------------------|
| 1. <u>PRESIDENT</u> | RICHARD JOHNSTONE |
| 2. <u>SENIOR VICE PRESIDENT</u> | W. EARLE WOHLER |
| 3. <u>V.P. EXECUTIVE DIRECTOR</u> | WM. A. BRENNAN |
| 4. <u>V.P. MEMBERSHIP/CREDENTIALS</u> | FRANK GEISEL |
| 5. <u>V.P. FINANCE/AUDITS</u> | FRED MANGELSDORF |
| 6. <u>V.P. AWARDS</u> | HENRY DICKOW |
| 7. <u>V.P. CHAPTERS</u> | JACK A. MICHE |
| 8. <u>SECRETARY</u> | EBEN K. CADY (*) |
| 9. <u>TREASURER</u> | SYDNEY J. FASS |
| 10. <u>HISTORIAN/CURATOR</u> | GILSON V. WILLETS |
| 11. <u>DIRECTOR</u> GERALD A. WHITTAKER | |
| 12. <u>DIRECTOR</u> BUTLER J. OSBORNE | |
| 13. <u>DIRECTOR</u> JACK SLATER | |
| 14. <u>DIRECTOR</u> HOWARD H. PYLE | |
| 15. <u>DIRECTOR</u> GORDON S. PASCOE | |
| 16. <u>DIRECTOR</u> LEE O. FASSETT | |
| 17. <u>DIRECTOR</u> JOHN J. MCCARTHY | |



(*) George G. Farmer was elected but declined due to moving, etc. The Board of Directors by unanimous decision elected Mr. Cady to be our new Secretary.

VOTE TALLY *****

1. PRESIDENT: #2 - 54; #1 - 7; #13 & 22 - 1 each.
2. SR. V.P.: #4 - 55; #5 - 5; #35 & 50 - 1 each
3. EXEC. V.P.: #1 - 50; #2 & 4, 2 each; #3 - 4; # 5, 26 & 89 - 1 each.
4. V.P. MEMBERSHIP: #5 - 49; 1 each #1,4,70,74,85.
5. V.P. FINANCE: #7 - 54; 2 each # 1,6; 1 each #3 8,15,41,81,100.
6. V.P. AWARDS: #3 - 48; 1 each #6,9,22,29,32,35,40, 53,66,99,102.
7. V.P. CHAPTERS: #15 - 49; 2 each #1,5,6; 1 each #11,18,33,41,45,50,68,81 and 104.
8. SECRETARY: #85 - 48; 2 each #5; 1 each #1, 3, 6 42, 45, 48, 50, 62 and 69.
9. TREASURER: #25 - 48; 1 each #1, 3, 6, 42, 45, 48, 50, 62 and 89.

10. HISTORIAN/CURATOR: #22 - 47; 2 each #35; 1 each #4, 6, 11, 20, 22, 56, 61, 64, 72.
11. DIRECTOR: #6 - 40; #9 - 2; One each 1, 2, 3, 11,19,21,29,35,57,61,62,69,71,72,79.
12. DIRECTOR: #20 - 40; 2 each #2 & 17; 1 each #4, 15,18,19,23,30,39,50,64,65,67,73,87.
13. DIRECTOR: #9 - 38; 1 each 1, 3, 23,25,26,37,49, 50,54,69,71,79,83,89,92.
14. DIRECTOR: #50 - 50; 2 votes #32; 1 each #4,7,25, 26,37,43,50,52,54,77,98,99.
15. DIRECTOR: #33 - 42; 2 votes # 102; 1 each # 7, 22, 35,39,41,48,50,60,61,70,80,82,85 & 91.
16. DIRECTOR: #37 - 41; 1 vote #6,25,43,45,55,57, 72,75,78,84,85,93,98.
17. DIRECTOR: #68 - 41; 1 vote #1, 11, 38,58,63,69, 82, 85, 89,96, 101, 103.

We all thank FRANK GEISEL for a tremendous job taking so much time and effort. This job will normally be handled by the Secretary so Mr. Cady will be called upon to act as vote teller in the next election. Our thanks FRANK for a BIG job - well done !

THE VOTES HAVE BEEN COUNTED
OFFICERS AND DIRECTORS HAVE BEEN ELECTED !
SO LETS GET ON WITH OUR BIG JOB . . . LETS
ALL PULL TOGETHER TO MAKE THIS A REAL
FINE AND OUTSTANDING ORGANIZATION !
. . . . THE BEST !!!

QUESTION -NAIRE

&

YOUR ANSWERS



1. DO YOU LIKE OUR NAME ?

There were 85 questionnaires returned for tabulation. Of these, 68 approved the name ... "THE AMERICAN SOCIETY OF WIRELESS PIONEERS OF THE SEVEN SEAS"..... However, of the 68, 19 qualified their approval with various suggestions which ranged from dropping ... "of the Seven Seas" ... to question on the use of "American"! It was felt that American would include citizens of all nations in the Western Hemisphere even though the inclusion was based on the idea it was for citizens of the United States only.

There were 18 who DID NOT LIKE the name. Some of the same reasons were expressed. The names most frequently suggested as an alternate were (a) SOCIETY OF WIRELESS PIONEERS and (b) WIRELESS PIONEERS. It may be noted parenthetically that both of these titles have been used by us on our letterheads and envelopes.

One of our members who has had considerable experience in such matters, said ... "The title may have a romantic appeal but it is too long." I suggest we use "SOCIETY OF WIRELESS PIONEERS. Its short, snappy and will serve the purpose. Based upon review of all replies on this question, the Board of Directors have decided to use:

THE SOCIETY OF WIRELESS PIONEERS

This will be our legal corporate name (with Inc., added when corporate papers are filed). We will also use the nomenclature "WIRELESS PIONEERS" and "Society" in our Constitution and By-Laws as it is presently written.



YOUR ANSWERS

2. CONSTITUTION & BY-LAWS

Sixty-nine members approved the CONSTITUTION AND BY-LAWS which were adopted at the Cotati meeting. Only one member disapproved. Based on the above change in name, we plan to modify the Constitution and By-Laws to include the new name, where necessary. (See Section III of this edition of "PORTS O' CALL"). Some slight changes in verbiage has been made to refine the wording, without change in context. Fourteen members returning Q-airre did not mark this item.

3. AFFILIATION

There was strong sentiment AGAINST affiliation as 67 of our members were opposed and only 3 members suggested that we consider affiliation. Most of those opposed were quite emphatic. One member wrote ... "affiliation means compromise to fit our principles, policies, etc., into theirs and vice versa. Better we stand alone as we are a unique organization matched by no other, as is!" Another quoted George Washington ... "avoid entangling alliances". A number did qualify their "NO" vote by suggesting we might give the matter some consideration after a year or so of experience.

The Directors have decided to table this idea for at least two years.

4. MEETINGS AND PICNICS

Answers to this question favors the exact program we have already proposed and incorporated in our By-Laws, ie: TWO MEETINGS PER YEAR PLUS A SUMMER PICNIC. The meetings programmed are:

FEBRUARY - FIRST SATURDAY (Luncheon) AWARDS.
(In or around San Francisco)

MAY - FIRST SATURDAY (Luncheon) Installation of officers. To meet as decided by the majority of Directors vote).

OTHER informal social meetings may be held.

PICNIC: One per year - August or September.

Summary and analysis of returned questionnaires recommended that we hold two meetings yearly plus one picnic. The median was 2.3 meetings with suggested range from 1 to 6 annually. Members seem to favor "within fifty miles of San Francisco" with Marin and Sonoma Counties leading in both meetings and picnic areas to consider. There were several suggestions that we alternate the meetings with our Southern California members on a 3/1 basis.

5. NAME OF OUR NEWSLETTER.

We had near uniform endorsement for ... "PORTS O' CALL" as the name of the Society's publication. Many comments such as ... "name is wonderful!" ... "I'd say its hard to beat", "seems excellent to me" ... "seems fitting" ... etc. etc. 76 members liked the name. One member did not. 7 did not answer the question.

Alternate suggested names included: "Press Wireless", "Salt Peter" (we detect a facetious soul?); "The Wireless Pioneer", "The Wireless Telegrapher" and "Sparks of the Sea".

Consensus: Retain;... "PORTS O' CALL"



6. MEMBERSHIP CREDENTIALS

A majority of the members want a CERTIFICATE OF MEMBERSHIP that they can frame and mount on a wall. Many have requested that we make a special effort to work up something that is real "arty" and attractive - out of the ordinary!

There seems to be the feeling that such an interesting certificate on display would be a real promotion or "conversation" piece and would interest others in the organization. Some of the members have indicated they would even be willing to pay an additional fee to defray cost of printing, art work, postage etc.

Vote on membership credentials was as follows:

Credential	Want	No interest indicated
Wall Certificate	55	27
Wallet Card	40	43
Decals	14	68
Lapel pin/button	20	62

It is suggested that we work up (a) a real nice WALL CERTIFICATE and (b) a WALLET CARD. We will consider decals or the lapel pins when we have more members and more interest is shown in them.

We will try to furnish the Certificate and card without additional expense if possible. In case costs necessitate we may ask those who want such credentials to make a small donation to cover.

Next year, we will add a small fee as initiation. Next year we plan to add a small initiation fee of \$2.00 to absorb the anticipated cost of the certificates and cards and then furnish same without cost to all new members who join our organization without extra charge.

7. INITIATION FEE/S AND DUES

Following is the tabulation of annual dues members felt was necessary to finance the Society:

\$5.00 - 62 members	\$10.00 - 7 members.
7.50 - 8 members	
3.50 - 2 members	Two members suggested we establish cost of operation and then divide cost by number of dues-paying, sustaining members to establish annual rate. The same to apply to our initiation fees.

Following is tabulation on "INITIATION FEES":

32 members felt NO initiation fee should be charged. 29 members thought a charge should be made in the following amounts: 1 @ \$15.00; 5 @ \$10.00; 2 @ \$7.50; 11 @ \$5.00; 3 @ \$3.00; 3 @ \$2.50 and 4 suggested determining costs, then divide by the sustaining members to determine charge to be made.

ACTION: During the balance of 1968 we will "waive" the initiation fee and establish dues @ \$5.00 for calendar year 1968. Starting in 1969, the dues will remain at \$5.00 but initiation fee of \$2.00 will be added making total \$7.00

- END - SK - 30 -

CALL FOR DUES

You can see by the "PLIMSOLL MARK" on our BANK BOOK that there is plenty of free-board and the old "hecker" is riding high in the water. A little more cargo, such as gold bullion, pieces of eight, or even some greenbacks, or even a check ... say for \$5.00 if you haven't as yet sent it in to help finance our new Society. WHILE ITS FRESH IN YOUR MIND - WHY NOT MAKE A CHECK PAYABLE TO THE SOCIETY OF WIRELESS PIONEERS and mail it to our Executive Director. He'll load it aboard and we'll be seaworthy and ready to sail with the tide. OKAY? OKAY!



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

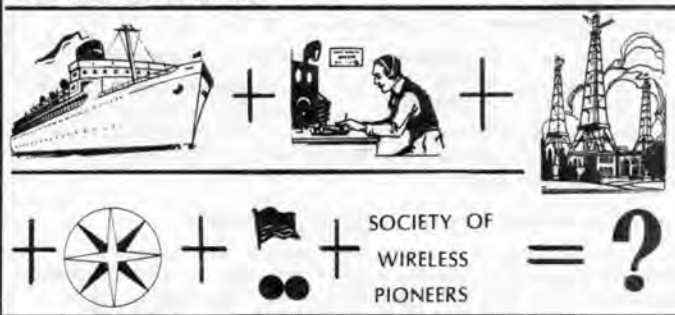


a postage stamp with a vignette picture of Guglielmo Marconi ... in 1928 Newfoundland issued a postage stamp picturing the Cabot Tower on Signal Hill where Marconi received the first transatlantic wireless signal in 1901... ... In 1952 Switzerland celebrated a Century of Swiss Telecommunications with a stamp picturing the sky at night revealing Continental Code characters flashing across the sky and reading "HELVETIA".

The old United Wireless Telegraph Company between 1908 and 1912 issued a total of 17 company franks used as a stamp on DH communications ... In 1913 the Marconi Company of America (New RCA) issued a single frank stamp ... From 1910 to 1913 the United Fruit Company issued four "Wireless Service Franks" and between 1914 and 1926 the Tropical Radio Telegraph Company issued three franking stamps, successors to the 1910 to 1913 United Fruit franks... We would like to hear from any old timers who may have some of these old wireless telegraph franks. Drop us a line c/o: Gilson Willats (Radio Rex), The Flying Horse Stamp Co., Villa Grande, California, 95486.

EMBLEM NEEDED FOR OUR SOCIETY

Here is the golden opportunity for all of the Society's artists, illustrators or idea men to come up with a real "snazzy" emblem that we can adopt as the "image" of our organization. We can use this on wall certificates, pocket or wallet membership cards, decals as well as our stationery for identification. Most organizations have adopted a simple "trade mark" such as those at the bottom in the amateur field.



The above represents some of the "product-mix" that might be considered in working up an emblem. There are many others and they can be combined in many ways to make an effective badge of our Society. At the top is a crude attempt by The Ancient Mariner to give the idea and to stimulate response from members to send in something that is creative and a "bell-ringer". Of course we can't pay for any submissions but we'll try to publish all of the best. Please limit your drawing to not over 4 inches in length - black or red on white paper.



AMERICAN RADIO RELAY LEAGUE



OLD OLD TIMERS CLUB



QUARTER CENTURY WIRELESS ASSN.

THE STATIC ROOM

GILSON VANDERVEER "REX" WILLETS *By Radio Rex*

The world's first postage stamp with a wireless theme was issued in 1918 by Guatemala. It featured a bicolor picture of the towers of its new and powerful station at Inalambrico. Does any one recall the call letters of this station? Please tell us... In 1965 the United States issued an 11c stamp honoring the International Telecommunications Union. It featured a Gall Projection map of the world, a Radio Sine Wave and spelled out in Continental code "ITU" over and over again... in 1928 Italy issued



A CHALLENGE...

We presume many of you know what a "WORD SQUARE" is? For those who do not, it is a set of words when the letters of each are arranged one beneath the other, they form a square that reads a line both horizontally and vertically. (Example):

S A T E D
A T O N E
T O A S T
E N S U E
D E T E R

Our challenge is to use any of the following words: WIRELESS, RADIO (or) PIONEER (or anything electronic) and come up with a WORD SQUARE as per example the one on the left.

PRIZE

FIRST PRIZE for the best WORD SQUARE will be an "all-expense" cruise to TIMBUCTU. We will provide the best in ultra steorage accommodations on any Eudorian Passenger Liner of over 25,000 Tons. While there is no charge for transportation, The "HERE TODAY, GONE TOMORROW" TRAVEL AGENCY which will finalize trip arrangements, require the winner to make a slight deposit (\$3250.00). When we questioned them about this fee, they informed us that the land portion via camel was not included in costing and advised that the dromedary drivers had gone on strike so it was necessary to substitute the more costly Bactrians but in so doing, there was added baksheesh to placate the cameleers since costs are going up all over.

SECOND PRIZE

Duck dinner. You furnish the duck.

CALL FOR NEWS

We are enclosing in this mailing of PORTS O' CALL a yellow form SUBJECT: REQUEST FOR NEWS. We are also enclosing a return envelope that it can be mailed in.

PLEASE DO NOT return these immediately but wait until **OCTOBER 1 1968** to fill them out and return. We will try and publish PORTS O' CALL on a quarterly basis and we will be ready to work up the news for our next edition in October so it will be "fresh" if you hold it until then. **HOWEVER... PLEASE MARK YOUR CALENDAR** so this is not overlooked. You might also note "... MAIL OCT lat" on the form. This will save us postage in our "Call for News". It is **IMPORTANT** you do not overlook. THANKS. CX

WIRELESS FIRSTS



Hertzian Oscillator

THE FIRST WIRELESS COMPANY IN THE U.S.A.

The first wireless company that was established in the United States was that known as the "AMERICAN WIRELESS TELEPHONE AND TELEGRAPH COMPANY, INC." Partners and engineers establishing the organization were Harry Shoemaker and John G. Pickard. They had obtained the DOLBEAR PATENTS for their firm. The year? it was JANUARY 1899.

FOR THE RECORD AND REVIEW

- 1895 - Marconi sent and received his first wireless message in Italy.
- 1896 - Communication established by wireless for the first time between two ships at sea, credited to efforts of Capt. William Jackson of the British Royal Navy.
- 1903 - The S. S. CAMPANIA began publishing the first newspaper at sea from news sent by wireless.
- 1905 - The United States Navy issued the first international Radio Call Sign book.
- 1908 - Marconi started commercial radio service between Glace Bay Nova Scotia and Clifden Ireland. Service was not reliable.
- 1914 - The U.S. Navy station at Darien in the Canal Zone was commissioned on July 1st. The transmitter was a 100 KW arc and was the FIRST OF THE NAVY'S H.P. CHAIN. The last of the net was built and commissioned on Dec. 19 1916 at Cavite, P. I., using a 300 KW transmitter. (NPO).
- 1918 - First use of a station to transmit armistice terms. Station "POZ" at Nauen Germany was used to flash Germany's acceptance of the Allied terms for surrender on Oct. 12th. This was picked up and relayed to the Allied High Command.

TRANSITION -- WIRELESS TO RADIO

The United States Navy ordered all personnel to start using the word "RADIO" in lieu of "WIRELESS" in an ALNAV bulletin issued in 1912.

The Marconi Wireless Telegraph Company of America ceased its operations Nov. 20 1920 and the Radio Corporation of America (R.C.A.) took over operations, with Messrs. Owen D. Young as Chairman, Board of Directors, E. J. Nally, President and David Sarnoff at Managing Director.

DEMISE OF THE UNITED WIRELESS TELEGRAPH COMPANY

The Marconi Wireless Telegraph Company won a suit charging the UWT with patent infringements in 1912. As a result of the court's decision, a bankruptcy petition was filed and the Marconi Company took over approximately 400 ship installations plus some 17 shore stations of the United Wireless Telegraph Company. That was the end of UWT.

... AND "WIRELESS" HAD IT MADE !

The one single event that perhaps "triggered" public interest in the use of wireless at sea, as a sea-going necessity was the collision on January 23 1909 between the WHITE STAR LINER REPUBLIC and the Italian Steamer FLORIDA which rammed her in a pea-soup fog dead-amidship, about 25 miles southwest of Nantucket lightship. Wireless Operator, Jack Binns of the REPUBLIC was able to get word to Albert Ginman at the Siasconsett shore station and Ginman in turn alerted, among others, Operator H. J. Tattersall of the White Star passenger liner BALTIC. The saga of the double rescue, that of the Republic's passengers and most of their crew by the FLORIDA, and then the transfer at sea of some 1550 passengers and crew of the Republic from the SS Florida to the Baltic was a news event that stirred most of the civilized world.

What a tragedy it would have been, had it not been for Jack Binns and his wireless set. The SS FLORIDA carried no wireless at the time, indeed there were only about 175 ships that carried these new "contraptions" at the time... called "wireless".

The impact was not lost on ship owners and the maritime world, but it still took the sinking of the HMS TITANIC to galvanize the nations of the world into action that would tighten up maritime laws and procedures and make wireless mandatory. Thankfully, only six lives were lost while over 1700 were rescued from these two ships ... THANKS TO WIRELESS.

DAVID & GOLIATH

It was in December 1912 that the United States Navy decided to run evaluation tests between the Fessenden 100 KW synchronous rotary spark transmitter and the small FEDERAL 30 KW POULSEN ARC. These were installed for comparison at the U.S. Naval Radio Station, Arlington, Virginia and the station was commissioned Feb. 13 1913. The smaller 30 KW POULSEN ARC proved superior but the 100 KW FESSENDEN unit was also purchased and retained.

Ye 'Olde' Brasspounder's Column

SPARK'S CREED:

He seldom complained... "What couldn't be cured could be endured".

THE "ROCK CRUSHER"

James Watt, the great British engineer who lived from 1736 until 1819 remarked once that ... "noise is suggestive of power. Any machine which operates silently or without vibration is far less impressive (at least to the layman) than a noisy one."

This bit of philosophy was often translated or used by "Sparks" on the big liners as well as coastwise hookers to impress passengers who visited their "wireless shack". The operator would start up his rotary unit and with aerial grounded would tap out signals that could be heard all over the ship. The visitors impressed, left with the feeling that the ship could indeed be heard at great distances and they therefore felt secure.

Some of the readers of "POC" may remember the Magazine "CQ" published about 1930 (not to be confused with the magazine of the same name published today. Ye Ed run a column in this publication which he title... "THE ROCK CRUSHER". Other contributors included Doc. Lee de Forest who told how he built the first American stations and trained wireless operators, Radio Rex Willets on the Mystery of the Tug Boat (or) Sherlock Holmes goes to Sea. E. H. Rietzke, member of I.R.E. also discussed "Series and Parallel circuits" over a period of issues.

TALK IN THE STATIC ROOM

Generally narrowed down to five principal categories but with many subdivisions thereof:

1. GIRLS ! (Keep it respectable)
2. SHIPS, including skipper, quarters, gear, etc.
 - 1(a) GIRLS. (Foreign vs Domestic)
3. FOOD
4. GIRLS. (Fat ones)(short ones) (Misc.)
4. PORTS O' CALL,
 - 1(c) GIRLS (Damn Yanks vs West Coasters)
5. WEATHER, Storms, fog, wea. rpts. etc.
 - 1(d) GIRLS. (Any and all)
(PS. QUIT DREAMING)

Wonder if the "tin can" operators would like to have a club of their own in the Society ?

Then there are the "Steam Schooner" boys. The very "elite" from the "CELILLO" or perhaps the second raters from the Multnomah, Klamath, Willamette or Wapama ?

Dick Johnstone says that between 1900 and 1906 there were 40 commercial Stations on the Pacific Coast. PACIFIC WIRELESS CO 5; MASSIE - 1; DE FOREST-UNITED - 30 and MUTUAL TELEGRAPH (Hawaii) 5. (One got lost in the shuffle).

NOSTALGIC MEMORIES OF DAYS LONG AGO

EARLY DAY WIRELESS & RADIO CLUBS & ORGANIZATIONS

It might be of some interest to know that some of our good members belonged to radio organizations that were in existence over fifty years ago, indeed our Vice President, Henry Dickow was PRESIDENT of the SAN FRANCISCO RADIO CLUB as far back as 1916. Other members included Lee Fassett, Joe Spatafore, Roy Cronkhite, Paul Fenner - to name a few.

During 1925 and 1926 an organization with a name similar to ours existed in San Francisco and our Veep, Henry Dickow was also member and President of "THE SOCIETY OF RADIO PIONEERS". One of our Spark-gap Pioneers was a member of the "PIONEERS". Copy of his membership card is shown below:



We wonder if there are any older RADIO CLUBS in the U.S. than the SAN FRANCISCO RADIO CLUB - 1916? We think that perhaps our members might enjoy going back 52 years and reading their Constitution and By-Laws, as follows:

OBJECT AND PURPOSE (SAN FRANCISCO RADIO CLUB)

During the early part of January, 1916, a number of prominent commercial and experimental radio operators of San Francisco met in order to discuss the possibility of organizing a radio club in this city. The number of enthusiastic operators barely reached the dozen mark, but regardless of the small number present a prosperous future for a radio organization was foreseen, and the necessary steps toward founding an organization were undertaken. Radio operators throughout the city were notified of the undertaking and were urged to give all possible support to insure a huge success.

A meeting was held on a following Friday evening and the number of responders was surprisingly large. A constitution was framed, submitted for approval at a later date, and finally signed by fifteen charter members. The situation was then well in hand and the membership of the club increased rapidly as the weeks passed by, until, at the present time, thirty-six radio men are in possession of the membership card.

MEMBERSHIP AND QUALIFICATIONS

The membership comprises:
 (a) MEMBERS, either who hold a first grade commercial license or better, or who have passed the club examination of that grade.

(b) ASSOCIATES, are those who are interested in radio communications. Associate Members desiring to become full members are examined when their capability permits, and if they are successful in passing the club examination, equivalent to the U.S. Government examinations for first-grade commercial license, they are transferred from the grade of Associate to Member. A CERTIFICATE OF SKILL will be issued to all Associates who successfully pass the examination.

INITIATION FEE AND DUES

The initiation fee for admission to the club is one dollar. Dues for either grade of membership are twenty-five cents per month. Upon payment of the initiation fee, the new members will receive the club membership card.

MEETINGS

Meetings of the San Francisco Radio Club are held every Friday evening at the club room, 737 Shrader Street at eight o'clock. The four meetings per month comprise one experimental meeting, one social meeting and two business meetings.

PAST OFFICERS

Terms expired August 1916.

PRESIDENT: H.W. DICKOW VICE PRES. D.B. McGOWN
 SECRETARY-TREASURER: W. GRIFFITH (Feb. to June) and H.R. LEE (June to August)

SERGEANT AT ARMS

T.J. RYAN

EXAMINING OFFICERS

H.W. DICKOW
 H.R. LEE (FEB-JUNE)
 D.B. McGOWN (FEB-JULY)
 C.M. HEANEY (JUNE-AUG)
 L. FASSETT (JULY - AUG)

DIRECTORY OF MEMBERS

C. Altland	C. Brown
H.C. Brown	W. R. Carillon
F. L. Busch	D. Cole
R.F. Clairmont	F. Davis
C. Conkhite	H.W. Dickow
A. J. Dimond	P.R. Fenner
L. Fassett	W. Griffith
P. Flaig	W. Henry
C. Heaney	N. Heuter
E. T. Hidden	E. V. Baldwin
R. B. Jones	

Social meetings have proven to be a great success. On these occasions the members indulge in games of all descriptions, while refreshments are served. Frequently they are entertained by music. Everything possible is done to make these meetings enjoyable and congenial.

ADVANTAGES OF MEMBERSHIP

The San Francisco Radio Club offers many distinct advantages to its members. Radio men in all grades of experience come together, exchange ideas, relate experiences, benefit by interesting and educational lectures and learn the method of good speech delivery. Commercial operators come into contact with amateur operators and experimenters; interference between stations is reduced to a minimum, and the maximum of efficiency is secured from the experimenter's apparatus with the aid of accurately calibrated measuring instruments which the club possesses. Privately owned stations are tuned to resonance to comply with the Government regulations without charge to the owner. The Tuning Inspectors will arrange to tune stations at convenient times, the members being only required to fill out an application blank for wave meter service.

OFFICERS WHOSE TERM/S EXPIRE - FEBRUARY 1917.

PRESIDENT: H.W. DICKOW VICE PRES. D.B. McGOWN
 SEC/TREAS: H.R. LEE SGT. AT ARMS: T.J. RYAN
 EXAM. OFFICERS: H.W. DICKOW, C.M. HEANY, H. MARARIN.

DIRECTORY OF MEMBERS 1917

E.M. CARR	H.R. LEE	E.G. MAHN
H. MALARIN	W.L. MENTZER	D.B. McGOWN
J. METEYCIK	J.E. MOSIER	R. RADFORD
C. REED	E. RIDDLE	T.J. RYAN
H. P. SCHENCK	J. SPATAFORE	L.J. SPAULDING
H.R. SPRADO	E. STEVENS	F. TAYLOR
W. WELLS	C. WHITING	GE. WHITING

The 1916 "YEAR BOOK" of the San Francisco Radio Club contains advertisements from: PACIFIC LABORATORIES SALES DEPT., 534 Pacific Bldg., S. F. (reading as follows):

THE MOORHEAD TUBE After several months of exhaustive research work we can now offer to the radio man, a new wave responsive device for the reception of damped and undamped radio signals. The most sensitive known, including our "Trons" and Electron Relay.

GALENA Specially selected for wireless use is offered by D. B. McGown, Assoc. I.R.E. (Call 6MC) Tested crystals - 20¢ per ounce. Sample for two-cent stamp (!)

Frank P. Herrguth and Al Rosenberg, formerly of the Paul Seiler Elec. Works advertise: "Everything Electrical" including Wireless at 520 Market St. THOMAS J. RYAN offers to build Oscillation Transformers Scientifically designed and constructed to order at 82 Downey St. THE INTERNATIONAL CORRESPONDENCE SCHOOLS endorsed by H. W. Dickow and T. J. Ryan. (Copy loaned by Bill Vetter #40SGP)



Ocean Wireless News

11-24-1920 (CX-4)

EL SANTACRUZINE

THANKSGIVING 1920

H. WALLIS	-----	COMMANDER
G. NEILSEN	-----	CHIEF OFFICER
W. GEARY	-----	NAVIGATING OFFICER
G. HANSEN	-----	CHIEF ENGINEER
J. COHEN	-----	CHIEF STEWARD
DR. EASTLAND	-----	SURGEON
J. BAILEY	-----	PURSER
WM. A. BRENNIMAN	-----	RADIO

		VERNON GOLDSMITH

PRESIDENT WILSON'S THANKSGIVING PROCLAMATION

The season again approaches when it beheves us to turn from the distractions and preoccupations of our daily life, that we may contemplate the mercies which have been vouchsafed to us...

Passengers paid us 10¢ per copy for our newspaper, MARCONI got most of it but the ops received a small percentage.

On a trip across the Pacific (to India on Pacific Mail Liner SANTA CRUZ (WBD) we would be out of range of any station so we had to resort to a rewrite of Honolulu Starbul articles (we bought the last edition on a pier-head jump) or in a pinch... we made it up, using the world almanac, etc. to "authenticate". Passengers did not know the difference and probably would not have cared - it gave them something to read and maintained the feeling our ship was "in contact" at all times.

Most Ops had to buy their own honey-comb coil sets to receive NPM, NPN, NPO, NPL (Heavy and double). KPH furnished good news when out to about 3500 mi. West of San Francisco. CX,

PORTRAIT



YE ANCIENT MARINER

Answering the requests by many thousands of our members, XXX (RQ)... hundreds XXX (RQ)...(sic) "BQ" ... well at least one or two... The Ancient Mariner (Ye Ed) has consented to pose on the veranda of his chicken ranch in Petaluma. He is shown here working on the next edition of "PORTS O' CALL". I am sure all will be impressed by his inspired meekness and self-effacing qualities.

While he appears to be a solitary figure which a lonely experience during his days on the SS ARK and many ships since, he perhaps achieves more than many a bustling pragmatist.

Earthy pretensions, except for his chicken ranch in Petaluma and the interest he still holds on his Duck Farm on Long Island (when he retired the eleventh time) is marked by his scholarly and profound interest in things nautical, especially when tainted with ozone. He tried to bottle the stuff but it didn't sell.

Portrait by - Mike Angelo.

(From "Klassiker der Kunst" Collection)



SOUTH SEA SUPERCARGO

During the sailing ship days on the Pacific, the supercargo visited dozens of exotic islands where he had a chance to observe South Sea life with all its contrasts. Louis Becke, one of the best writers of the South Seas ranks with Kipling

and Michener in telling of tales. This book is a compilation of the best by A. Grove Day. It sells @ 4.50 per copy and can be ordered from Univ. of Hawaii Press, 2327 Dole St., Honolulu, Hawaii. 96822.

CONTACT AT SEA.....

Many of our "old timers" will enjoy having a copy of PETER

B. SCHROEDER's book in his library. The story of wireless

has been well covered but to Ye Ed, the reference material supplied is priceless, including his footnotes which are extensive, Bibliography (one of the best yet), many appendices are excellent. A rather small book (about 150 pages) highly priced at \$14.00 per copy. MEMBERS OF THE SOCIETY OF WIRELESS PIONEERS may buy it through Society HQ. @ \$9.00 per copy which is a special rate we have been given as an old time wireless organization. Books ordered through us will be "drop-shipped" by the Gregg Press.

TALES OF THE WIRELESS PIONEERS

Henry Dickow, Society Vice President for "AWARDS" has a masterpiece in the making and a book EVERY WIRELESS MAN who has ever sailed will want for his library. We regret to say that Dick has been having some trouble with his eyes which has slowed him down. We will keep our members posted of progress. Dick is one of the oldest wireless men in the business and combined with his unique ability in handling nostalgic memorabilia, his book will truly be a "bell-ringer" when eventually published.

LAST TR



LAST "TR" REPORT (NECROLOGY)

LESLIE COMBS - #31

Many a friend and shipmate of "Les" Combs will feel a void when they learn that this old timer has taken his last trip. He died on June 15 1968 following an arterial operation. He is the "first" of our members to leave the ranks. Ye Ed and Les sailed the Celilo back about 1919 so his passing calls close. Les retired from pounding brass off the SS CANADIAN BEAR after about 50 years of service and settled up near Mount Shasta (actually closer to Mount Lassen). He is survived by a married daughter and wife Ellen - blind for the last 25 years. She has fortitude and a personality unmatched by many with their full faculties.

REMEMBRANCE COMMITTEE

Our good SECRETARY, Mr. Eben K. CADY, 2330 Roosevelt Ave., Redwood City, Calif. 94061, has agreed to send cards of condolence, sympathy or cheer, depending upon the situation. Let him know of any "LAST "TR's" - illness, etc.

S.A.S.E.

PLEASE AGAIN, Send a stamped self return addressed envelope when you write any officer or director **WHICH REQUIRES A REPLY. DO NOT SEND MULTIPLE S.A.S.E. to HQ.**, for future use, as it is too difficult to keep books on them.

A LAST MINUTE NOTE ON AUGUST 17th PICNIC.

Frank Geisel says ... it is likely to be **WARM** in WALNUT CREEK so come dressed in "comfortable attire". Just a forwarning. **SEE THE PINK INSERT SHEET** for details on how to reach Walnut Creek and the picnic spot at ROSSMOOR. a bit tricky, but you will have no trouble if you follow the directions.

WHAT IS A "SPLINTER" GROUP ?

WIRELESS PIONEERS OF THE SEVEN SEAS
This is a new organization being formed on the west coast. Fred Elser and I have been in communication with the object of getting them to join the OOTC, perhaps as a special chapter, instead of starting a new splinter group having a large number of members in common with us.

(from P-5 June/July SGT OOTC)

The top hierarchy at OOTC seem to feel that our new organization of WIRELESS PIONEERS are invading their private domain in what their Prexy calls ... "a splinter group".

Perhaps we are - but - we believe that the SOCIETY OF WIRELESS PIONEERS has created an entity that is long overdue in this field and as argument supporting the fact, we already have more PROFESSIONAL members who belong to our Society in the few brief months we have been organizing than OOTC can or do list in their recent roster.

The SOCIETY OF WIRELESS PIONEERS, as mentioned, is a "PROFESSIONAL" group of "dot and dash" men. Many of them are also amateurs and belong to such organizations as AARL, QCWA, OOTC, etc. Prior to the organization of the WIRELESS PIONEERS there existed NO SIMON-PURE organization for the true professional telegrapher so many of them joined either OOTC or perhaps VWOA.

Since our campaign for membership has started a bare three months ago, we have already registered half as many members as shown on the rolls of VWOA which has been in existence for over forty years and on which Ye Ed paid life dues for membership early after its establishment. I was told that fire destroyed most of their early records.

Professional Wireless men who have spent much of their lives in the communications field can find little reason for joining OOTC as an "ASSOCIATE MEMBER" ! Example: Mr. Frank Geisel, V.P. and Chairman of our Membership Committee has been identified with "KPH" - one of the busiest commercial stations in the world for 42 years, plus many more at sea. OOTC carries him on their records as "ASSOCIATE". "Ye Ed" whose service dates back over 50 years and who has been very active in the communications field, holding one of the top positions with one of the world's largest communication systems - who has owned and operated radio schools and otherwise contributed in many ways to the arts also is able to qualify ONLY for an "ASSOCIATED MEMBERSHIP"

SO WHAT IS AN ASSOCIATE ? The definition that our dictionary gives is: "...one who is admitted in a subordinate degree" (or) "having subordinate membership without full rights and privileges". Hardly palatable to an old pro when you balance his experience against that of some part time ham who has never earned his living pounding brass.

I think this is one of the reasons that our members recently voted (almost unanimously) NOT TO JOIN ANY of the existing organizations. The professional wireless and radio telegraphers want an organization of their own which is orientated to our interests and not subordinate to the conflicting interests of amateurs, broadcasters, TV technicians, electronics engineers or the very wide and broad spectrum of the art.

Even one of Prexy Guy's Directors in a letter to us says.. "there is a need for an organization like the WIRELESS PIONEERS" and is in no way in conflict with VWOA which I have been a member since 1928. I'm all for an outfit who all have served at sea and are brothers under the skin of the sea-going trade as a wireless telegrapher. Its a grand idea and more power to you for taking the initiative. It will, as you say, be an unique organization"

Many WIRELESS PIONEER members also belong to OOTC and VWOA. We see little reason why all organization in the field can not live in complete harmony and cooperate in every way so we pledge that we will do so. Many of our members, as mentioned previously, have retired from active brasspounding years ago but still keep their "fist in" and thus

they enjoy their connection and membership in AARL, OOTC, QCWA and other amateur organizations.

Our professional members do however enjoy times when they can "talk shop" in the venacular of old wireless ship-going days as "ham-talk" at such meetings while not exactly "verboden" is shelved because there is too much of nostalgic interest to talk about. So, we think, there is a place for both.

One of the founders of VWOA and a WIRELESS PIONEER Director says he thinks there is little conflict between our two organizations. We still remain the ONLY Simon-Pure organization which accepts applications only from those who at some time in their lives made their living "pounding brass" so we feel that we are still the only true professional group that code men can join for maximum pleasure.

Bill Breniman - Exec. V. P.

We have received perhaps fifty letters similar to the following, which express opinions of the above subject:

..."about the new organization, I personally like it and feel that most of the old timers will also. I feel that it should be separate from other ham organizations irregardless of how good they are."

Manuel Goulart - #16

Your organization has been long past due as time has a way of thinning the ranks.

J. S. Knowles - # 18

"I'm all for the new organization ... we do have room for an "exclusively" professional group like this and think you'll find a lot of old pro's will be interested. Excluding all but former professional operators handling ship-shore traffic will make it a "unique" organization."

Howard S. Pyle - #50

CERTIFICATE OF SKILL

Members who were licensed in 1910, 1911 or 1912 probably had one of these "CERTIFICATES OF SKILL" issued to them as the fore-runner of Commercial Radio Operator's License.

A number of the Society's members have held these "C.O.S" and they all qualify for membership as "SPARK-GAP PIONEERS". A few holding "COS" include our President, Dick Jehnstene, Vice Presidents Henry Dickew, Butler Osborne and Jack Mich plus members Bill Vetter, Cerwin Heary, Ed Lamb, Sam Corpe Geo. Hubbard, Richard Egolf, Wm Gerlach, Homer D. Jagers, and Howard Cookson. Our Treasurer Syd Fass also holds a COS.

Member Ed G. Raser is compiling a list of all the old timers in the U.S. who have held these certificates and he would like to have a complete roster. Se any member who has held a C.O.S. why not drop a line to Mr. Raser at his address: 19 Blackwood Drive, Trenton, New Jersey, 08628.

Send the following data: (a) Your name as it appeared on the license; (b) The exact date as shown on license; (c) Place of examination, Navy Yard or other ? (d) Name of Examining Officer and rank ? (e) Number of license, if any.

Ed (member No. 35) is Wireless Historian of the W2ZI HISTORICAL WIRELESS MUSEUM. If you are ever in his area, it would be well worth your while to visit his wonderful exhibit. If you wish to call him, his telephone number is (909) 882-6645.

WIRELESS PIONEERS

Few things are as bad as enthusiastic ignorance

Everything's got a moral, if only you can find it

No one is perfect, but many of us are impossible

If life had a second edition, how would you correct the proofs?

Some people stay longer in an hour than others can in a week

Begin at the beginning, continue to the end; then stop





The COMMERCIAL BRASSPOUNDER

A Department for the Operator at Sea and Ashore



THE "GOODWILL" SOUTH AMERICAN CRUISE

By BILL BRENNAN, KOZC

LATE in the afternoon of October 6 1928 the S.S. *City of Los Angeles*, flagship of the Lassco fleet of big white ships, was warped out of berth 158, Wilmington, amid one of the most colorful, and certainly the noisiest departures ever accorded a vessel in Los Angeles harbor. She was bound on a "goodwill" cruise, circumnavigating South America and stopping at many ports in the West Indies and Central America on her return.

The boat is well adapted for such a cruise. Formerly a German liner which was seized during the war, she was renamed the *Aeolus* by the Shipping Board and operated out of New York to the River Plate ports by the Munson Line until 1922, when she was acquired by the Los Angeles Steamship Company for service in the Hawaiian trade. She is a twin screw vessel of 22,500 displacement tons, 580 feet in length with a 62-foot beam. She is powered by twin screw turbine engines.

During the 64-day trip, we visited ten foreign countries, called at 12 different ports, and piled up a total of 16,373 miles. Our itinerary in sequence to ports of call was as follows: Callao, Valparaiso, Punta Arenas (Straits of Magellan), Buenos Aires, Montevideo, Santos, Rio, Trinidad, Caguira Venezuela, Panama Canal, La Libertad, San Jose, Mazatlan and return to Los Angeles. That the route is a popular one was manifested by the fact that a capacity passenger list was booked for the trip.

The radio equipment of our vessel consisted of a 2-k.w. spark and a 2-k.w. arc transmitter. A type SE 1420 receiver for ship and long waves and one of the new model AR 1145 short-wave receivers proved extremely effective. The radio room of KOZC was a very busy place during the entire trip, for during the first 10 days to Callao it is doubtful if there was a combined total of 5 hours that one of the sets was not in use. Many times found all of the operators on watch at the same time, covering various schedules and checking traffic as it came in.

We worked every station handling commercial traffic in South America.

Were I an author, I could properly describe the many strange and fascinating sights—"of the bathing in the plunge under the stars," of the tropical lightning off the Gulf at night, of the golden clouds at sunset, of the dancing on decks under the Southern Cross, of the matchless view from Corcovado, of the gay life in BA and Rio, of the incomparable beauty of Magellan, and many other thrilling experiences that made the trip a wonderful success. However, I shall have to humbly console myself with a brief description of the radio conditions and stations worked during this trip and leave the foregoing to someone better qualified with specialties.

Steaming south from Los Angeles brought us shortly into the domain of those starved souls who had longed for years for the opportunity of hamming, but who had wisely decided that while closer to home ports and stations, discretion was the better part of valor. "Rag-chewers" Paradise along the Mexican and Central American coast is the Utopia for the lost art of CQ'ing. Not content with the affliction of QRM in these regions, Old Man Weather also decided to give us a double dose of severe heat and QRN. Contact was maintained in spite of all the foregoing, however, with KPH, KSE and other West Coast stations until our arrival at Callao. Sometimes, due to severe static, we had to wait until the wee small hours of the morning for it to die down enough to give us a hole to get through.

We made our first contact with Peruvian stations at a distance of about 1200 miles. The reason we did not work them further is probably due to the fact that most of the stations only stand a daylight watch. Peruvian stations from North to South in the sequence they will probably be contacted are as follows: OAR, OAH, OAG, OAT, OAA, OAP, OAB and OAL. All of these stations are spark and work ships on 600 meters. OAT at Trujillo seems to be the most powerful and dependable. Most of the stations come on about 7:30 a. m. and at frequent intervals throughout the day send CQ for traffic. It is advisable to answer immediately or you may not make contact. They evidently maintain skeds on longer waves and when cleared, start sending CQ without previously listening in, as there seems to be much jamming and inconsistency in their working.

The QSJ of Peruvian stations is 12 cents per word for messages in any language except Spanish. Messages sent in Spanish take 6 cents per word QSJ. There are no landlines in Peru, all messages being dispatched via radio, and there is no forwarding charge. The radio stations are all controlled by the Peruvian Government. These rates apply to Callao, Lima, Talara, El Encanto, Iquitos,

Puerto Maldonado, and are the same through any station. Any other point in Peru takes a total rate of 10 cents for Spanish or 16 cents per word in English. OAA is supposed to stand a continuous watch and once in a while one hears him at night, but it is seldom. OAT seems to keep a better watch than the other stations.

It is advisable in sending English messages to Peruvian and Chilean stations to space the words very carefully; otherwise they are apt to run them together. None of the Peruvian stations send weather or press, according to my information. OAA was supposed to send press in Spanish, but has discontinued it. Peru is served with two cable companies, the "All American" cable, which is affiliated with the Postal System, and the "British West Coast," which send their traffic via "Western" and Western Union. The "All American" cable company is the one most used along Peru and Chile. Rates from Peru (Callao and Lima) to NY are 44 cents and to California 55 cents plus landstation and ship tax. Care must be used as to whether the message is English or Spanish, as this affects the coast station tax.

As we steam south from Callao we pick up CCA at Arica. He seems to understand a little better than the Peruanos. We are bothered considerably by static, although it is dry and cold. One thing the operator will notice here on the West Coast is the popular use of the QRT signal, which may be heard twenty times a watch. CWA at Montevideo (CW) carries well to the westward.

The stations from North to South that the operator will work in Chile are as follows: CCA, CCC, CCE, CCK, CCQ, CCS, CCV. CCA and CCE, in my judgment, are the best stations to work in Northern Chile, while CCV is one of the best stations in the southwest coast. The operators at all Chilean and Peruvian stations have a style all their own, very jerky and inconsistent. Messages are numbered according to their sequence handled during the month and not according to date, so one might expect to receive Nr 981 as his first message of the day.

It is doubtful whether there is a Berne List in any of the stations on the West Coast. Checking of messages is also a lost art with them. One station would insist that "City of Los Angeles" was four words, while others would count "El Vapor Ciudad de Los Angeles" as one word.

CCE at Valparaiso sends weather at 0100 and 1700 GMT on 1000 meters. However, my experience has been that one is most apt to hear it at about 11:40 p. m., local Chile time. CCK repeats on 1000 meters about a half hour after CCE sends it. CCE sends time signals at 0055 GMT,



In the Straits of Magellan, CCV is the best working station. The operator here seems to understand a little English, and it is not so difficult to clear him. CCV is screened, however, in many parts of the passage, as at Punta Arenas. CCW, who does not work ships except in emergencies, maintains skeds with CCK, CCV, etc., handling commercial traffic on long waves (5800 CW).

Passing eastward out of the Straits of Magellan, most of our difficult operating conditions come to an end. The Argentine stations, while not nearly as effective as our own stations, are a real improvement over those of the West Coast. Their systems run from everything in sparks to tube sets. There seems to be a speed complex in vogue along this coast, many of the operators using bugs and side swipers. The stations worked from the straits north are LJE, LIK, LIF, LJC, LJB, LII, LJK, LIW and LIH. QSJ any place in the Argentine is \$2.24 for a minimum of 10 words; each additional word 22 cents. This includes ship tax of 8 cents per word. Most of the Argentine stations maintain a continuous watch.

For all traffic addressed to Buenos Aires or Montevideo, CWA offers the best service. CWA is located at Mount Cerat near Montevideo. Credit must be given the operators at this station, as they are, in my opinion, the best operators in the southern hemisphere. They can handle traffic almost as well as KPH or WSC, and that is going some. Moreover, they seem to understand and be able to converse with operators in any of the popular languages, which is perhaps something that our local boys would be unable to do. The station is CW and carries very well in every direction.

Cablegrams sent from any of the East Coast points will obtain best service if routed via Transradio from the River Plate ports or via Radiobras from Rio and Brazilian points. Extremely fast service is maintained with Radio Central in New York. Second choice would be via Western. The consensus of opinion seems to be that the local "National" line is a very inefficient and poor system with which to do business, and all the operators are reluctant to give them their traffic due to delays and garbles. This company's rates are considerably lower than the others mentioned, but a delay of several days, which is very often the case, is not usually compensated for in the saving in rates.

While in Buenos Aires, I visited the plant of the Transradio. They have a network of communications with all the highpower stations in Europe as well as North America. Short waves are used mostly, although the alternators are also used. LPZ (now changed to LSA) sends traffic blind to ships on a wavelength of 12,650 meters on their 500-k.w. alternator at 1418 GMT and again at 2318 GMT. Paid press is sent in Spanish at 1400 GMT to 1415 GMT, followed by a list of stations for which traffic is on hand. Each call letter is in alphabetical arrangement and is followed by the number of messages on hand for him. At 1418 GMT, LSA sends steadily in alphabetical order, all traffic on hand at 20 words per minute. There is no necessity to QSL traffic. LSA can be copied in daylight to New York. This is a rather important schedule for which to listen. This business, however, is only accepted when a ship is further than 1000 kilometers (about 600 miles) from Buenos Aires.

A short wave watch is also maintained by LSD (also at Monte Grande, Buenos Aires), who accepts traffic via short waves. Most of the large German and English ships running into the River Plate ports clear with LSD on short waves nightly throughout the trip. Very few American ships work short

waves with them, although skeds have been maintained with European vessels for several years.

Bound north, no trouble is experienced in working the Brazilian stations. These stations are located about 300 miles apart along the entire coast. Most of them are tube. They send weather in Portuguese about every four hours, although it is not very comprehensive. POT at Rio sends time signals on a wavelength of 34.7 meters, but one equipped for short waves will always copy NSS, who is much more reliable.

I will not comment on the balance of the stations worked as we steam north, as most of them are familiar to the average operator. I might say one can expect to clear east coast stations when around Cape San Roque. West coast stations (KPH) can be cleared west of Trinidad.

Following are a few abbreviations that the operator will hear while in South American waters:

HL—Hasta Luego (CUL).
BD—Buenas Dias (Good Day).
BN—Buenos Noches (Good Night).
GRAS—Gracias (Thanks).
PLS—Palabras (words or check).
ZP—Zone position or TR in lat. and long.
RD—QSL instead of R or OK.

Following is a list of stations that send time, press, etc., which the operator may find occasion to use:

KUP—Carried R9 to Straits of Magellan, then diminished to B. A., where daylight killed. Picked up again about 300 miles south of Trinidad.

WHD—Carried R8 to Valparaiso, then very inconsistent. On east coast spotty to Brazilian coast, then about R4 and better.

WID—Spotty, at times R7-8, others unhrd. Consistent to Callao and from Santos north.

NSS—Most consistent station of trip on 36 meters. Time and Px R6-9 along entire route.

NBA—South to Valparaiso and east to Para.

WNU—South to Valparaiso and east Cape San Roque.

LSA—North to New York and abeam Panama.

KPH—South to Arica and east to Trinidad.

WSC—South to Valparaiso and Cape San Roque.

NPL—South to Valparaiso, east to Trinidad.

WAX—South to the Straits, east to Rio.

American broadcasting was heard inconsistently through the Straits of Magellan, the poorest reception being recorded on the coast of Argentina and Brazil (southern portion).

Radio broadcasting and the radio business in Chile and Peru are at a standstill, with very few stores and only four broadcast stations.

In the Argentine broadcasting is quite popular and there are several fine stations. This also applies to Uruguay.

Brazil only has two or three broadcasting stations and the sale of merchandise is rather stagnant, due probably to static and poor reception.

Amateur activities in Argentina were quite marked, but in other countries not much attention was given them. There are a large number of point-to-point short-wave stations used in the mines of Chile and Peru.

We also heard considerable short-wave broadcasting from European and Australian stations and we even picked up several Japanese short-wave broadcast programs.



COTATI

REPORT....

THE WORLD Wednesday, May 15, 1968

Wireless Pioneers Organizational Meeting Held

The Green Mill Inn at Cotati was the site of an organizational meeting recently of a group of pioneer and veteran wireless operators who were the early day professional telegraphers at ship and shore stations on the Pacific Coast.

Some fifty men attended the first meeting of the group and while most were from the Bay Area, others came from Southern California and the Pacific Northwest. It was estimated that over two thousand years of actual experience was collectively represented by the group, with the eldest, W. A. Vetter, having started his sea-going career in 1908 or 60 years ago - even before the sinking of the S.S. Titanic in 1912 which caused material change in laws and requirements of wireless at sea and the staffing of ships.

William A. Breniman of Santa Rosa was the organizational chairman and in a few short months has promoted one of the largest groups of wireless pioneers who ever met at one time. Others who assisted include, W. Earle Wohler of Sebastopol, Richard Johnstone, of Larkspur, Frank Geisel of Walnut Creek and Fred M. Mangelsdorf of Sonoma.

The organization already has members in many states across the United States, Hawaii, Fiji, and even Australia. Several of those who attended the meeting have had the unique experience of sending the "SOS" call at sea to request assistance from other ships and alert those to the urgency for immediate attention. During the era of the Titanic disaster the code word "CQD" was used for distress purposes as well as "SOS"



Ship Profiles



This is the first of a series on "SHIPS" that we would like to run in "PORTS O' CALL" as time and space permit. Perhaps some of our members can research other well known ships and give a brief resume or "thumb-nail" account of their life under the names they were known by. Interesting data about their wireless gear, operators, etc., would be very welcome reading to all members. I think it would be a good idea to try and run the "Profile" on one ship from the Atlantic, one from the Gulf and one from the Pacific each issue - space permitting. What are your suggestions?

S/YE ANCIENT MARINER*

(* There are many "Ancient Mariners" but "YE" Ancient Mariner is Bill Breniman.

... AND THE SEVEN SEAS

Peter Freuchen in his wonderful book of "THE SEVEN SEAS" has perhaps answered better than we, the reason we included ... "of the Seven Seas" as part of the Society's original name.

Peter said, that during those long, dark lonely winters in Thule, he had never stopped wondering and learning about the Seven Seas. Why seven? was one of the first questions he ask himself, since he could name seven times seven which are called seas on the maps. For every answer, there was to new questions, because the majesty and the mystery of the sea are inexhaustible.

Immense in their extent, irresistible in their power, unconquerable in their precision, the seven have inspired men through all ages with feelings of awe and mysticism and fear. Everyone feels himself weak and impotent when he faces their might. No one can halt the tides or fight the currents or control the waves. But everywhere men feel a compulsion to pit their strength against the sea, to explore it and wander about on it, to use it for their own ends and wrest its wealth from it.

Peter says that ... "Everyone talks about the Seven Seas but hardly anyone can name them or tell just where one begins and the other leaves off. That is really not so surprising when one realizes that the number is pretty artificial. It might as well be five, and might better be one. For in fact the whole ocean is a single expanse of water with the continents just islands in it.

"The Seven Seas" is a very old phrase and a very new one, too. In between nobody tried to count. The Ancients of the Mediterranean world knew seven large bodies of water, so they thought these were the seas of the world. They thought too, that the world was mostly land -- six-sevenths, the men of the Bible supposed.

For a long time people were content with this, but when the age of exploration began, they learned that the Ancients had made a little mistake. There was not only a lot more water than they believed, but men were going out and finding great new seas all the time, and giving them names. So the expression "Seven Seas" dropped out of use for many centuries.

It came back in 1896. That year RUDYARD KIPLING was looking for a title for a new volume of his poems. He selected "THE SEVEN SEAS", and because he was a great man, and a popular man, the world had to make his words good. So the geographers figured out a way to divide the oceans into seven parts. It isn't a very good way but we go along with it even if few of us can remember what the seven are. The whole thing, according to Freuchen, is ... "a triumph of poetry over reality."

Peter completed his book at Noank, Connecticut in Aug. 1957 and has since crossed the bar to snug harbor. His most wonderful book, left for posterity will live on and on. All members will find it irresistable reading and if you can not locate it in your local bookstore, we suggest you contact the publishers - Julian Messner, Inc., 8 West 40th St., New York, N.Y. 10018.

S.S. CONGRESS

S.S. NANKING

S.S. EMMA ALEXANDER

S.S. EMPIRE WOODLAIRK

She was only 33 years old when she died, but those 33 years were filled with excitement, adventure and tragedy. Many a wireless operator walked her decks and manned her key before she finally slipped below the waves in 1946 in her final rendezvous with destiny.

The ship? She was christened the S.S. CONGRESS when she was launched at Camden, N.J. by the N.Y. Shipbuilding Co. She was hailed by the San Francisco Chronicle on Oct. 7 1913, the day after she arrived, as the "beginning of an epoch". She was claimed to be the largest passenger ship under the American flag at the time - in coastwise service.

She was of all steel construction with 4-decks, 2 masts, 7,793 tons; 423.8 x 54.9 x 17.7 feet. Carried 442 passengers and crew of 153. Her speed was 14.3 knots. The Pacific Coast S. S. Co., welcomed her to augment their fleet of (as they advertised)"sleek grey-hounds which then included the Queen, Governor, President, Curacao, City of Seattle, City of Topeka, City of Pueblo, Spokane and Umatilla.

The PCSS Co., put her on the Seattle - S. F. run and for nearly three years she churned up and down the Pacific with near capacity bookings. She had been such a good revenue producer that the owners were offered two million dollars for her - a neat profit of nearly a million dollars over her original cost. The owners refused the offer which turned out to be a mistake. Little did anyone know the fate in store for Captain N. E. Cousins and his fine ship only two short months later.

Tragedy struck the liner enroute Seattle from S. F. on Sept. 14th 1916 as she was nearing Coos Bay with 423 aboard. The most dreaded and sinister enemies of all seafaring men ... FIRE ... was spotted in one of her after holds. Capt. Cousins tried to keep the information from the passengers for a time, hopeful the fire could be brought under control with steam but to no avail.

Finally, when 3 miles abeam Coos Bay, he pointed the bow shoreward. The pride of the Pacific Coast S. S. Company was hopelessly doomed. Due to the intense smoke and heat, it became impossible to launch life boats except on the windward side. The Sea-going dredge Col. P. S. MITCHIE and tug SALVAR rescued 253 passengers and 175 crew men without loss of life.

The ship continued to burn out with heat so intense that it looked like a glowing bubble according to reports, and continued to smoke for days. The hull stood firm however and did not sink and finally it was towed to Seattle where the PCSS Co., sold the engines and boilers from the stricken ship for \$850,000. After the loss of the CONGRESS - although the fire did not cause the action,

SHIP PROFILES ★ S.S. CONGRESS

the flag of the Pacific Coast S. S. Line was to disappear from the sea as of Oct. 31 1916, the Admiral Line and PCSS Co., consolidated under direction of Mr. H. F. Alexander.

The Congress with call letters "W G T" was "home" for many of the old time wireless operators. Dick Johnstone recalls that the spark set on the Congress really banged in all over the Pacific -- and when Henry Dickow was operator on her, it was a pleasure to hear his speedy fist. K P H used to work him leaving the dock in Seattle -- and on galena crystals too. This Dick recalls was the "old" KPH station. Later the Congress had a P-8 Quenched gap 2KW Xmtr installed with a 500w. 120 cycle auxiliary. A 2 wire antenna terminated in a perfect "T" coming into the shack, situated after the after funnel. A large airy operating room with quarters below. Others who sailed the Congress included George Baxter, Irvin Hubbard, Jimmy Morrow and John Marriott. Dick Johnstone made several trips on "WGT" to check transmission patterns for KPH up and down the coast.

S.S. NANKING OF THE CHINA MAIL S.S. COMPANY -- KKEE

The fire was the end of the Congress but a new start in life for the old hull which was rebuilt at a cost of two million dollars and renamed the S.S. NANKING for operation in the China trade under ownership of The CHINA MAIL S.S. COMPANY. With the new name went a change in call letters -- "KKEE" and a parade of ops including the following: Duke Hancock, Edmund Smith, B. C. McDonald, Tom Humphreys, Ralph H. Burr, J. W. Jones, John Slater, A.P. "Bill" Warnock and Ben. F. Stairley to name a few. KPH used to clear them consistently 3600 miles out en route the orient.

Trouble was to plague the NANKING however, almost from the start. Difficult fiscal problems arose with the China Mail due to the company being partially foreign owned and therefore excluded from the lucrative Hawaiian trade. With the S. S. Nile (VRE) and the S.S. CHINA (WVA) trouble also developed with the U.S. Gov't, as the ships were libeled under the Harrison-Miller narcotic law for bringing in opium from the Orient and additionally it was claimed the ships were also used in white slave trade. The life span of the S.S. NANKING was about five years as she was laid up after one \$450,000 fine w/penalties for opium seizures and placed on the "block" and sold to the highest bidder April 1923 for \$750,000. The ADMIRAL LINE purchased her and she was renamed "EMMA ALEXANDER" in memory of H.F. Alexander's mother. Thus ended the second phase of the life of this ship with Captain Dobson on her bridge.

S.S. EMMA ALEXANDER - ADMIRAL LINE - W G C N

The story of the CONGRESS-NANKING-EMMA ALEXANDER continued to be an interesting one. From the shadow of dope and slave girls, she embarked on a "glamour" course and as she had wide decks, she made many a fine set for "movie" location scenes. It was reported that as many as three groups would be shooting pictures at one time as she sped along the West Coast opposite the S. S. Ruth Alexander in the Seattle - Los Angeles run. Hollywood "celebs" often rode her from and to the movie capitol. Her call was also changed from the well known KKEE to WGCN. A few of the operators who manned the key on WGCN included L. D. Evans and John Parachini. There were many more.

Competition from busses, automobiles and trucks ashore cut into revenues of the Admiral Line and finally in 1936 she tied up along with the H. F. ALEXANDER and the DOROTHY ALEXANDER for the last time. The famous 98-day strike completed the demise of the ADMIRAL LINE. This was practically the end of the passenger ships on the Pacific Coast.



WIRELESS PIONEERS

S.S. EMPIRE WOOD LARK

This was not the end of the S.S. EMMA ALEXANDER however She was taken over by British interests during WW-2 and the last Dick Johnstone saw of her - she was steaming out the Golden Gate under the name ... EMPIRE WOOD LARK en route the war zone. She served British interests during WW-2, then in 1946, 33 years after she slid down the ways at Camden, New Jersey, she was scuttled and slid silently to her watery grave in the Atlantic Ocean. How many passengers had she carried during her life span? How many radio operators rode her decks? No one will ever know for sure!

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SOS CLUB

THE "SOS--CQD'er CLUB" is quite exclusive. All you have to do to join is document the fact that you were called upon to send "CQD" or "SOS" to call aid for your vessel in distress. Time, date and circumstances would be appreciated. The following listing of our "exclusive membership" is taken from our history-sheets which we requested you return. Many to date have not done so, so if your name does not appear, and it should, then be sure the history sheet has been returned, or write us and we will add. We hope to have members write up an account of their experience as time goes on. We start in this issue by our old timer, George D. Hubbard (#41-SGP) with his story of the sinking of the Pacific Mail Liner "ASIA" 57 years ago. George was at the key.

OPERATOR (MEMBER)	SHIP	DATE
HENRY W. DICKOW	SS PECTAN	AUG. 1914
FRANK GEISEL	MULTNOMA	AUG. 1921
ROME MONTLE	TUCKAHOE	1918
	HEIEDIA	----
J.S. KNOWLES	M.S. OREGON	JAN. 1918
W.G. SIMPSON	SUBOATCO	JAN. 1927
CHAS. M. MORENUS	SANTA CRISTINA	JULY 1919
GEO. S. HUBBARD (*)	ASIA	MAY 1911
(See story this issue)		
LOYD A. PEEK	UMATILLA	MAR. 1918
EBEN K. CADY	WILLAMETTE	1922
RUDY A.P. ASPLUND	HAWAIIAN RANCHER	DEC. 1952
ARTHUR C. JACOBY	MS SANTA ISABEL	MAR. 1919
ARTHUR E. ERICSON	LUCY NEFF	1911
HENRY F. WIEHR	ADM. SAMPSON	AUG. 1914
	TKR.FORT DEARBORN	MAR. 1946
ROBT. P. BROWN	EDW. LUCHENBACH	JAN. 1930
ERNEST D. FABIAN	TKR.SOMERSET	OCT. 1917
ALFRED S. CRESSE	TUG VIGILANT	OCT. 1916
FREDERICK WILMSHURST	KLAMATH	FEB. 1921
WM.E. HAYTON	DELFINA	JUNE 41
JAMES T. CHAMBERS	AGAS	1917
BERNARD W. LAFETRA	KLAMATH	FEB. 1921
HOWARD COOKSON	STANDARD	MAY 1917
DEXTER S. BARTLETT	NORTHWESTERN	DEC. 1927

EDITORIAL HELP COMING

"YE ANCIENT MARINER" is glad to report that he will have an ASSISTANT EDITOR on the ARK. Dexter S. Bartlett who "went down to sea" in 1916 has consented to help out Ye Ed" on future editions. "WOLD BART" (P-145) has had many of his articles published (see story this issue). He is a member of De Forest Pioneers, VNOA etc. The Society welcomes "BART"... a good man to help steady the helm!

DESPERATE FIGHT SAVED MOTOR SHIP OREGON FROM SEA

Type of Craft and Engines of
Vessel Condemned By Officers
and Members of Crew

WALLOWED FOUR DAYS
IN MOUNTAINOUS WAVES

Captains of Rescuing Steamers
Praised For Their Conduct
By Master and Mates

Condemning in the strong language of the sea motor ships in general and the engines of the motor ship Oregon in particular, officers and members of the crew of that vessel told yesterday of the four-day fight which was made to keep the new wooden ship from being sunk after her engines became useless on January 18.

But this was after they had related how J. S. Knowles, the ship's only wireless operator, had tenaciously remained at the keys of his instruments for fifty-five hours, although in the interval the older and stronger men of the engine crew had succumbed to the demand for sleep and had turned in, even though the ship was being blown to the northward by a west, southwesterly gale, with huge waves washing over forward and momentarily threatening the destruction of the uncontrolled ship. The engine men had been without sleep for eighteen or twenty hours when they gave up trying to repair the Oregon's engines.

Knowles, the wireless operator who remained at his post so faithfully during the worst part of the fight for the ship's safety, is little more than a boy, being between eighteen and twenty years of age. His home is in Seattle. He modestly denied that there was any reason for praise of his work as he said: "I have been to sea before."

One other incident of sea gallantry is related by the survivors of the Oregon's experience. This is of the Dutch commander of the Holland cruiser Zeeland which sailed for San Diego from Honolulu last Saturday, after nearly a week's stay here.

Dutch Captain To Rescue

The Zeeland was one of several ships which picked up the S. O. S. of the Oregon when it was decided to ask for assistance just after midnight last Saturday night. The Zeeland was then far to the north of the Oregon, but replied that she was on the way to render any assistance possible.

Later, when Capt. B. O. Nelson, commander of the Oregon, learned that the President and the Lurline were nearer, he notified the Dutch captain that his assistance would not be needed. The Dutch captain replied that he was coming, or anyhow because he believed the search light of the cruiser would be useful in helping the Lurline to get a line to the helpless ship.

True to his word, the captain of the Zeeland brought his ship to near the position of the Oregon at nine o'clock Sunday night and used his searchlight as suggested. Of the cruiser captain, Charles Brown, the Oregon first officer says succinctly: "That Dutch captain was all right."

Both Captain Nelson and First Officer Brown are also emphatic in their praise of the seamanship of Capt. Peter Johnson, master of the Lurline, in getting a line to the ship by the means of a small life boat in the midst of the heavy weather which was prevailing at the time.

They also tell how Capt. Gus Holmes, master of the Standard Oil tanker J. E. O'Neil, which relieved the Lurline of her shipwreck tow and brought the Oregon to Honolulu yesterday, floated a line from leeward down to the motor ship by the use of two buoys. "It took seamanship to do that, and the line came right under our prow as estimated," says First Officer Brown.

Log Tells Story

Capt. Nelson delegated the duty of telling of the ship's rough maiden deep sea voyage to his first officer, and perhaps with reason for First Officer Brown has a faculty for giving a comprehensive narrative and description in forcible words. Entries taken from his log make clear the troubles of the Oregon on the nineteen day voyage to Honolulu.

Beginning January 18, when the storm was run into and when the most threatening aspect of the voyage became apparent, he has written:

"Ship not under control. Vessel not steering. Drifting helplessly. Heavy sea running. Vessel rolling terrible. Vessel laboring badly.

January 19 entries tell of efforts to save the vessel and read:

"Helm lashed and relieving tackles used to take strain off rudder." Then at midnight, last Saturday, this notation was made:

On the Water:

"All engine crew went to bed, only dynamo running. Chief engineer notified master, engineer beyond his power to repair at sea and recommended that he send for assistance to tow ship to destination. Vessel drifting northward before tremendous cross beam sea. Ship laboring hard. Shipped lots of water on deck and I personally smashed in tar and oil barrels to let contents run into sea to stop seas from breaking overboard. Barometer still falling. Now 29.54."

In the afternoon he wrote:

"Big sea still running, but wind moderating some. Ship rolling heavy on which storm sail forward got her end turned around. Three feet of water in the hold. Started hand pumps working."

At midnight of the same day he made these entries:

"Relieving tackle on tiller carried away. Steering gear did considerable damage in and around saloon and through the odd and various places it has been placed."

This last entry was a dig of the mate's at the strange places where the steering shafting has been placed, which runs through the galley and saloon, much to his disgust.

Other entries on the same day, the one on which they finally had to call for help, reads as follows:

"Sent out general call for assistance. The Lahaina station was the first to answer."

On the following day, Sunday, communication was established with the President, which left here Saturday afternoon at two o'clock. The Oregon reported her position, by dead reckoning, as latitude 24.11; longitude 154.42. It had been three days since Captain Nelson had been able to get a sight, but his computations by dead reckoning were so correct, that by giving the Oregon's driftage, the President was able to pick up the vessel Sunday morning within a half hour of the time estimated by both the navigators.

The President then stood by as she had no equipment for getting a line aboard the wrecked ship, and until the Lurline reached the position of the two vessels between nine and ten o'clock that night.

A Hard Struggle

Then began a struggle to get a line aboard the Oregon which took four hours. Captain Peterson managed to get a life boat and crew launched which pulled over to the Oregon with a rope attached to a steel towing line. But as there was no power on the Oregon and her winches were out of commission, the line had to be pulled in for a distance of about 1000 yards by hand. This, though, the crew of the Oregon accomplished, despite the handicap of the rough weather and their weariness from the long vigil they had maintained for two or three days.

When the Oregon was picked up by the Lurline, she was about 250 miles from Koko Head. It was at one o'clock Monday that the J. E. O'Neil took over the tow of the Oregon from the Lurline, after the Matson steamer had rendered assistance for over twenty-four hours.

First Officer Brown says the Oregon rolled harder than any vessel he has ever been on in thirty years of sea service, and that she went so far over at times that she dipped up water with her hatches. He says she rolled so hard the weather glass stopped. But he asserts the hull of this new type of vessel is good, and all that is needed is engines—and engineers.

Captain Nelson is an old Matson navigator, for many years in command of the Enterprise, who had retired from sea to enjoy life on a ranch on the Russian River, when the war called him back into service. He is well known here and in Hilo.

First Officer Brown has just returned from the Atlantic where he took the former interned German ship Longmoon, now the Coosa, for the shipping board.

PEOPLE at WORK



By **HERB STOY**
Of the Record Staff

This may come as a bee-bop surprise to our rock 'n' roll set, but the world's first disc jockey—one Ray Newby by name—is alive and kicking right here in Stockton and earning his keep these days as a boat surveyor.

And age, I might say, has been very kind to Ray. This lean and wiry pioneer in marine wireless radio is 75, but he looks 20 years younger. "The sea has kept me in good health," the former ship "sparks" concedes.

Ray, a native son of San Jose, fell in love early in life with radio and the sea. And, quite fortunately, he has managed to carry on a romance with both through the best years of his life.

In his early teens, Ray became a radio "ham," learning the art of sending and receiving wireless code. In fact, the big San Francisco earthquake of 1906—62 years ago today—toppled his first aerial.

At 16, and by then an accomplished hand with the wireless, Ray was on the staff of Herrold's School of Engineering when it set up radio station KQW in San Jose. That was in 1909.

Using an "arc phone," Ray began broadcasting phonograph music to the crystal set receivers in homes along the coast and inland valleys. This was before such airwave refinements as radio tubes and amplifiers.

The station owner, Dr. Charles D. Herrold, is known today as the "Father of Broadcasting." A contemporary, Dr. Lee DeForest, later gained fame as the "Father of the Radio Tube."

So it was that the fledgling KQW, now KCBS, won the distinction of being the first news and music station and Ray earned his laurels as the world's first radio disc jockey.

Between stints as a disc jockey, Ray was lured to the sea. When only 17 he hired on as "sparks" (radioman) aboard the SS Atlas, a Standard Oil tug and tanker that made voyages up and down the West Coast.

In all, Ray served aboard about 20 ships, mostly those of the Matson and old Pacific Mail Line, and made many passages to the Orient, Australia, Hawaii, and Alaska.

One of the ships he served around 1913 was Matson's old "Mariposa." It later sank in Alaskan waters, but the company has since put a new "Mariposa" in service on the Australia and Pacific islands run.

But as a result of Ray's duties aboard the "Mariposa," he has been invited to join other crewmen among the ship's old-timers on a nostalgic journey on the new "Mariposa" to Australia this summer.

Ray left the maritime service in 1923 and spent several years in the electrical auto parts business, and during World War II he was an instructor at the Army Ordnance School at the Port of Stockton.

For a time after the war Ray was the civilian head of the Army Engineers' post at the port. Then in 1948 he built and operated the Uptown Yacht Harbor. He later sold this business, but he has continued as a marine specialist.

In closing our talk, I complimented Ray by reminding him that he doesn't look any worse for all this wear and tear. "Perhaps not," he replied, "but sometimes I feel I've lived 150 years."



RAY NEWBY

HAM ON AIR

By **RAY MEYERS**

Three years ago, George Marshall, while strolling through the northeast corner of Rose-dale Cemetery at 1800 W. Washington Blvd. here in Los Angeles, came across an imposing shaft marking a grave which caused him to pause and meditate.

On the face of the column appeared these words—"Lawrence A. Prudhont, August 9, 1894—Jan. 7, 1913. Died at post of duty as Wireless Operator on the S.S. ROSECRANS during a storm at mouth of Columbia River, Oregon."

On one side there appears the following—"Erected by the Wireless Operators of the Pacific Coast in memory of L.A.P. who died at his post" and there also appears a glass enclosed photo, color tinted, in fair condition and detail showing a picture of the Wireless room along with the Department of Commerce station license, a snap of a ship, and even one of a pin-up girl.

The ROSECRANS, under command of Capt. L. F. Johnson, was operated by the Associated Oil Co., and had sailed from San Francisco laden with 20,000 barrels of crude oil. Off the Oregon coast the vessel was buffeted by 60 mile per hour winds and as she crossed the channel, wind and tide carried her on the rocks of Peacock Spit located at the north portal of the Columbia.

First news of the disaster was picked up by the Life Saving Station at Cape Disappointment when the wireless operator sent his "CQD" (now replaced by "SOS") stating "On the bar-breaking up—can't stay at my station no longer." This was at 5:15 a.m. and by 8 a.m. the tanker broke in two with most of the crew being washed overboard.

Four survivors clung to a mast waiting the arrival of a lifeboat which had sought shelter alongside the lightship. One man, who could not stand the pressure, jumped into the sea. His body, and the three remaining crew members still clinging to the mast, were picked up later that morning.

Meager details concerning the wreck failed to list the names of the survivors, but one thing for sure, they were probably grateful for Larry's efforts in sending his distress message if they are still alive it is safe to say they have forgotten the name of the

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brave wireless operator who lost his life in the line of duty.

When the S. S. VESTRIS sank off the East Coast, an old friend, Bill McLaughlin the ship's chief radio officer stuck to his post sending signals to permit rescue ships to obtain radio direction finder bearings on the sinking vessel but he stayed at his post too long in his efforts to help the unfortunate passengers. At the time, I wrote a poem and dedicated it to my friend Bill, which goes as follows:

"THE DEEP SEA SAND. . . .
We set in our cabins evenings,
far away from the waterst
land,
wondering who'll be the next
one—to settle in the deep sea
sand.
Oft times our watch is dreary
as we think of loved ones at
home,

when a faint spark interrupts
us—so we tighten upon the
phone.

He might be calling someone,
or in trouble would confess,
or sending out that signal—all
ships—hark—here SOS.
Then we start our set agoing,
with an OK hear you well,
as he sends out his position—
like the chime of an old
church bell.

He keeps up conversation,
with you and all the bunch,
'til his spark dies out com-
pletely—then we all have got
a hunch.

The crew put out in lifeboats,
and made a hasty flight,
but one poor man is missing—
and they say it served him
right.

We told old sparks to beat it,
but he stayed right at his
key,
and the Skipper said 'I called
him—but he wouldn't come
with me.'

Then they swear and call him
bonehead, with a brain of a
monkey's brand,
and soon forget who saved
them—from a grave in the
Deep Sea Sand"

It is nice to know that the Wireless Operators of the Pacific Coast remembered Lawrence A. Prudhont. I feel sure that his name is also inscribed on the monument located on Signal Hill in San Francisco which the late Dr. Lee DeForest, Hal Stiles, (a well known radio announcer in these parts) and your columnist, dedicated a number of years ago

Thank you, George Marshall,
for letting me know of your
stroll through Rosedale.

FIRE ! "SOS" SINKING OF THE S.S. CITY OF HONOLULU

***** - By - *****
CDR. RICHARD JOHNSTONE (USN-R)

During February 1966 I published an account of the FIRE and of the S O S from the liner CONGRESS which burned off the Oregon Coast in September 1916. Thanks to S.O.S. all of the 400 persons aboard were saved.

Six years later on October 12th 1922 (Columbus Day) the liner CITY OF HONOLULU, bound from Honolulu to Los Angeles with 217 persons aboard flashed the S O S "We are on fire 600 miles off the California Coast S O S".

Launched in Germany prior to WORLD WAR ONE, was a popular trans-Atlantic liner know as "Friedrich der Grosse" The outcome of the war changed her name and flag to the American liner "HURON". Then re-christened "CITY OF HONOLULU" and fitted up as a "luxury liner" she joined the Los Angeles Honolulu direct line along with the steamers "CITY OF LOS ANGELES" and the "CALAWALL" of the Los Angeles S. S. Company (LASSCO LINE), in competition with the brisk Pacific Coast Hawaiian Island passenger liners of the Matson and Dollar lines out of San Francisco.

The CITY OF HONOLULU was equipped with Radio Corp'n. of America 500 cycle quenched gap transmitter and vacuum tube receivers. Its three operators were assigned by the writer, who at that time was Chief Operator for the R.C.A. Marine Department. Walter P. Bell was senior, Norris C. Kurler and Duke Hancock were the junior operators.

When about 1400 miles out from Honolulu at 5 o'clock in the morning of Oct. 12th the flames suddenly shot out from the forward section of the ship, in the second cabin accommodations. It was found impossible to reach and fight the quickly spreading flames. Fortunately the sea was smooth and calm, and apparently the fire was out of control as orders were given to launch and man the lifeboats. To this day, the cause of the fire is unknown.

By nine o'clock all passengers and crew had taken to the boats, leaving only the Captain, Chief Officer, Chief Engineer and Chief Radio Operator Bell aboard.

The S O S call had been sent giving the ships position and answered by the S.S. WEST FARALON, U.S. ARMY TRANSPORT THOMAS and the Matson Steamer ENTERPRISE. At ten o'clock the four ships officers joined the waiting life boat, Capt. Lester being the last one to leave his ship.

Within an hour the big liner was a roaring mass of fire and the 217 occupants of the life boats and rafts were very much encouraged to know that the SS WEST FARALON was enroute to pick them up. There were 35 women and 37 male passengers and 145 crew members rescued by the big freighter after spending some seven or eight hours on the open sea.

Orders were sent to the Captain of the WEST FARALON to try and get a line on the burning hulk and keep her in tow until a salvage tug could take her over. Captain Walk of the freighter decided against such procedure, as he figured the blazing hulk would create a dangerous condition to his ship, his crew, and the very persons already saved now aboard his ship.

"A BASKET OF ORCHIDS TO CAPTAIN WALK"

The U.S. ARMY TRANSPORT "THOMAS" en route from the Orient to San Francisco informed the Captain of the WEST FARALON that she could accommodate the 217 rescued persons and bring them on to San Francisco, which would permit the WEST FARALON to proceed on to the Orient.

Both vessels met at midnight and the entire group was put aboard the THOMAS safely arriving the following day in San Francisco -- saved by wireless.


Somewhere--- 600 miles off the California coast there lies the remains of a two million dollar luxury liner, ordered sunk by the U.S. Government as a menace to navigation.

Chief Operator, Walter P. Bell was later assigned to the R.C.A. Marine office at San Francisco, and has since joined the ranks of the silent key. Operator Norris Kurler worked in Alaska for some time under supervision of Director "Jerry Whittaker" but returned "stateside" after the war ended. Perhaps some of the Wireless Pioneer members know where Norris is and can acquaint Bill Breniman (who used to work with Norris MRI at 109 Steuart). In October 1963 Earle Wohler and I paid a visit to Duke Hancock at Corona del Mar in Southern California, and had a wonderful visit with him, heard the story of the S O S of the S.S. CITY OF HONOLULU first hand, saw his medals and bade him farewell, knowing full well that he was about to go on his last voyage, which he did a month later.

Richard Johnstone.

CALL LETTERS: "KUSD" S.S. CITY OF HONOLULU
"W X M" USAT THOMAS
"KDSX" S.S. WEST FARALON
"W M N" S.S. ENTERPRISE.

COMMODORE WOHLER



Cunard RMS Queen Elizabeth

INSPECTS HIS ATLANTIC FLEET

Our Senior Vice President, the "Earle of Sebastopol" accompanied by his good wife Freda, shut down "W 6 F S" and cast off from his anchorage on East Hurlbut Road April 11 1968 for a trip to Jelly O! England on the flagship of his fleet --- HMS "QUEEN ELIZABETH". One of a number of old wireless men to see him off in New York at his sailing party was Jack Bray, an old shipmate with him on the S.S. NILE, on the China run. Others included VWOA'ers Patrick O'Keefe and Dick Griffiths.

Earle says that there has been great changes made from the days he used to sail over the equipment now installed on these great leviathans. Incidentally, Freda and Earle made a trip last year on HMS "QUEEN MARY" and we suspect he wanted to indulge in a bit of nostalgic memories as years go by in telling the grand children about sailing on these great ships.

The last trip of the Queen Elizabeth across the Western Ocean will be in November when she shoves off from Southampton for the last time. She is slated to become a hotel ship to be permanently moored at Fort Lauderdale, Florida although earlier reported she was to be used for the same purpose in Philadelphia.

Earle reports both the Queen Elizabeth and the SS UNITED STATES, on which they returned, have huge radio rooms that would measure perhaps 20 x 30 feet across and they are both packed with so much radio gear and equipment it looks like a radio factory. Equipment used was made by Dutch, English, American and German manufacturers. SSB equipment much in evidence. Seven radio officers manned the QUEEN ELIZABETH while five were on the SS UNITED STATES plus the Chief.

One of the "high-lights" on their delightful 6-week trip was a visit to "Lloyds-of-London" where he looked up facts on the S.S. NILE, built in 1898. It said to the West Coast of the U.S. about 1912 and was under charter to the PACIFIC MAIL S.S. CO., about 1915 or 1916.

The first skipper of the Nile was Capt. McKenzie who took her out on her maiden voyage. Earle spent two years on the Nile. It was rumored that the ship was originally christened under another name but this proved to be in error when Earle visited Lloyds office. Freda and Earle enjoyed a leisurely return trip across the U.S. on the Santa Fe Chief. They wanted to make this train trip before these tee became but a memory of the past. **GLAD TO HAVE YOU HOME COMMODORE !**

P.S. The rank of "Commodore" in non-military use generally refers to the "Senior Captain of the Line". Hence, we will consider Commodore Wohler as our Senior officer on our Eastern Sea Frontier. (1)



Wreck of Klamath at Dal Mør Landing - "WSX"

CROSSING THE BAR

MY EXPERIENCE TUGBOATING - CALL FROM THE KLAMATH.

BY - DEXTER S. BARTLETT

Those venerable windjammers would sail directly into port in days gone by and unload by ship's boats, pulled by husky sailors. With the building of docks and bigger ships, tug work was a necessity and tugboating became a game in itself. This was especially so when competition was tough, as in those Tugboat Annie stories, which certainly show a knowledge of tugboating even if a wee bit farfetched. For awhile the TATOOSH and GOLIAH were running competition with the ONEONTA and WALLULA on the Columbia River and they would go two hundred miles to sea in picking up a tow, with no holds barred in getting the business. This proved financially embarrassing to the Puget Sound Tug people and so they withdrew, especially as sailing ships were becoming scarce.

I may not have accomplished much in this life, but I did achieve the transformation from a country bumpkin to a tugboat man of sorts in a mere four hours.

My kid dreams of seeing the world started to come true on New Year's Eve of 1916, or at least I thought so. After completing a course at the Seattle YMCA radio school, where my radio manual covered most everything then known of radio - electronics - Manager Streeter, of the Marconi Company assigned me to the Columbia River bar tug WALLULA. She was based at Astoria with veteran Capt. Reed as skipper.

But, those dreams of seeing the world had a rude awakening. After a couple of hours aboard the WALLULA to find out what a ship's insides looked like, we got word that the steam schooner KLAMATH had lost her propeller and was drifting ashore. She was just south of Tillamook Head in a heavy gale and was sending an SOS. So we took off across the Columbia River bar as the bells were ringing in the New Year of 1917. It was quite a risky crossing with such seas breaking, but we made it. That is except for poor me I promptly got real seasick - no seasick pills in those days - and started wishing for those waving grain fields of Minnesota, rather than these wild breakers. Yet, there were lives at stake, so I started to get in communications with the KLAMATH (WSX) and get her position, but our antiquated old wireless set, a United Wireless straight gap transmitter and Marconi "D" receiver was dead.

After several hours of holding on with one hand, checking the set on "WPT" with the other, all the time vomiting in a bucket, - I thought I might need a tub - and wishing I had never seen the sea at all. However, I finally found that the extreme gyrations of the tug had broken a wire behind the antenna switch. Fixing this, I was able to get in touch with the KLAMATH and found that another ship had picked her up. This meant, however, that we and the tug owner were out of considerable salvage money, so that in turn meant that I was "unwanted"!

But, I can truthfully say that this was the first and last job I left in disgrace. As I look back fifty years, a combination of a first day at sea in a bad storm, seasick, an SOS, and a broken radio would whip the average kid of my years.

The Klamath was to end her days on the rocks near Point Reyes February 5th 1921, with no loss of life.

My dreams of seeing the world were promptly abandoned with no regret on my part as dry land was more stable. But, fate again had different ideas. The shipbuilding boom of WW-1 had not started and jobs were scarce in Seattle, so when Charlie Cooper of Kilbourne and Clarke put me on the historic old tug TYEE (WPC), I figured mother and I would have eaten anyway. The justly famous Captain "Buck" Bailey was skipper and I believe Primrose was chief, if my memory serves me right. After a month or towing old wind jammers, or sailing vessels, in and out of Cape Flattery, I managed to get my sea legs, learn a wee bit about tugboating and not yearn so much for solid real estate.

Ed. Note: Dexter S. Bartlett was operator on the Alaska SS Co., SS "NORTHWESTERN" Dec. 11 1927 when she was heading for Seymour Narrows, north of the Strait of Georgia during a heavy snow storm and ran ashore. He will give us a story on this in another issue. The SS NORTHWESTERN as most of us remember her was the "luxury" liner on the Alaska run. She was launched in 1889 as the SS ORIZABA and purchased by Alaska Steam in 1908. During her lifetime, she survived 18 collisions, grounding, bombings and assorted mishaps dating back to the day she was launched when she rammed a tow boat. The Japanese bombed her in 1942 while she was helplessly beached at Dutch Harbor. She was saved from the rocks at Cape Mudge, B. C., after "Sparks" Bartlett sent out his SOS and she went on for another 17 years to compile an extraordinary log of trouble before being scrapped in 1944.

WORLDS HEAVYWEIGHT CHAMPIONSHIP FIGHT

12-ROUNDS - NO DECISION I



This is a classic battle between the two armies of nature. It is a continuing fight 12 months of the year between KID COLDHEART representing the LOW PRESSURE AREAS OF THE WORLD and SLUGGER "UPDRAFT" representing the high pressure areas.

There has never been a clearcut decision as the two opposing forces directly collide on the battlefield. The aggressor is usually KID COLDHEART with his advancing "cold mass" which he throws low as a wedge, forcing KID UPDRAFT to rise and throw long punches from the top.

The "ring" is usually the median latitudes which is the main arena for the battles as they constantly and relentlessly challenge each other for domination.

While many of us do not have a ringside seat for these spectaculars, wireless operators and the mariner at sea are generally seated "front row center" for the main event and is a constant spectator to the battle of champions - which never ceases.

While we could mention the technique each fighter uses, it is usually so varied that no two fights are ever the same, although some orthodox methods prevail both by KID UPDRAFT throwing his "Sunday-punch" which we nickname the typhoon or hurricane punch in an effort to down his adversary or bowl him over, KID COLDHEART counters with his frigid marrow freezing smashes from the North.

There is no cost for admission to this greatest of all combats which continues its full course. The only thing the shellback has to watch, and duck is a wild punch now and then which might suck him in - thus placing an innocent spectator on the casualty list and perhaps adding him or his ship as a statistic.

WHO INVENTED WIRELESS ?

While Marconi has rightfully been given greatest credit for the development of wireless, a Russian by the name of ALEKSANDER STEPANOVICH POPOV demonstrated his wireless system to the Post Office Dept. in London during 1896. Development in those days was slow. Another scientist who has good claim an inventor of wireless is Mahlon Loomis who demonstrated his system in 1872 according to authentic records and who obtained a U.S. patent the same year. The Loomis Aerial Telegraph Company was approved by Congress in 1873 according to official records of the United States Government.



WIRELESS PIONEERS



SHIPPING NEWS FROM AROUND THE WORLD

A.P.L. CARGOLINER SS PRESIDENT VAN BUREN SETS RECORD.

When the SS PRESIDENT VAN BUREN tied up at her dock in San Francisco, June 28th, she had recorded the fastest time ever for a crossing of the Pacific from Yokohama by a cargo vessel. The distance of approximately 4700 miles was covered in seven days, ten hours and 54 minutes or at an average speed of 25.6 knots. This bettered the old record by some four hours. (Some us can recall when it took us nearly a month to make this same trip). Incidentally, the SS Pres. Van Buren had a full cargo.

NEW SHIP FOR ALASKA FERRY SYSTEM

The 363-foot "Stena Britannica" a Swedish-built passenger-auto ferry, has been purchased by the state of Alaska for use on the Alaska Marine Highway System. Built in 1966 at Gothenburg, she will be renamed the S.S. WICKERSHAM. She has space for 1200 passengers w/berths for 400 and can haul 140 vehicles. Capable of 23 knots, she is outfitted for open sea operation. Another addition to the Alaskan waters this year will be the S.S. POLAR STAR of the Alaska Cruise Lines recently purchased from the Nomikos Lines of Pireaus for \$2 million. She has space for 196 passengers. Alaska Cruise Line also operate the Yukon Star and the Glacier Queen.

NAUTICAL NOTES - CIRCA 1968

With the retirement to California and Florida of the HMS. QUEEN MARY and HMS QUEEN ELIZABETH, the largest passenger vessel is the 1,035-foot long "FRANCE" which is 66,347 tons. The new QUEEN ELIZABETH 2 will be next at 58,000 tons, followed by the SS UNITED STATES at 53,330 tons.

There are five liners that have a passenger capacity in excess of 2,000 persons: CANBERRA, FRANCE, ORIANA, PENDENNIS CASTLE and QUEEN ELIZABETH 2. None of them are of American registry. The maximum capacities are booked on direct trips between regular "PORTS O' CALL" ...however, booking is reduced about 40% when liners are used on cruises.

The Register reveals that on the world's waterways there are presently 433 Ocean Liners and cruise ships, 1670 freighters and cargoliners carrying from 2 to 12 passengers each, 42 overnight ferries which also carry a number of cars, 12 river cruise boats and 11 motor yachts and sailing schooners with cabins.

Those who feel that world travel is expensive are surprised to learn that it is possible to live on board a cargoliner visit the ports of the world and enjoy substantial gourmet meals every day, for no more than it would cost to live at a second rate retirement hotel. (Wireless Operators do it for free !)

Many of the newer cargoliners carry recent-released motion-pictures, most have well-stocked libraries and some even boast two stewardesses !!!!!!! Think that over - you Jack Tars.



S.S. UNITED STATES
—the world's fastest liner

NEW RADAR FOR Q.E.2

The new HMS QUEEN ELIZABETH 2 will be equipped with an Escort 654 true motion radar with true motion radar w/new computing display facility and an "Escort"654 high definition 13" relative radar. The computer display will provide automatic target tracking, showing complete future information on all tracked dangerous targets, coupled with automatic early warning and collision warning systems.

Fun, as most wireless men find out, is like insurance.

The elder you get, the more it costs !

(end of joke)

THE NEW SUPERTANKERS

Closing of the Suez Canal now requires tankers 60 days to make the round-trip formerly made from the Persian Gulf in 36 days. As a result, a serious shortage in tanker capacity developed. The trend of larger tankers has been around since 1959 when the Japanese launched the 114,356 T "UNIVERSE APOLLO". Today there are more than 40 of these big ships afloat. Now there are about 170 tankers of the 150-200,000 ton capacity being built and while Esso and Shell have settled on 200/250,000 ton ships, Gulf is building ships of 312,000 tons requiring 74 foot draft. The Japanese also have on 380,000 ton tanker on order and have designs for tankers carrying 500,000 to ONE MILLION tons of oil which would require 90 to 100 feet of water.

A new loading station is being built to handle these giants both at Kuwait and at BANTRY BAY off Ireland's southern Coast. The grounding and break-up of the TORRY CANYON last year with terrific damage to Britain's beaches and to marine life, with two other sinkings since, have brought about much public fear in the use of these supertankers.

QUEEN MARY'S PROPELLERS TO PAY COST OF VESSEL (?)

The City of Long Beach, Calif. has decided to melt down the propellers from the Queen Mary and the metal will be used to make tie tacks as souvenirs. It is estimated that 6.3 million tie tacks can be made from the propellers and sold @ \$1.50 each or perhaps \$2.50 and this will return more in revenue than the ship cost the City in the first place.

INCREASE IN AMERICAN SHIPS REPORTED.

Thirty-two additional ships were added to the American merchant marine the first quarter of 1968. As of March 1st, the American merchant marine consisted of 1095 vessels of which 915 were owned by private firms, while 180 ships were owned by the United States Government.

PSYCHEDELIC SHIP MYSTIFIES THE CARIBBEAN

The SS "INDEPENDENCE" has a NEW LOOK ! ! ! ! ! ! ! ! ! ! Nothing has ever been seen like it before on any ocean. The "groovy" colors on her port and starboard side, with a huge mural depicting a "sunburst" gives it a ... way out ... look never before seen on any ocean. The orange, yellow and raspberry sunbursts on the hull radiating upward from a pair of femme eyes make this 23,754 ton liner something of a marvel.... especially after it cost three million dollars to do the job which included restyling inside and out. It is reported that all marine life has been so frightened by this strange new denizen that they stay well astern.

RED INK DAYS ABOUT GONE ...SAYS CUNARD.

It is reported that Sir. Basil Smallpiece, Chairman of the Cunard Line reports losses of \$7.2 million in 1967 - all from ships that are being sold which include the Queens and the liners SYLVANIA and CARINTHIA to Italian Interests. The HMS CARONIA (cruise ship) was sold last year and scheduled to be used at Dubrovnick Yugoslavia as a hotel ship, however, it is understood the deal has not been completed so the ship is still in English waters.



NOW HEAR THIS !!!!!

We have always thought that "sea-going" was a man's world, although it was invaded some ten years ago by waitresses who seemed to be gaining a firm hold. Now we have a report on good authority that one the large shipping firms of NORWAY has been running advertisements through out the country for

girls to be employed as "deck-hands" on their new 85,000 ton tanker "ASTRID" and if this experiment proves successful, they will hire them aboard other ships of the line. The Unions do not seem to object- probably due to the shortage of male help.

OCEAN REPORTER



LBJ HELPS THE SKIPPER The President recently signed a bill permitting ship captains the right of placing liens against a ship to collect back wages. Under terms of general maritime law, seamen are entitled to place a lien against a ship for their back wages and that lien has priority over the other claims. Not so ... the master of a vessel. Now he will be able to also have the same protection accorded other sea-going personnel.

NEW TYPE CONTAINER SHIP BEING CONSTRUCTED TO CARRY PAPER PRODUCTS. "LASH" IS A NEW word fresh to maritime nomenclature. A brand new type of container ship is being built in Japan which will be capable of carrying 73 fully loaded river barges across the Atlantic. The new system is called "LASH" for "lighter-aboard-ship" and will carry paper products from the U.S. and Canada to Europe. The ship can be unloaded in 18-hours and it is expected the ship will be underway 26 days out of each month. (Fellows - here is a chance to save your money!)

It is reported that PFE Lines have received approval for construction of six "LASH" vessels for its West Coast service along with five for Prudential S. S. Company, East Coast Operations. Target date to start operations - 1970

BUGS ALL OVER THE PLACE 1 JUST TRY AND COUNT 'EM. The German motorship "BELGRANO" recently discharged the largest shipment of foreign cars ever discharged in Vancouver, with the big total of 1,076 Volkswagens being unloaded from the hold of one vessel. The "BELGRANO" is a new ship built "for the purpose". She is 613 feet long and was built at Kiel.

ATLANTIC RECORD The American ship, S. S. ADMIRAL WILLIAM M. CALLAGHAN", the world's first gas turbinized powered ship, set a record Atlantic crossing for its type of ship - 5 days, 11 hours and 42 minutes.

CUT IN ATLANTIC FARES The only thing wrong with this report, at least to those who live in the Western Hemisphere, is that it applies to European nationals only. Visitors from Europe to Canada and the U.S.A. will receive a 20% discount for their passage if they stay 35 days. This is one way of "beefing up" the SEE U.S.A. program.

CHANGE IN OWNERSHIP The SS "QUEEN FREDERICA", formerly the SS "ATLANTIC", the SS MALOLO and before that the SS MATSONIA has been sold by the Panamanian Home Lines to the Chandris Lines.

HITS REEF AT PAPEETE The Liner "NORTHERN STAR" of the Shaw Savill Line which maintains an "Around the World" schedule, ran on a reef at Papeete on Dec. 19 1967. It was reported that 100 MPH winds was lashing the area from Somoa to Tahiti at the time. The ship was pulled into Papeete harbor and as it was found damage not too extensive, she proceeded on her journey the following day.

GREAT SEA TRAGEDY AVERTED A well-guarded secret over the years concerns the "near-miss" of the liners "ILE DE FRANCE" and the MAURETANIA on May 16 1942. These ships were transporting troops from Durban to Bombay and vice versa. Due to the presence of Japanese submarines, they were operating on zig-zag courses and without lights at night on the same track. During a violent monsoon these leviathans, with combined speed of nearly 50 knots and with over ten thousand souls aboard, missed each other by only thirty feet when an alert seaman on the Ile de France saw the Mauretania looming up out of the pitch darkness and changed course enough to barely clear. Thereafter the north and south courses were changed to allow fifty miles between N/S tracks.

SALE OF GRACE LINE SHIPS It is reported that the Grace Line ship, SS SANTA ELISA has been purchased by the Intercoastal Shipping and Trading Co., The United Shipowners have purchased the SS SANTA INES. Both ships will be operated under the U.S. flag.

SCREMSHAW The PROPELLER CLUB of New York, an organization with 700 members formed to further interests of the U.S. Merchant Marine has elected as President, a man from the Passenger side of the steamship business. This is the first time in 46 years such action has been taken.

NEW LINER FOR NY - MED. RUN The luxury liner "AMERIKANIS" is now being completed at Piraeus, Greece and will make her maiden voyage in late July, with eastbound sailing from N.Y. scheduled for Aug. 2. She is a 24,000 ton vessel and owned by the Chandris Line.

THINKING OF A TRIP TO VIET NAM ? It is reported that the SS ARIZONA, formerly the SS M. M. DANT and the WOLVERINE MARINER of the States SS. Line was hit 16 times by gunfire while proceeding up the Saigon River in late February. Damage was not considered serious.

NEW GERMAN LINER FOR NORTH ATLANTIC The SS HAMBURG of the Deutsche Atlantik Lines was launched in February for service on the North Atlantic. She will carry about 800 passengers and will have a speed of 23 knots. She is the first large liner built in Germany since WW-2.

NEW 20th CENTURY "GALLEON" for THE SPANISH MAIN. The SS PONCE DE LEON, named for the first governor of Puerto Rico is a new "trailership" recently placed in operation with a new dimension of operation: fast roll-on, roll-off handling, and using any type of container equipment. The Ponce de Leon measures 700 feet from stem to stern - longer than two football fields or a dozen of Ponce de Leon's galleons. It will cut transit time from New York to San Juan by 40 percent, carries 250 standard 40' containers plus 300 autos or light trucks.

"AROUND THE WORLD" VIA DOLLAR LINE The Dollar Steamship Company inaugurated its "ATW" route on Jan. 5 1924 with seven ships bearing the names of presidents. The world route was from SF to Honolulu, Kobe, Shanghai, Hongkong, Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, Boston, NY, Havana, Colon, Balboa, LA and return SF.

The U.S. Shipping Board in 1925 advertised the President ships Cleveland, Taft, Wilson, Pierce and Lincoln for sale, by sealed bids. These ships had been operating on Pacific routes by Pacific Mail who offered \$6,750,000 for the five ships - part in cash and part in stock. The Dollar Line interests offered \$5,625,000 in cash (about \$1 million per ship) and this was accepted. Thus on April 25 1925 they took over these ships also and a few months later the PACIFIC MAIL S.S. COMPANY closed its offices after nearly three quarters of a century of service

THE SS NEWPORT (WWH) AND THE "RATE WAR" OF 1925. The SS NEWPORT on which many of our members have sailed was to become a "thorn" in the side of most ship operators who operated coastwise service along the Pacific in 1925. It was during that year that the "LOS ANGELES DISPATCH LINE" bought her for slightly over \$50,000. She was placed in service between LA and SF with fares @ \$9.00 one way as against \$17.00 on the Yale, Harvard or most other carriers. This was a BIG YEAR for passenger traffic but poor for profits. Admiral Line stated they lost \$170,000 while LASSCO lost nearly \$18,000, McCormick (with the largest fleet coastwise) lost nearly as much and the White Flyer Line with the SS Humboldt nearly \$10,000. Finally the McCormick line chartered the SS NEWPORT and placed her on the SF-Portland route opposite the SS ROSE CITY. The rate war was over. Fares rose but the public never came back in such numbers.



SINKING OF THE S.S. ASIA

GEORGE S HUBBARD

THE WRECK OF THE PACIFIC MAIL S.S. CO.

ASIA -- "WWT"

BY

GEORGE H. HUBBARD
41 SGP

On April 23 1968 it will have been fifty seven years since the romantic old Steamer Asia was wrecked on a rocky ledge just south of Formosa. I was a youngster then (21) with the job of wireless operator aboard her. It was a long time ago, but I can still remember the names of some of my shipmates. I wonder how many of them are still alive.

The Asia was originally the White Star Liner, Doric. She flew the British flag but, with her sister ship, the Persia, was under charter to the Pacific Mail Co. of San Francisco.

She was officered by Caucasians, mostly British, with some of the subordinate positions filled by Americans. Her working crew on deck and in the engine-room were Chinese. One Chinese of the deck gang I still remember quite well. He was the boatswain and his name was Goosey. Anyhow that is the way it sounded to me. I held some long conversations with Goosey, but most of it was wasted breath because neither of us could understand the other.

The Asia carried four masts, a fore, main, mizzen and jigger. The fore and main were square rigged, and the two aft were fore and aft rigged, the ship having originally been designed as an auxiliary steamer. Her high masts, without their sails, made her roll like sixty. With the sea just right she would swing through an arc of sixty degrees, thirty on each side.

Her accommodations were excellent, the workmanship in her woodwork, the carvings and finishings, were fine examples of Old Country artistry.

My radio shack was high up, on the boat-deck, and located just abaft the bridge. The quartermasters, who were all British were frequent visitors at my quarters. However, I never rated very high in their esteem because, as they frankly put it, I was a "bloody Hamerican".

Looking back at it now my radio outfit was rather a crude affair. A description of it might interest those with modern knowledge of radio. The ship's electric power was 110 volt DC. This had to be converted into 110V, 60 cycle AC for radio transmitter operation. This 60 cycle A.C. was fed to the primary of a large open core transformer, the secondary of which delivered somewhere in the neighborhood of 15000 volts. This was fed into a bank of leyden jar condensers, which discharged through a few turns of copper tubing inductance, in an open spark gap. The noise of the spark discharging in the gap was deafening. This was the transmitter which I used to send out my S.O.S. when we hit the rocks.

We were returning from my second trip to the Orient on the Asia when she was lost. We had been running through a thick fog most of the night after we left Hong Kong. The ship's whistle made such a racket I couldn't sleep so I wandered about the deck, stopping occasionally for a word with one of the passengers. Down on the forward well-deck, huddled together in the wetness and cold, was quite a group of turbaned Hindoos,

steerage passengers bound for one of the local ports. They looked frightened.

I must have turned in about midnight, and despite the racket of the whistle, went to sleep.

At 5.30 in the morning I was shaken into wakefulness by the ship's engine going full speed astern. Everything in my stateroom seemed to come loose and crash to the floor. I was thrown out of my bunk, and was trying to struggle to my feet when we hit. The din was terrifying, the screeching of steel plates on the rocks, people screaming, and everything moveable falling as the ship heeled sharply over to port.

To say that I was scared was putting it mildly. I was terrified. However, frightened as I was, all the instructions I had received relating to my duties in case of such an emergency stood out clearly in my mind. All at once it seemed that some other part of Me that I had, up to then been unaware of, took charge. I knew I should report to the Captain, who would undoubtedly be on the bridge, immediately. However, I was clad only in under shirt and drawers. Should I stop to put on my pants? I dangled them before me by the suspenders, trying to make up my mind, for a period of time long enough to have donned them several times. At last I compromised and made my way to the bridge still dangling the pants in my hand.

As I neared the bridge I heard reports of gunfire from that direction. Then I saw the Captain firing at something over to port. Several sampans, loaded with Chinese were visible not far from the port side. I heard one of the quartermasters say they were river pirates. When I approached the Captain he was apparently having trouble with his firearm. A shell was stuck in the chamber. He had it between his knees pounding and pulling the hammer. When I was about three feet away from him, the pistol suddenly discharged into the wood grating on the bridge deck. Wood splinters tung my legs and I guess I must have let out a squawk which apprised the Captain of my presence. He looked up, startled at the sight of my shivering and sparsely clad figure, then yelled, "Get off the bridge!" I started to obey, then turned back. I knew he was so busy he hadn't thought of sending the distress call. "Shall I send an S.O.S.?" I asked him.

He blinked at me, then said, "yes - yes!"

The Skipper (Harry Gaukroger) was an Englishman, and had a habit of dropping off the letter "H" in some words where it belonged, and adding it where it didn't. He told me we had struck on Heachu Island, at a point called "Finger Rock". He told me again "Eachu". I didn't get it exact but took a chance on "Heachu".

Arriving back in the radio shack of "WWT" I was surprised to find the floor quite wet, in fact there was a quarter of an inch of what I took to be water on it. I waded through the liquid to the operating table, where I started the motor-generator and proceeded to send out my S O S and position. Suddenly all my toe-nails were on fire! I pulled my feet up into the seat of the chair I was seated on and felt of them with my hands. I smelled the liquid on my hands. It was battery electrolite! The list of the ship had spilled the acid out of the old fashioned open topped glass battery jars. I had been wading around in it. Fortunately a remedy was close at hand. A row of fire buckets, filled with salt water, just outside my door. I poured the water from several of the partly filled buckets into one and stuck my feet into the salt water, which neutralized the acid, but the salt burned almost as much as the acid had. I completed my operating wearing a pair of rubber boots borrowed from one of the crew.

Continued - next page





THE ASIA STORY

41
GEORGE S HUBBARD

(Continued from last page)



While all of this was going on passengers had been milling around on the promenade deck in all manner of dress and undress. The crew were trying to keep them in order and get them into the lifeboats on the port side. The list of the ship prevented lowering the starboard boats.

Evidently my distress signal was picked up by several vessels. The only one I was able to hold two-way conversation with was the T.K.K. AMERICA MARU. I was assured by the operator that they would see that we got help immediately. After I had reported this to the Captain my wireless duties were completed, so I had my first chance to look around. The first sight that met my eyes when I went forward was rather startling. It seems that as soon as the ship ground to a halt on the rocks, the Hindoos took off over the side and scaled the rocky pinnacles as high as possible. There they draped before us like a stage setting depicting some ancient biblical story.

Ordinarily the wireless operator was not called upon to take charge of a life-boat, but the ship's doctor was. However that gentleman had his hands full of looking after hysterical women and passengers who had sustained minor injuries, so the mate, Mr. Hill, asked me if I could take charge of one of the lifeboats. I have always been a boatman, so confidently agreed.

The boat was already loaded when I went aboard. It contained only a half dozen passengers, but was so heavily loaded with mail bags as to make rowing impossible. My crew consisted of 8 Chinese messmen, none of whom had ever pulled an oar before. We were immediately cast off, and the swell started carrying the boat toward a line of snagged tooth rocks. The Chinamen tried to use the 9' oars as paddles but we drifted inexorably on. It looked as though we were going to end up smashed to pieces in a matter of minutes. I guess I got pretty excited because a lady passenger bawled me out for cussing the Chinamen for their awkwardness. I realized that our only hope was to get rid of some of that mountain of mailbags that prevented our rowing, so I ignored the proverbial sanctity of the mail and started to heave it overboard. The Chinamen got the idea and followed my example. Soon we were able to get the oars in the locks and had room to dip the inner ends enough so the blades would clear the water. There wasn't 6 feet between the boat and the rocks when we finally got the boat moving toward safety. After pulling for two hours we had made less than an eighth of a mile in the direction of the relief vessel that was standing by about two miles away. It was humiliating, but it looked as though we would have to be towed to the ship.

Meanwhile there had been gathering around the grounded ship a dozen or so big Chinese sampans or similar craft. We had been told that they were Chinese River Pirates and to shoot them if they came too close. One of these big boats, propelled by four sculling oars on each side and one in the stern, came within hailing distance. One of her crew hailed us in pigeon English. Did we need any help?

What would we give them if they towed us they ask as I told them we would appreciate a tow over to the rescue ship?

I didn't have any money. What could we offer him?

One of the Chinese mess men pointed to the boxes of food that had been put aboard the life boat before we shoved off. There was a whole case of eggs, a lot of canned stuff, crackers, a bunch of bananas, and a sack of oranges.

The mess man evidently spoke a similar dialect to the fellow in the sampan. He described what we had and offered it in exchange for a tow. A bargain was made at once and in no time we were following along after that big sampan at 4 or 5 knots per hour.

If those fellows were pirates, they were altogether different from the ones Robert Louis Stevenson wrote about. They laughed and sang as they sculled their craft, and kidded with the people in my boat. When the sampan had towed us to within a hundred yards or so of the rescue ship, Shaoh Sing, they slackened their speed and let our lifeboat coast up alongside them. I suspected they wanted to collect their towing fees without any interference from the Shaoh Sing's crew.

We kept our part of the deal notwithstanding the fact that the groceries were not ours to give. The sampan crew seemed highly satisfied with their bargain. They yelled a hearty Chinese farewell to us as they took off at full speed toward the coast.

My passengers and crew were soon safely aboard the little steamer. I thought we hadn't done too badly despite the necessity of jettisoning 25% of the mail sacks and using the boat rations as payment for being towed, especially considering the narrow squeak we had experienced after we left the wrecked ship.

The Steamer Shoah Sing put us ashore at Shanghai, where the British Consul saw to it that the crew of this British registered vessel was well cared for, until we were given passage home to the U.S. on the Pacific Mail Ship Mongolia.

(* The America Maru Captain apparently hesitated to bring his deep draft vessel into the shallow water, so had requested the smaller vessel Shaoh Sing to pick us up.

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FIRST WIRELESS AID IN THE SAVING OF LIFE AT SEA.

Assistance was obtained in Jan. 1899 by wireless message flashed by the East Goodwin Sands Lightship. This is believed to be the first aid to be furnished through the medium of wireless.

Two months later, the same lightship was rammed by the Steamer R. F. Mathews outbound from London. Again a message of distress was relayed to the Foreland Lighthouse (South) which relayed the information to Trinity House at Ramsgate and tugs were dispatched and towed the lightship out of danger.

This occurred March 3rd 1899.

Pictured below is a late modern liner which is equipped with radio compass, radar, loran and a multitude of other safety devices, unknown in the early day of shipping. We have come a long way indeed.

20 WIRELESS PIONEERS

WIRELESS PIONEER "PICNIC"



August 17, 1968
WALNUT CREEK
ROSSMOOR

YOU ARE INVITED

Arrangements have been completed for the FIRST ANNUAL PICNIC of the WIRELESS PIONEERS. It will be held on the former estate of Robert and Stanley Dollar, who won fame in the annals of the shipping business a few decades back. It is a setting of especial interest to old sea-going men, especially the memorabilia to be found on exhibit in the Club House which was formerly the home of Stanley Dollar. The CENTRAL LOCATION of Walnut Creek and ROSSMOOR, make it easily accessible to all members from North, South and East with a minimum of road time and driving required to reach it since "freeways" extend in all directions, leading into Walnut Creek on INTERSTATE 680 (North and South) and Highway C-24 West to Berkeley and Oakland.

PLACE & DATE (MARK YOUR CALENDAR)

AUGUST 17 1968 (SATURDAY) Noon until 4PM

SENIOR CLUB HOUSE AT ROSSMOOR (LEISURE WORLD) which is about 2 miles WSW of the main business section of WALNUT CREEK.

HOW TO GET THERE

See map-drawings on reverse side of this page.

- Large scale map
- Small scale of Walnut Creek & Rossmoor areas
- Rossmoor - local area.
- Grounds at the Senior Club House (Picnic area).

Those who live on the Peninsula and cross on the Dumbarton Bridge (C-84) can drive up Niles Canyon Road to INTERSTATE 680 (now completed) then north. Those from San Jose, Fremont etc., drive North on I-680. Also those from Stockton East or Hayward or San Mateo (who cross on San Mateo Bridge) take US-50 to I-680 then North. Members living in Berkley, Oakland etc., will use C-24 to the Interchange of 860 (southbound). Those from North Bay, Sacramento, etc., drive INTERSTATE 80 to C-21, then So. on 680 to the INTERCHANGE at WALNUT CREEK.

DRIVING SOUTH and those who enter the INTERCHANGE FROM Oakland etc on C-24, watch for the NEWELL OFF RAMP just immediately past the interchange and turn off to the right. Bear Right on Newell Ave to Olympic, then LEFT on TICE VALLEY BLVD., to ROSSMOOR PARKWAY.

NORTHBOUND.

Members driving North on INTERSTATE 680 should watch for the "MAIN STREET" OFF-RAMP as they enter Walnut Creek and turn off. Proceed on Main Street to NEWELL AVE., (or Broadway) turn left and proceed to OLYMPIC BLVD.

NOTE: Watch for BLUE ROSSMOOR SIGNS - arrow at top will give you directions to your picnic grounds.

ENTRANCE TO ROSSMOOR (LEISURE WORLD)

There is a Security Guard gate at which you must stop and all that will be necessary is to identify yourself as going to the "WIRELESS PIONEER" picnic. You might

WIRELESS PIONEERS

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also, for convenience, cut out the bottom of this page back it on cardboard and mount inside your windshield to identify yourself. (You might also use this later for other trips so preserve).

PICNIC AREA - PARKING - FOOD

We have reserved picnic tables (at no cost - thanks to arrangements by Frank Geisel) on the left or S.E. side of the Club House bldg. They will be marked with SOWP (pink) signs. Park at any of the parking spots you find after turning in the Club House area. Note - The road circling to front of club house is ONE WAY.

REGISTER

Please register in our LOG BOOK upon arrival where one of our identification cards will be issued. Please be sure to put it on and wear it during our picnic. Sec. Cady will handle this detail.

FOOD - DRINKS - SERVICE

Each member will bring his own food, drink and service as none will be furnished. We have nice clean picnic tables to eat on. Since there is no charge - PLEASE clean up any litter before leaving.

Members who may not wish to bring picnic lunches will find a MANNING CAFETERIA at the junction of TICE VALLEY ROAD and ROSSMOOR PARKWAY (near Safeway Store) about 1 mile from picnic grounds. Reasonable and very good.

PROGRAM

The entire afternoon will be given to visiting and renewing acquaintances. NO BUSINESS! Any of the members who might be interested in visiting the model homes at Rossmoor can do so - we will try and arrange such a tour about 2.30PM.

GUESTS

We think all members will find this picnic one of the high-lights of 1968 and we urge all to attend as we know all will have a wonderful time. We also urge all members to bring their wives and guests. A most sincere welcome is extended to all!

RSVP.

It will help Frank Geisel, if you would drop him a line at let him know how many will be in your party. Frank's address: 2816 Tice Creek Drive, #6, Walnut Creek, Calif., 95429. Telephone: (415) 933-3481. While this info. will be appreciated - do not let it stop you if you find you can come and haven't had the opportunity of notifying Frank beforehand. Thanks. SEE YOU AT ROSSMOOR!

'K P H' VISIT FOR MEMBERS FRIDAY SEPT. 6, 1968

A big bouquet to our good Chairman of the Membership Committee - Vice President, Frank Geisel and to member Bill Hayton for making arrangements for our members to visit the station/s at "K P H" on Friday, September 6th 1968.

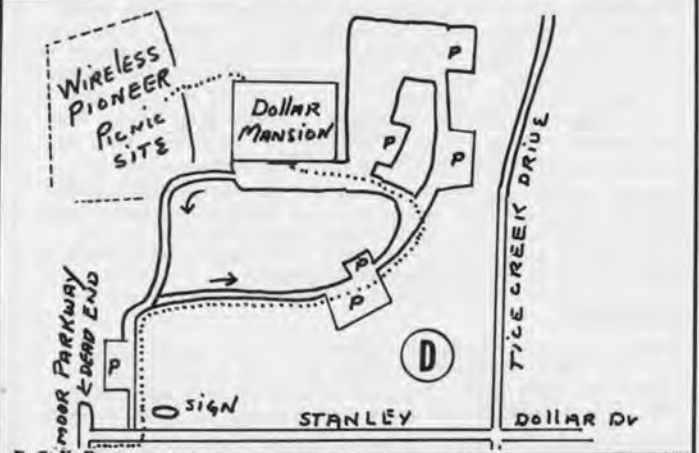
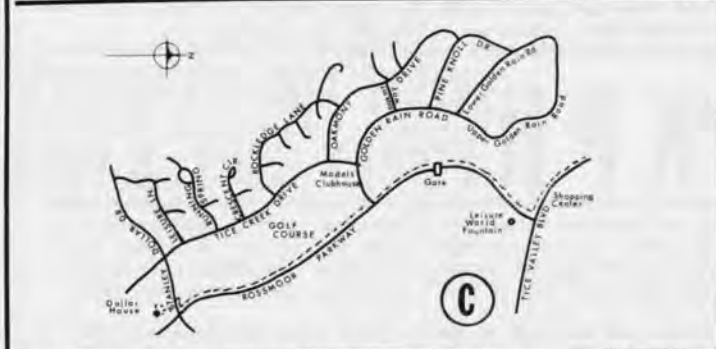
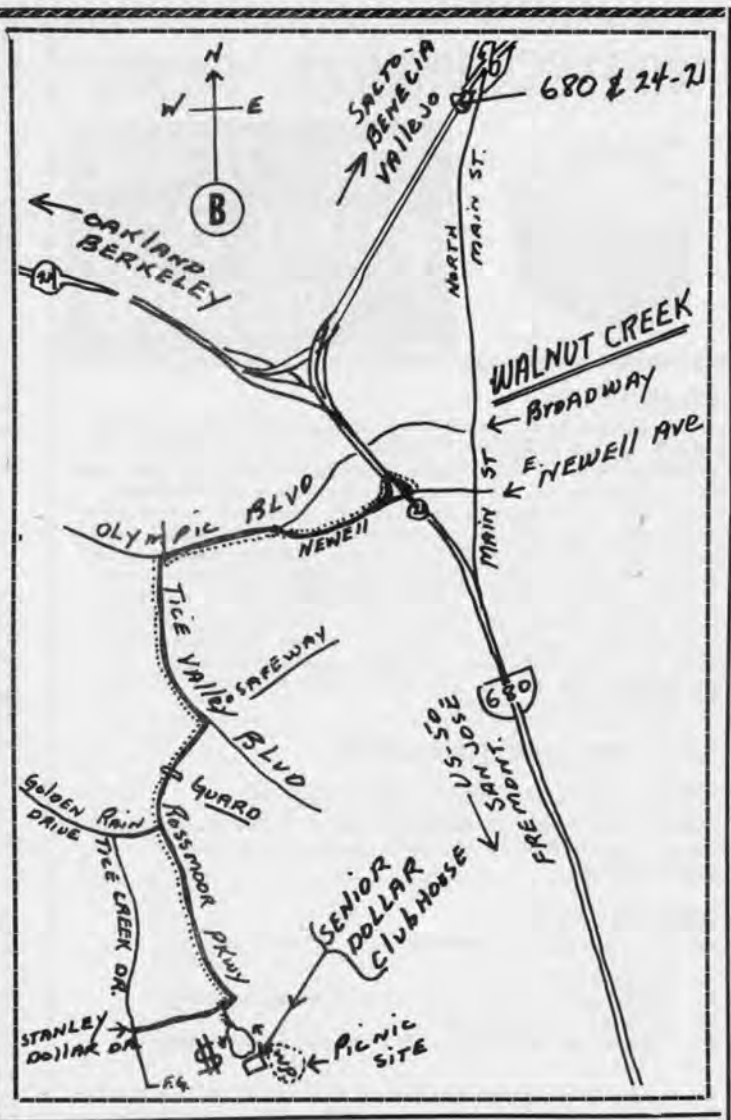
Frank, as most of us know, spent over 40 years at "KPH" - the last 22 years as Manager until retirement in 1967. Since then, Bill Hayton has been in Charge, coming to KPH from WSC at Tuckerton, N.J.

Since we have two separate facilities to visit and they are separated by some distance, it will take most of the day to visit them both.

We therefore plan to meet in THE TOWN of POINT REYES STATION (Not the lighthouse or the RCA Station) which are 30 and 12 miles distant, respectively). After meeting in POINT REYES STATION (Where we can form "car pools") we will proceed first to the BOLINAS TRANSMITTER STATION -

- MEMBER -

SOCIETY OF WIRELESS PIONEERS



25 miles away. This is a rather slow road and will take 35-40 minutes driving time.

LUNCH

The best place to eat in the area is probably in BOLINAS at TARANTINOS SEAFOOD RESTAURANT. They will serve anything from a sandwich to a full lunch.

We will then plan to leave BOLINAS about 1PM and drive to "KPH" receiving-control station at Point Reyes, and should be there about 2PM. We will plan on visiting this facility for about 2 hours and leave by 4PM for POINT REYES STATION (TOWN).

WIRELESS PIONEERS

R.S.V.P.

It would be helpful to management if they knew approximately **HOW MANY** ? plan to go on this tour. Please drop Frank Geisel a line or call him at your early convenience so he can tabulate and forward on to Bill Hayten.

We think this is a real opportunity for all you old "brass-pounders" to see one of the Major marine stations of the world. Of course, many have worked at KPH, but it will bring back ... many memories.

Cut out, paste or fasten to cardboard back. It can be used for identification that you are a member of the WIRELESS PIONEER group.

MEET YOUR SOCIETY'S FIRST OFFICERS & DIRECTORS

PRESIDENT

RICHARD "DICK" JOHNSTONE (2-SGP)

The possession of a "CERTIFICATE OF SKILL IN RADIOCOMMUNICATION" is a distinction not taken lightly by the old-time brasspounders so we are proud that the **FIRST PRESIDENT** of the Society was awarded one of these early day certificates (1912). Shortly after receiving his "C O S", "Dick" as he is known to his host of friends that are world-wide, sailed on the SS ACAPULCO which was the LAST passenger ship to leave S. F. with only one wireless operator aboard (Aug. 23 1912). Dick was operator on many Pacific Coast ships over the years and when WW-1 came along he enlisted, and following service for Marconi and RMCA, reenlisted. He retired from the USN with rank of Commander after 32 years of service and at the end of the Korean War. Dick has held the position of **CHIEF OPERATOR** for Marconi (RCA) at S.F. and followed by the position of **DISTRICT MANAGER** of the Marine Dept. During this period he met most of the marine operators in the business (he also remembered their names and faces - a rare talent). He also developed a reputation through the fraternity of being a "square-shooter" and when the going was a bit rough for fellows on the "beach" ... he was most considerate. Dick has held some ten radio licenses and one radio-telephone technician license and a present date holder of the "Extra Class amateur license" with station call "K6FZ". **ORGANIZATIONS:** AWA, AARL, OOTC, QCWA, SARO, WIRELESS PIONEERS and Morse Telegraph Club. Also past Cmdr. Amn Legion.

"RJ" authored and published "**MY SAN FRANCISCO STORY OF THE WATERFRONT AND THE WIRELESS**" (1965) - one of the finest publications on wireless days ever published. Original edition quickly sold out and there is great demand for a new issue.

Dick also held several other positions in addition to the ones noted above which include Radio Sales and Service, shipboard radio-phone installations, Sonar, Radar and Bendix depth recorder equipt. Dick was one of the early day Pioneer Wireless Amateurs in S. F. with SELF ASSIGNED CALL "RJ" PRIOR TO 1910. Many will remember Dick as a slick code man at "PH" and "KPH". We think Dick "personifies" ... a wireless man's - wireless man! Perhaps more so than anyone in the business. We feel honored to have you Dick as our FIRST PRESIDENT.

SENIOR VICE PRESIDENT

W. EARLE WOHLER (4-P)

Earle says ... "**big Oaks from Little Accorns Grow**"... and no one seems to personify this philosophy better than Earle who has become one of the most respected men in the wireless fraternity and whose roots go back to the days of winding spark coils, experimenting with various kinds of crystal detectors, etc... Watching the rotary gap take over from the spark coil and in turn the arc and tubes broaching the field. Earle ran the gamut of these wonderful years and by 1912 he was on the air with a discarded spark coil from some "vintage" car with "**self-assigned**" call of "EW". Two years later he purchased a "MESCO" 1 1/2" spark coil which nearly put "NPG" at Mare Island out of operations so ... his activities were curtailed!

When licensing came, in 1915, "EW" became 6ADG and in 1918 Earle became a "deep-water" wireless-man on the SS CITY OF TOPEKA (WGY). Earle sailed many ships during the intervening years to retirement but perhaps the best remembered was the SS NILE (VRE) of British registry which sailed in and out of S. F. with "clock-like" regularity to the Far East. During all of this time, Earle's interest in "ham" radio never waned (although off the air during the war years) he was assigned "6AMW" to fit the rotary spark era, then "6FS" to fit the tube era - which he has held on to.

During WW-2, Earle was appointed alternate to S. F. Pre-sidio Emergency Station with call "WLVK" under AARS operation. Since retirement from the sea in 1924, Earle has operated a very successful radio, and later, TV business in Sebastopol. He is a member of AWA, VWOA, OOTC, QCWA, SARO.

Earle did the printing for Dick Johnstone's book and helped him with copy. Earle has perhaps one of the most complete collections of old and rare wireless publications and magazines of days long ago, we have seen. Happy to say, Earle has consented to our using them for reference, as we may wish.

During the past few years, Earle and wife Freda have polked around the world quite a bit - mostly interested in seeking out unusual memorabilia of wireless days, but also interested in the fast breaking inventions of the electronics field in the computer age. Earle has lived at the same spot since 1911. He holds an Amateur Extra Class license and is on the air nearly every day - call "W6FS"... the Bourbon Net ... 3869 kc nightly.

EXECUTIVE V. P. WM. A "BILL" BRENNAN

Born in Fort Collins, Colorado, Bill became interested in wireless - experimentally - about 1915. He studied morse to become a Union Pacific RR. Station agent but when the war came along he enlisted in the USN and saw service as a signalman and radio operator, discharged from "NAT" Algiers 1919 he attended Marconi Radio Institute, SF, received his commercial license early 1919 and was assigned SS GEORGE W ELDER (WRT) on the Panama run. This was followed by assignments on nearly 40 ships.

PUBLISHED: The TransPacific Radio Operator's Guide (1920) 5M copies - all sold; Magaine - "**COMMUNICATION'S JOURNAL**" Fresno, Calif. 1929; "**FLIGHT-LOG**" (Chicago) 1946-1949; **The Airway Pioneer** (Santa Barbara 1958-66); Book on European Travel 1966 (sold out).

SERVICE: Owned, **Los Angeles Radio Institute**, L.A. 1923-24 (sold to Geo. Knudson); "**On Location**" Radio Service - 1926 with Jay Peters in Hollywood who bought interest. We furnished first service to provide Hollywood studios with direct contact with crews on location. Service Manager, Southern Calif. **SORS** (Ship Owners Radio Service) under supervision Fred Mangelsdorf. **RADIO MARINE EQUIPT. CO.**, Panama Bldg., Portland Oregon (1922) - folded.

BUSINESS: **RETAIL** - Radio Concert Equipt. Co., (LA) and branch Hollywood 1923-24. (sold film stars Wm S. Hart, Douglas Fairbanks, Charley Chaplain, Will Rogers and others. **METROPOLITAN RADIO STORES CO.**, LA 1926. **INTER CITY RADIO STORES CO.**, (Long Beach - LA - Glendale); **WHOLESALE** : Wholesale Radio Electric Co. 1924; **Pacific Agencies**, Pac. States Commercial Co. (Built "Radio Building at 1111 Wall Street, Los Angeles in 1924).

ORGANIZATIONS: Early member, IRE, ARRL, VWOA, URTA, etc. Aviation Writer's Ass'n., OOTC (Associate!) Airways Pioneers, Coop Interference Committee (CIC) with Bernard Linden 1957;

AMATEUR : 1923-1934. "6BE" (Have held 9 First Grade or First Class Radio Operators Licenses.

GOVERNMENT: Technical Advisor to U.S. State Department on foreign missions. 32 years service in (now) FAA, Service includes facility Chief at Reno, Denver, Pasco and Big Springs Texas where he also helped build facilities and commission same. Chief of Communications Branch, Region 3 Chicago 4 years, **Deputy Chief of CAA COMMUNICATIONS, WASHN. DC.**, Chief of Operations, Seattle Washn (Region VII); Chief Technical Services & Planning Branch, Los Angeles, Region IV to retirement in 1957. Since then, started and sold **KEY TRAVEL SERVICE**, Santa Barbara, Calif. and latest venture published book on travel to Europe which has sold out. I am now engaged in organizing the **WIRELESS PIONEERS** ... my first love and which I enjoy - the **BEST OF ALL !!!!!!!**

V. P. MEMBERSHIP & CREDENTIALS

FRANK GEISEL (5-P)

The "sine" ...FG is known in the commercial airways around the world. Perhaps no one in commercial wireless/radio has been better known than Frank who held forth as Manager of one of the world's major stations - "K P H" for many years.

Frank learned "Morse" back in 1917 while working at the Sou.Pac. RR. in LA., then taking a course in Electrical Engineering he "hooked" on to wireless. That was 1918. He completed the YMCA course in wireless and by 1919 had his Commercial First Class License which he has held continuously ever since. The early days were spent on so many ships it would fill a page but in 1926 he went to "KPH" and remained there - anchored for some 42 years!

Frank was Station Manager for RMCA for many years prior to retirement in 1967 (one of the largest retirement parties ever). He has handled so many SOS calls he has lost track of the number - however, his SOS while on the McCormick steam-schooner "Multnomah" in August 1921 was the most thrilling... to him.

Frank also recalls that on Dec. 7 1941, NavRadio San Diego "NPL" called "CQ" and specifically ask "KPH" to re-broadcast details of the Japanese attack on Pearl Harbor. "FG" has the original log.

Not only have 50 years of wireless/radio been good to "FG" but he has become sort of a "Radio man's - Radio Operator" and has perhaps more actual experience under his belt than any living man. That is why, coupled with his acquaintance with most of the fraternity, we are glad to have him as our Chairman of the Membership and Credentials Committee and a Vice President of the Society.

Frank is a member of VWOA, AFCEA, World Ship Society, Past Member S.F. Marine Exchange, OOTC as Associate (etc).

V. P. FINANCE & AUDITS

FRED B MANGELSDORF

SORSINC

Most of the old-time radiotelegraphers well remember the above sign on the door, first at 24 Calif. St., and then 591 Mission St. Inside they would find Fred who had been appointed by C. B. Cooper (VP) as Branch Mgr.

The choice was indeed a wise one. Time has a habit of measuring a man in a position and through the years, the legion of CW men who called on him to inquire about assignments were always treated with respect and like gentlemen - thus it is little wonder he was so highly liked throughout the fraternity of sea-going operators.

The Society feels honored indeed that Fred accepted an office in our new organization, Fred and XYL Aileen have been absent (trip to Hawaii) so Ye Ed could not contact him for all we would like to write about.

V. P. AWARDS

HENRY W DICKOW

We are honored to have as Chairman of our "Awards" Committee, one of the real old-time "pros" of the business, who started as he says, to "contaminate" the ether way back in 1907 with the self-assigned call "DO". He is of course a holder of the coveted "COS" (Certificate of Skill). His first venture "deep-sea" was on the old steam-schooner, FIFIELD - followed by many other vessels until 1916 when he transferred to the Marconi Construction Dept.

During 1916, along with Paul R. Fenner, Lee Fassett, Ed Radford and D. B. McGown, founded "PACIFIC RADIO NEWS" the developed International circulation and was the "Bible" to many of us in the fraternity. When WW-1 came along they had to suspend so "Dick" joined the Navy and served at KIE (Kahuku) and later was in charge at "KHK" (Wahiawa) Hawaii.

Returning from the war, he served as Radio Inspector for the USSB (under Benj. Wolf) then resumed publishing of his magazine, renaming it "RADIO" in 1919 which he ran until 1937 when he sold out. "Dick" is now busy compiling a book which he has tentatively titled: "TALES OF THE WIRELESS PIONEERS". He has received literally "bushels" of material from all over the world - a herculean job of editing and

work. We predict that his book will be a real "bell-ringer" when published and sought-after by everyone. It will be a lasting memento on all who helped to make "wireless-history". "Dick" has been forced temporarily delay his work due to eye trouble and fatigue which overwork has no doubt aggravated - knowing Dick, as many of us do.

Historically, we note that Dick was President of the San Francisco Radio Club back in 1916 - quite a "going organization" for the time, also the "SOCIETY OF RADIO PIONEERS" in the early twenties.

We are honored to have a man who actually made so much history in wireless and radio identified with our organization as one of our officers.

V. P. CHAPTERS

JACK A. MICHE

"Jack" Miche is a holder of the coveted "CERTIFICATE OF SKILL" which is the hall-mark of the pioneer wireless man and which today sets him apart, as one of the breed who defined the word "pioneer" in articulate terms of those of the era that "blazed new paths in maritime communications and the development of the art.

Jack became interested in wireless in 1907 when he built his own transmitter with the self-assigned call "JM". His first commercial operating experience started with his assignment by the Marconi Company to the SS FIFIELD on Oct 25, 1912. After serving on many of the Pacific Coast ships, Jack finally entered the construction department of Marconi in 1918. During WW-1, Jack was sent to the Univ. of California as code-instructor in their aviation ground school. After the termination of the war, Jack returned to the Marconi Company and was placed in charge of construction and then as CHIEF OPERATOR where he assigned many of our members to ships as required. Jack resigned from RCA in 1920 and until retirement in 1959, he has been with P G & E in charge of one of their major facilities.

SECRETARY

EBEN K CADY

EBAN K. CADY (54-P) "EB" says he doesn't mind be called Mr. "K F S", which salutation he might come by naturally since he was assigned to this one station for 34 years, the last 26 of which, prior to retirement in 1965, was as Chief and then as Manager. His tenure at "KFS" was, as they say --- action packed ... never a dull moment!

"EB" was continuously employed as "Sparks" on about everything that floated and had a piece of wireless-gear aboard from the salvage tug "Homer" to the Sonoma and the SS PRES HARRISON. A trip on the steamship, WILLAMETTE in 1922 provided the setting for him to join the Society's unique and rather exclusive... "SOS-CQD'ers" Club. This was when "WSW" plowed into the beach at "POINT-NO-POINT" in Puget Sound in a pea-soup fog but this is another story which we'll get "EB" to tell us sometime.

Eb has met many interesting and prominent people and had many thrilling experiences over the years and brings a wealth of telegraphing knowledge and know-how to our Society as our new SECRETARY. We feel indeed fortunate in having a man of Eb's caliber and ability, willing to take over the position of Secretary. He is not only one of our big boosters but also one of our big "do-ers"!

TREASURER

SYDNEY J FASS

"Syd" Fass, our Treasurer, is still another holder of the highly prized "CERTIFICATE OF SKILL" which marks him as a real old time "pro" and one of our "SPARK-GAP" pioneers.

Syd received his "COS" May 17 1911 and served on a number of ships until WW-1 when he enlisted in the Navy in 1917 and then held many important assignments as Chief Radioman including the USS OAKLAND and USS MEXICAN. During 1925 Syd put in time and effort organizing the Naval Communication Reserve so when WW-2 came along he returned to active duty, retiring in 1955 with the rank of Commander.

Syd's hobbies has been mostly his love for wireless and when not active commercially, he has turned to the amateur side of the game for relaxation and interest. His first station was put on the air in 1908 with self-assigned call "MU". Syd now holds an Extra Class Amateur license for operation of his station W6NZ and to show (next page)

his dedication to humanity through his hobby, he devotes a couple of hours daily running telephone relays (patches) from patients and crews of the U.S. HOSPITAL SHIPS, SS. RESPOSE and SANCTUARY off Viet Nam to their loved ones in the United States.

Syd is a native of the Bay Region, born in San Francisco and residing in Berkley for the past quarter century. He is a member of AARL, QCWA, OOTC, WIRELESS PIONEERS, Reserve Officers Assn', American Legion, etc.

HISTORIAN & CURATOR

GILSON VANDERVEER "REX" WILLETS

The Society's HISTORIAN & CURATOR is known far and wide over the communications spectrum as "RADIO REX" and he has so many credits, his biography would fill a book in itself.

"Radio Rex" has been endowed with a unique and driving promotional capacity which has led him into so many business adventures and experiences that it leaves many of us gasping.

He was for example the "founder" and charter-life member of VWOA., also a Charter Member of the "DE FOREST PIONEERS" as a member of the "BROADCAST PIONEERS". His early professional days include assignment as wireless-man on the S.T. TASSO in 1912 followed by many others on UFG vessels. He was an instructor at Tulane Univ., in New Orleans (Camp Martin) and has put in much time at UFG stations at Port Limon (X); Cocos Del Tore (B) and Bluefields, etc. He was manager of station "WCI" Newport and also served as relief at "WLC" in New London. During 1922-23 he built and manged "WOS" Jefferson City, "WOC" Davenport Iowa. Built and managed "WRNY" New York, also "2XAL" Experimental, using facilities of WRNY. In 1926 he built and managed WDBO at Winter Park - Orlando, Florida; 1926-27 he rebuilt and took over "KFWI". This is just a "part" of this busy man's activities plus some 20 ship assignments plus shore station relief, including "KPH".

Rex went on the air with his amateur call 2WO in 1913 and later, in 1929-36 he had the call W6EEZ. He is at present President of the Chamber of Commerce in Villa Grande for the Russian River Resort communities and his civic interests take considerable time. One of Rex's hobbies is philately as may be noted in his column ... "The Static Room" in this issue.

The Wireless Pioneers are fortunate to have the service and guidance of this old "Pro" and we feel complimented that he feels we have such potential after such broad experience and perspective which his constant contact with the many phases of the radio art affords.

DIRECTORS

G. A "JERRY" WHITTAKER

GERALD A. WHITTAKER - (6-P) DIRECTOR AT LARGE.

ALASKA used to be considered as one of the most isolated and remote areas of the North American Continent but with the arrival of "Jerry" Whittaker on the scene about 1940 with the (now) F.A.A., a major transformation took place and Alaska now boasts of one of the most sophisticated Communications systems in the world. Working with FAA engineers, Jerry should be given great credit for the transition of the old point-to-point telegraphy to Bohme hi-speed followed by VHF RTRY and then to micro-wave in the "White-Alice" installation of the "Dew Line". Jerry spent some quarter century or more Senior supervisory capacities and then for many years in charge of all communications in this "Frigid-Aire" State with some 500 communications personnel working for him in the facilities which stretched from Pt. Barrow, to Nome to Annette Island in the Alaska Banana belt.

"Jerry's" first taste of Alaska was quite different in 1924 than when he left in 1960. He arrived at the cannery town of Koggiung in Bristol Bay where "Hungry-Petersen" had one of his canneries. Transportation to Alaska was on the old windjammer, "CITY OF SYDNEY" for Bristol Bay Packing Co.

Spending the summer at Koggiung, Jerry found his closest company, George Spare at Libbyville, a round trip for an eye-ball "QSO" of 8 miles and 8 billion mosquitoes. Geo. and Jerry were to sail on the SS. PRESIDENT MCKINLEY of the American Orient Mail Line at a later date.

Jerry's ambition was to ... "see the world" and with the signing of ships deep-sea articles on some twenty-five ships, much of his ambition was realized. Retiring from

Government Service after a very distinguished career in the Far North, Jerry and wife Marge looked "the lower 48" over for a permanent landing spot and finally chose SANTA ROSA as "THE" spot. For a hobby, he keeps his hand in on his ham set W6FC. Jerry's first ship was the Coast Guard ship Gresham (WRG) which he joined after graduating the the National Radio Institute in Washington D. C. His migration to the west-coast was on the A-H SS TEXAS (WKT) During 1926/27 he operated KJBS for the Willard Battery Co San Francisco and also KFWI. Said he recalled Elmer Stenman and P.S. Lucas from the "Jinx" Ship of the Artic, the SS Costa Rica. Paul later helped Dickow with his magazine "RADIO".

JOHN JACK SLATER (9-P) DIRECTOR AT LARGE.

"Jack" received his first commercial license July 15 1915 and his first ship was the SS MULTNOMAH which he boarded ten days later. Jack made a number of trips on such ships as the Ecuador, Nanking, Wilhelmina and the Matsonia on which he served in 1922 as Chief. The Matsonia was the first ship on the Pacific equipped with a P-8 tube transmitter. Sea-going experience also included tankers, freighters, and passenger ships on the Panama run. Jack operated Station "KUO" the S. F. Examiner Broadcast station when all Bay Area stations shared time on 360 meters. From 1923 to 1936 Jack was Assistant Radio and Marine Editor for the Examiner.

He passed the examination for U.S. Radio Inspector but refused the position while working as installer for RCA. Later he worked for S. F. City Engineer as surveyor and retired in June 1957 as a Civil Engineer. During the last five years, he was traffic engineer for the S. F. Police Department. Jack has been a ham since Jan. 1917 with call "6PL" and since 1929, W6WF. He was former Sec.-Treas., Norcal Chapter of Q.C.W.A. He is also listed as their ... Chairman of the Board - Emeritus. Jack has made a host of friends in his lifetime with wireless and radio.

HOWARD S PYLE §§§§§§§§ (50-P) DIRECTOR AT LARGE

There is hardly anyone in the communications field who does not know or has not heard of Howard, either from personal contact or from reading magazine articles or the books he has published.

Howard started as an amateur in 1908 with the self-assigned call "HP". He was first commercially licensed in 1917 and assigned the SS RUSH for Ship Owners (SORS). Wrecked in Herendeen Bay, Alaska May 1917 he was reassigned to the SS SPOKANE (WGE) on which he served until enlistment in the U.S. Navy in July of the same year. Naval operating assignment included NPD, NEQD, NVD, NVH, NPC and NPZ until discharge Dec.1921 as CRM. Made one trip to the West Indies for IWT on SS LAKE WINTHROP and was then appointed U.S. RADIO INSPECTOR for the 8th Radio District in 1922.

He resigned in 1923 to enter RCA service as operator and served on the SS GREATER DETROIT, GREATER BUFFALO, CITY OF CLEVELANDIII, CITY OF DETROIT III, then assigned to the Chicago Coastal marine station WGO where he stayed as manager until 1926 when he returned to the W.C. and more marine duty on (all) Alexander ships. He later transferred to ALASKA STEAM where he served aboard the Cordova, Denali, Victoria and others until 1934 at which point he left marine work and joined the (now) FAA (Federal Aviation Agency as Radio Installation Electrician where he remained until 1956 when failing health prevented extensive travel which the FAA required so retired.

During his years with the CAA (FAA) he was recognized as one of the finest engineers in the organization and participated in many outstanding installations of major scope. Howard, after leaving FAA worked briefly for the Fish and Wildlife Service as Electronic Engineer, but illness also forced retirement there.

Since retirement, Howard has published some nine books on electronic subjects but mostly dealing with amateur radio and they may be found in most any book store or library across the country. This plus a steady flow of magazine articles. Club affiliations include: Sr. Member IEEE, Former Vice-Director ARRL, OOTC, OTC, QCWA, ARNS, QRP/ARC1 NWC plus WIRELESS PIONEERS. Relaxing hobby is his ham station ... W7OE. You'll find him there much of the time.



DIRECTORS

GORDON H PASCOE

GORDON H PASCOE (33-P) DIRECTOR AT LARGE.

Old Timers who sailed the Gulf may remember "Gord" Pascoe with UFCO and TRC. Some of the efficient and smooth operating from "WNU", Puerto Castillo "UC" and Tegucigalpa Honduras "UG" was from the fist of this old pro who prior to his landside assignments, made the "banana wagon circuit" followed by the "oil tanker circuit" throughout the Gulf. He was aboard the Walter Jennings when she went on a reef in the Caribbean. Many action packed years for "Gord", including assignment on the "SS SHOOTERS ISLAND" (quite a name for a boat) on which he experienced a first-class mutiny off the mole at Genoa Italy, where an unruly section of the crew were subdued by use of firearms.

During WW-1, Gord served aboard some of the Navy's battle-wagons plus an assignment few Americans have ever experienced - that aboard a Mexican Navy Converted Cruiser -- the "JALISCO". The Mexican Government had requested some American operators to assist until they could train their own. Quite an unique assignment Gord said.

Gord was forced to leave the tropics due to malignant malaria so he joined the (now) FAA in its early days and pioneered along the airways from Bellefonte, Pa., finally winding up in the Seattle Regional Office in charge of personnel for the Operations Division. Later he was to handle frequency matters for the FAA. Since retirement Gord has been one of Boeing's Senior Engineers in handling frequency matters and other related technical work relating to radio installations of the Boeing Giants.

Gord brings to the WIRELESS PIONEERS, one of the most varied careers in communications as well as one of the most respected gentlemen in the communications field.

LEE O FASSETT (37-SGP) DIRECTOR AT LARGE

Lee (known to most of his associates as "Spigot") was born in San Jose, Calif. While not disclosing his year of birth, he moved to San Francisco and was 11 years old when the San Francisco earthquake took place in 1906. It was only three years later (1909) that Lee had a "wireless station" with self-appointed call "DQ" and later when calls were issued, he became SMA. Lee received his operators license in 1913 and was assigned to the SS OLEUM (WTD) with a United Wireless Xatr/Rcr as his first ship. Later, he was to operate on such ships as the SS SANTA RITA, Yosemite, Francis H. Hanify, Alliance and others before resigning the Marconi Company in April 1916. During 1916 it was noted that he was the "Examining Officer" of the San Francisco Radio Club - perhaps one of the oldest radio organizations in the United States. Shortly after this, he was also identified with Henry Dickow and the PACIFIC RADIO NEWS.

WW-1 found Lee in the USN with rank of Lieut (JG) and holding positions of Electrical and Engineering Officer. Considerable time was spent on the USS CUYAMA. During 1921-23, Lee was Instructor at the RCA School in S. F., and also for Leo J. Meyberg Co., where he was service manager for Radiola radios.

Later, Lee went into business for himself, radio and electrical appliances. He was Electrical Inspector for new ship construction for the War Shipping Administration and Marine Surveyor for the U.S. Maritime Administration, also Associate of the M. J. Gigy & Associates (Sales Engineers of Marine Equipt.) He retired from these at the close 1963

Member: Propeller Club of America, The Society of Port Engineers, The Mariner's Club and the Marine Square Club of S. F. We are happy to have Lee as a Director of the Society of WIRELESS PIONEERS.

JOHN J "MAC" MC CARTHY (68-P) DIRECTOR AT LARGE

"Mac" says he is completely convinced that there must have been something in the "ozone" of those early day spark-gaps that promoted longevity, as witness the number of old timers still around, thank God, to remember with! From a man who can professionally prefix his name with "DOCTOR" we think his views can not be taken lightly.

"Mac", "JJ" or "Jack" used wireless or radio as a "means to an end" - that of financing a college degree in dentistry - much the same as a number of other operators who had a keen insight on how to get ahead. Mac graduated in (up)

1924 as D.D.S. and started his office the same year. He has been Chief of the Stockton State Hospital's Dental Service for many years.

"Mac's" interest in radio has never waned. He first started as an amateur in 1915 with call 6GH -- received his first license in 1920 and held down assignments on the SS Admiral Schley, Rotarian (where Ye Ed relieved him in 1921) the Enterprise, Frank H. Buck and SS Columbia. He now listens to ships on the side but will most frequently be found at his ham rig using call W6MC. "Mac" says he plans to retire in a couple more years - then he can devote his rainy afternoons to nostalgia on CW and SSB, recalling the days of the ... "Wireless Pioneers".

Thanks Mac.

BUTLER J "BARNEY" OSBORNE DIRECTOR AT LARGE.

It is a difficult task to try and squeeze the life-history of a dynamo like Butler Osborne into a few paragraphs --and begin to do him justice, but we know you will forgive Ye Eds humble effort to fit limited space to achievements which go and on. Its like trying to can a quart of peaches from a full bushel basket -- you have so much left over!

"Barney" or "But" as old-time friends know him, started in wireless early in 1907 building coherers, electroletic detectors and the like. Became proficient in both Morse and Cont'l. codes, copying Navy Stns. TI, TH & TG, also "PH" SF. Barney recalls Jerry Leiser(D)AZ, Ralph Wiley RW, Paul Wormser PW, Carl Erickson ER, Dick Johnstone RJ, Dudley McGown DB, Henry Dickow HD, Al Myer DG, Lyman Potter LP, Dick Stone RS and many others. By 1909 Barney had completed a 5KW sta. with high roof aerial and worked most stns within 60 miles.

One can find Barney listed in the 1909 edition of "Bay-Counties Wireless Directory, and again, the "Pacific Wireless Directory, June 1911. Address at the time was 153 6th Ave., S.F. Barney received his CERTIFICATE OF SKILL and by 1913 had call 6UQ. He made a trip on the Tanker SS Argyll -WTB in 1914 but decided to complete his education so entered Univ. Calif., enrolling in Elec. Eng. His schooling was interrupted during WW-1 when he entered the Signal Corps where he was named Chief Regimental Intelligence and Signal Officer. Re-entered UC and graduated with honors 1919.

Spent 2 yrs with SO.Cal., followed by year teaching engineering at Healds Engr School, then joined Moore Dry Dock Co., where he became Chief Engr. and Contracting Mgr (25 years); During WW-2 he had charge of Moore's Navy Yard where many ships were built and many still in commission. Later to Kaiser Steel (15 years) where he retired as Ass't. to Pres. Henry Kaiser. Barney has received so many citations and awards it would take a page to list them all. He has been Director, President or Honorary Life member of no less than ten organizations. Barney enjoys living in the "Valley of the Moon" and Station "W6US" is a show-place that would delight most any wireless man. Barney is a "Golden Aniv." member of QCWA and Honorary Life Member OOTC., also former member SOCIETY OF RADIO OPERATORS - 29 years. Glad we piped you aboard Barney on our first cruise.

deNeuf Awarded Top Honorary Post For Role in Medical Aid to Ships

Donald K. deNeuf, president of Press Wireless, has been elected to the board of directors of the American Society of the Italian Legions of Merit, Inc., an association of persons decorated by the Italian Government.



Donald K. deNeuf

Mr. deNeuf was made a Knight Officer, Italian Order of Merit in 1964, for furthering greater understanding between the U.S. and Italy - specifically for his work in assisting the CIRM, a medical aid service to ships at sea.

A native of Seattle, Washington, Mr. deNeuf joined PREWI as a vice president in 1930, the year after the company was founded. During World War II, he served as a lieutenant in the U.S. Naval Reserve. In 1947, he became general manager of Northeast Radio Corp., and in 1957 returned to Press Wireless as executive vice president. He was elected president in 1963.

Mr. deNeuf is a member of the FCC Industry Advisory Committee, the Overseas Press Club, and the Cornell Club of New York. He attended Columbia University.

Volume 6, No. 1

January-March, 1968

Via



ITT WORLD COMMUNICATIONS INC.
67 Broad Street, New York, N.Y. 10004

WIRELESS PIONEERS

-DIRECTORY OF MEMBERS-Roster

ARRANGED
IN SERIAL
ORDER

Inclusion of name does not specifically vouch that individual is one of the Society's members in good standing. This depends upon (a) Formal acceptance by the Society through its Membership & Credentials Committee, (b) Payment of initial dues for 1968 (\$5.00) and (c) the return of processed Application/History Form. Those who do not meet requirements will be dropped from our next listing.

Please refer to our "ALPHABETICAL ROSTER" for more detail about each of our members. The "SERIAL ROSTER" is merely printed for convenience and reference purposes.

1. William A. "Bill" Breniman
2. Cdr. Richard Johnstone (USN)R.
3. Henry W. Dickow
4. W. Earle Wohler
5. Frank Geisel
6. G. A. "Jerry" Whittaker
7. Fred Mangelsdorf
8. Dr. A. P. "Bill" Warnock
9. John "Jack" Slater
10. Jim Caldwell
11. Ralph L. Hazleton
12. Rome Montle
13. C. W. "Bill" Larsen
14. David H. Freeman
15. Jack A. Miche
16. Manuel Goulart
17. Clifford H. Cannon (SR)
18. J. S. "Si" Knowles
19. William "Bill" S. Davis
20. Butler "Barney" S. Osborne
21. Ero Erickson
22. Gilson VanderVeer Willets
23. Joseph Spatafore
24. Peter J. Becker, Jr.
25. Sydney J. Fass.
26. Warren G. Simpson
27. Hugh Compton
28. George R. Mackin
29. G. S. "Old Sam" Corpe
30. Charles M. Morenus
31. Leslie Combs (Deceased 6-15-68)
32. Ernest E. Wolcett
33. Gordon H. Pascoe
34. Merritt E. Arbuckle
35. Ed. G. Raser
36. J. L. McCargar
37. Lee O. Fassett
38. Charles F. Blake
39. Clifton T. Nichols
40. William "Bill" A. Vetter
41. George S. Hubbard
42. Thyl L. Haire
43. Paul R. Fenner
44. Rudolph C. Murray
45. Loyd Peek
46. Lawrence V. White
47. O. R. Anderson
48. W. C. Thompson
49. Ray Newby
50. Howard S. Pyle
51. Frederick E. Brinckman
52. Robert L. Simpson
53. Alan Cormack

54. Eben "Eb" K. Cady
55. George N. Mullnix
56. Joseph Fernandez
57. Rudy Asplund
58. Donald P. Newman
59. Hubert D. Broyles
60. Walter L. Mitchell

61. Robert S. Palmer
62. Arthur C. Jacoby
63. Mon L. Webb, Sr.,
64. P. E. "Phil" Thorne
65. Stanley G. Taggaro

66. Wallace H. Leland
67. Marie J. Sappna
68. John J. "Mac" McCarthy
69. C. L. Roy Cronkhite
70. Arthur E. Ericson

71. Richard S. Egolf
72. Ben N. Lazarus
73. Grover W. Wisemann
74. O. Frank Hartman
75. Oney A. Johnson

76. Carroll V. N. Steffen
77. Paul R. Letzinger
78. William E. "Bill" Clyne
79. Eugene H. Price
80. Russel A. Estep

81. Ronald G. "Ronnie" Martin
82. Henry F. Wiehr
83. H. S. Westerlund "Wes"
84. Robert E. "Bob" Dalton
85. George Gordon Farmer

86. John B. Nelson
87. John A. Stagnaro
88. Vergne L. Hoke
89. Ray Meyers
90. John N. Hurtt

91. I. R. "Ike" Colbert
92. Robert P. Brown
93. Gerald A. Estep
94. W. R. "Walt" Schreiber
95. C. H. Kesler

96. Harold A. Estep
97. Dr. Robert R. Crees
98. Herbert C. Grundell
99. Harold J. Burhop
100. Loren G. Demerritt

101. Walter Alfonse
102. Ed. S. Lamb
103. William A. Hunting
104. William G. Gerlach
105. Howard D. King

106. Sam Gazzano
107. William J. Erich
108. Ford King
109. Ralph N. Chase
110. Emil de Neuf

111. Homer D. Jagers
112. William J. "Bill" O'Brien
113. Ernest D. Fabian
114. George E. Perry
115. Charles M. Dunn.

116. Walter R. Rathbun
117. Donald K. de Neuf
118. Leslie E. Grogan
119. Corwin R. Henry
120. Archie D. Warnock

(Upbag) Recorded Serially.

121. Everett G. Henry
122. Alfred S. Cresse
123. Lloyd J. Byars
124. Joseph E. Brockway
125. Melvin E. Ellison

126. Ernest F. Wilmshurst
127. Raymond S. Kimberk
128. William Hollis Hoffman
129. Richard E. Jenkins
130. William N. Hayton

131. Earl F. Brand
132. Charles E. Williams
133. Walter A. Knight
134. Chester R. Ferguson
135. William Freeman

136. James T. Chambers
137. George R. McLeod
138. Bernard W. LaPetra
139. Armond D. Brattland
140. Howard Cookson

141. John T. Robinson
142. Edwin C. Garrette
143. John T. Bray
144. Herbert W. Irving
145. Dexter S. Bartlett

146. Cmdr. Wilfred Munter
147. Frank C. Cameniach, Sr.,
148. Joseph H. Hallock
149. Robert B. Moon
150. Emery L. Simpson

151. William H. Hannah
152. Arthur S. Mattes
153. Lewis M. Clement
154. George I. Comstock
155. Luther B. Grove

156. James F. Burnes
157. Robert L. Shrader
158. William W. Gaskill
159. Herbert Welch
160. Raymond F. Guy

ADDENDUM



This column, by design, was left until the very last minute so that we could include "last minute" listings etc.

Note from member ... JOHN N. HURTT (S) whose address in the Directory is Palm Desert, Calif., is shown on his Law Office letterhead as: Dover Bldg. 833 Dover Drive, NEWPORT BEACH, Calif. 92660. We are listing this in case you try to contact him in Palm Desert and fail.

MEMBER STATIONERY

Several members have suggested that we provide (at their expense) "MEMBERSHIP STATIONERY" for correspondence, like ARRL and several others. We believe we can provide these letterheads at a cost of \$1.50 per 100 sheets on regular paper or \$2.00 per 100 on 25% rag content stock (very nice). Such letterheads might interest others as prospective members or otherwise promote the Society. We'll try to have stock ready in a few weeks so suggest placing your order so we can gauge our press run.

"CX"

SOCIETY OF WIRELESS PIONEERS



Roster of Members



LEGEND USED IN ROSTER.

CLASSIFICATION:

- SGP - Spark-Gap Pioneer
- P - Pioneer
- V - Veteran
- PA - Professional Associate.
- H - Honorary

S - Life member who has paid **SUSTAINING DUES 1968.**

C - **CHARTER MEMBER #1 to #134 Incl.**

RI - Records Incomplete - History sheet has not been returned.

NR - No News or No Record.

Brand - Earl F. (Continued)
SS HERMAN F. WHITON, KOML - Oct. 1930
Telegraphed continuously 1930-1968.
Now at "KPH".
Member: VWOA, AFCEA

BRATLAND, ARMOND D. 139-P(S) EA -
1135 Magnolia Ave., "Arm" (Gladys)
Long Beach, Calif. 90813
TPH - NL. HAM: K6EA AARL, OOTC, AARLB
SS. CELILO - WMP - 1919.
"EA" last wrote on WSUM - SS HAWAIIAN
RANCHER enroute KHK - had list OT to
QSO. Ask about Jack Benn, David T.
Wersen.

BURNS, JAMES F. 156-P(S) JB
2705 Gibbons Ave., "Jim" (Juhne)
Baltimore, Maryland, 21214.
TPH: nil.
SHIP: WCD - 1918.
M: OOTC, VWOA, AWA, AARL, CARC, QCWA,
WA, IARU.
Ham: W3KOU
Jim was at "WST" New London with IWT.

BYARS, LLOYD J. 123-V(S) LB
2210 Lambourne Ave.,
Salt Lake City, Utah, 84109 (Helen)
Tph: 485-3220.
SHIP: SS. KVICHAK - WNS - 1927
Ham: W7MY.
M: ARRL, OOTC, QCWA, MTC.
Lloyd Served in CAA 1936-1967 Com-
munications. Now enjoying status of
"Professional Loafer".

A *****

ALFONSE, WALTER 101-P(S) NK
8915 N. E. Prescott Street,
Portland, Oregon, 97220
Tph: 252-3501
SS. SENATOR - 1919 WGS. W7RH QCWA
NAVY - NPG, Wife - Ethel. "NICK"

ANDERSON, O.R. (Oscar) 47-P(S) WH
12339 S. E. Stark, (Andy) (Ina)
Portland, Oregon, Tph: 253-5012
SS. ADMIRAL WATSON(RI) WAW.
Ham: W7WA

ARBuckle, MERRITT E. 34-P (RI)
Box 738, Port Lavaca, Texas, 77979
Correspondence lost. TPH: 542-3627
SS LAKE GRAMA - Nov. 1919
(First ticket signed by C.C. Kolster)

ASPLUND, RUDOLPH A.P. 57-P(S) --
149 Tuscaloosa, Atherton, CAL.94025
No Phone. (Rudy)
SS. BUCKEYE STATE KDRW - 1922.
HAM: K6KK, AARL, VWOA.
CQD'ER: Hawaiian Rancher - 1952.
Many Ships. Worked: KFS, KPH, KTK, KYG,
WPN

B *****

BARTLETT, DEXTER S. 145-P(S) BR
7405 North Wall Ave.,
Portland, Oregon, 97203. "Old Bart"
Tph: 503/285-8692. "Old Bart"(Laura)
Salvage Tug - WALLULA - 1916.
CQD'ER: SS. NORTHWESTERN WPY - 1927.
Bart will become our Ass't. Editor
next issue. Publishers have one of
his books (Alaska) under contract.

BECKER, PETER J., JR. 24-P (RI) --
824 Templeton Ave.,
Daly City, Calif. 94014
1916.

BLAKE, CHARLES F. 38-V(S) BL
11017 Alabama Ave., "Charlie"
Sun City, Arizona, 85351
TPH: 933-3449. (Agnes)
1926 - SS MOJAVE. WCC, KPH (etc)
HAM: W7BP AARL, QCWA, OOTC.

BRAND, EARL F. 131-V(S) EB
P.O. Box 246, Inverness, Calif. 94937
Tph: 415/669-1088.

BRAY, JOHN T. 143-P(S) --
308 Westminster Ave., "Jack"
Cherry Hill, New Jersey, 08034
Jack was on the SS NILE with Earle
Wohler in 1920-21.

BRENIMAN, WM A. "BILL" 1-P(S) CX
P.O. Box 530, Santa Rosa, Ca. 95402.
(Home: 2120 Sonoma Ave., Apt. #17)
Tph: 707/542-0898. (Ruth)
SS. GEO. W. ELDER (WRT) - 1919 (Coml)
USS. WEST HOSOKIE 1918
HAM: W6BE(1923-34) Early member VWOA,
IRE, URTA, Member OOTC(A) AWA, PTC, OX5
Dedicated in promoting WIRELESS PION-
EERS in to a real "going" organization

BRINCKMAN, FREDERICK D. 51-P(S) (RI)
139 Laburnum Lane
Fountain Valley, Calif. 92708
Tph: 968-2437.
Ham: K6GY. QCWA(Life Member); Says
WIRELESS PIONEERS "wonderful idea".

BROCKWAY, JOSEPH E. 124-P(S) BR
4928 Rincon Ave., "Brock"
Santa Rosa, Calif. 95405.
Tph: 707/539-2625. (Erma)
SS. LATOKA - 1917
Brock now retired from ARA. Has been
hospitalized several times recently.

BROWN, ROBERT P. 92-P(S) BN
1484 Elm Ave., "Bob" (Mariel)
Long Beach, Calif. 90813.
Tph: 213/435-9304.
SS. CHEPSTOW CASTLE ZAN - 1923.
CQD'ER: EDW. LUCKENBACK - Jan.10/30.
"Bob" has 80 ship assignments listed
Anyone with more ?

BOYLES, HUBERT D. 59-P(S) HB
"ON"-415 Prince Crossing Road
West Chicago, Ill. 60185 "Sparks"
Tph: 312/231-0563. (Gen)
SS GRAND ISLAND - 1923. WADE
M: ARRL, VWOA, ILL, PON-NET.
Ham: W9IDY.
Hubert saw considerable experience
on Great Lake ships. Thinks idea of
Library fine. Wishes WP the best of
luck.

BURHOP, HAROLD J. 99-P(S)
D-after, Michigan 49724 (Mail ads.)
Has ham rig in Airstream and in tvl.
status most of year. (5 trips Mexico
etc). Ham Call: W8ZL. Spent 44 years
in Radio. Listed MARCONI HONOR ROLL
March 1919.

C *****

CADY, EBEN K. "Eb" 54-P(S) "C"
2330 Roosevelt Ave., (Helen)
Redwood City, Calif. 94061
TPH: 415/369-1209
SALVAGE TUG - HOMER KUMG - 1922
CQD'ER: SS WILLAMETTE - 1922.
Solid service - 1922 to 1965. Many
years at "KFS" CO, Mgr. etc.

CALDWELL, JIM "Jim" 10-P(S) RO
6279 East Rosewood, (Edith)
Tucson, Arizona, 85711
TPH: 602/298-4267 HAM: W7TCQ
M: ARRL, OOTC, QCWA, CD, X-VWOA, OPRC
(First Ham Call 1915 - FS)
SS. PRESIDENT (WGP) 1920
(About 30 ships on Svc. Record) Plus
Com. Service US Army WW-1.
Jim has been collector of early day
wireless equipment. Thinks the WIRE-
LESS PIONEERS FB...Given much help.

CAMENISCH, FRANK C. 147-SGP(S) --
P.O. Box 414 (Eather)
San Anselmo, Calif. 94960
TPH: 415/453-9090 HAM: W6DXA
(Early Stn: "FC" - 1911)
M: ARRL, QCWA, Marin Radio Amateurs.
SS. PARAISSO "WRI" - 1914
(West Coast & EC Ships to 1918)

CANNON, CLIFFORD H. SR., 17-(RI)
2631 Barcelles Ave.,
Santa Clara, Calif. 95051
TPH: 408/296-6093. HAM: W6TR. QCWA
(NR)

CHAMBERS, JAMES T. "JIM" 136-P(S) JC
603 Tompkins Ave.,
San Francisco, Calif. 94110
TPH: 415/M17-4470 HAM: W6FI First
Call 6IE-1914. M: QCWA, ARA.
SHIP: SS YALE "WRY" - 1917
CQD'ER: SS AGAS - 1917.
Recalls Ray Farrell with him on SS
City of Para. Many years till retire-
ment ITT. Doing RJ relief on ships
(on SS Lurline as this furnished)

EVERY MEMBER GET A MEMBER

Roster of Members

CHASE, RALPH N. 109-P(S) QR
11776 Auburn Avenue (Mae)
Yucaipa, Calif. 92399
TPH: 714/797-4226. HAM K6IX. (QR-1912)
M: ARRL.
HILLCREST - KPH - Dec. 20 1917.
KPH under control USN when assigned
(first met RJ, Frank Shaw, etc). Then
NPG WHICH Handled com'l. t/k w/NPM
on Arc. Was Chief Radioman on USS NEW
YORK (NCC). Received 1st ticket 1915.
Walt Maynes and Chase rj'd A. W.
Martin Jr and Wally Leland on the
S.F. Lightship.

CLEMENT, LEWIS M. "Lew" 153-SGP(S) --
Saw Mill Road - RD #3, (Vesta)
Doylestown, Penna. 18901
TPH: X. HAM: K3AA (BD - 1906)
M: IEEE, Radio Club America, OOTC.
SHIP: 1911 - SS SPOKANE (GE) & (WGE)
CQD'ers: SS Spokane hit rock in Sey-
mour Narrows, 1911.
Helped move Federal Tel. from Palo
Alto to Newark.
Designed, built and installed XMTR on
SS LEVIATHAN 6KW tube, E.N. Pickeril
Sarnoff and Clement of ship.
CERTIFICATE OF PROFICIENCY - 1911
Member - "Lew" has had an amazing
career.

CLYNE, WILLIAM E. "BILL" 78-P(S) WZ
1272 20th Street, San Pedro, Calif.
90731. TPH: 213/831-2745. (Agnes)
EOD: SS SAN PABLO ZTR 1923. (TRT)
HAM: W6WPH. (MS - 1915-19) W7ADV-26)
M: United Radio Amateur Club.
Radio Supvr. STATES S.S. Co.,
Various positions FCC 1940-1965. (R)
Retired Marine Supvr. Pacific San
Pedro 8/65. NAVY 1920/23 Gt. Lakes
Radio School, Colon NAX, Balboa NGE
both "PG". Sorry miss Cotati but was
at Fresno hamfest, then attended the
Sonora Radio Club meeting Guymas and
Hermosillo. Reports seeing Bernard
Linden now an then (Alta Loma). Think
picnic Long Beach might be FB for WP.

COLBERT, I.R. "IKE" 91-SGP(S) RC
501 South Hart St., Hemet, Cal. 92343
Tph: 658-8703.
EOD: 1912 - SS SANTA CLARA "WRS"
followed by many ships, then Coast
Station KSE 1924/25.
HAM: W6DQI. First W6BLK 1928)
M: QCWA, ARRL, ITT Ham Club
Spent 20 years with Mackay after KSE.
Sends "73's to all his old friends.

COMBS, LESLIE "LES" 31-P
P.O. Box 21, Whitmore, Calif. 96096.
DECEASED: JUNE 15 1968.
Wife ELLEN still lives in Whitmore
which is NW of Mount Shasta. She is
blind. It would be interesting for
her to hear from old wireless friends
of days gone by. Send SASE. Her
daughter will read messages.

Death was from Arterial operation. He
wrote Ye Ed same day he went to Hosp.
Very fine gentleman - employed in
marine work from 1918 to about 1964.
Les visited Ye Ed aboard the SUMIDA
MARU in Kobe - April 1960. I was on
ATW trip. He was on SS CANADA BEAR.

EVERY MEMBER GET A MEMBER

COMSTOCK, GEORGE I. "GEO" 154-P(S) YC
RPD #2 Box 48 (Wayve)
Pottlatch, Idaho, 83855. TPH -Nr.
EOD: 1916 - SS AHAMEDA "WAA")
USN at KPA Seattle, NPC Bremerton &
Navy Dept. Washington D. C.
HAM: W7CJ. (7CG - 1915) M: QCWA &
OOTC.

HOWARD COOKSON "COOKIE" 140-SGP(S) GW
145 Wyckoff Ave., (Marion)
Wyckoff, New Jersey, 07481
TPH: nr. HAM: W2GW. (6DI - 1912)
EOD: 1912 - SS CUZCO - IAO.
COS: CERTIFICATE OF SKILL April 1912
M: QCWA, OOTC, VWOA.
Assigned many ships.
CQD'ERS: SS Standard - 1917 at Cape
Etolin off Nushagak River Alaska.
Ernest Danielson (later - Grey and
Danielson) heard call. In Bering Sea
4 days in lifeboats.

CORMACK, ALAN N. "AL" 53-P --
64 Longview Ave., (Ruth)
San Anselmo, Calif. 94960
TPH: 453-1881. HAM: W6ET (6AQ-1918)
EOD: 1919 - SS WEST NOTUS - KDM.
SS President Harrison, Pres. Hayes.

COMPTON, HUGH "SUDS" 27-P(S) HC
205 S. W. 102nd Street, (Fern)
Seattle, Washington, 98146.
TPH: 206/762-3472. HAM: W7MKW (old
6AUB - 1921) M. QCWA, OOTC, WEST.
Washington DX Club.
EOD: 1924 - S.S. CUBA - KDLK.
(followed by many ships incl. SANTA
CRUZ (WBD): SS CACIQUE (WBE): BAR-
BARA C KPFU, WILLFARO KITX: YANKEE
ARROW KDTG, EMIDIO KDTJ, ARIZONA KODR
DIAMOND HEAD KERJ. etc.

CORPE, GOODSPEED SAM "SAM" 29-SGP(S)RX
P.O. Box 308, Wrightwood, California
92397. (1512 Angeles Crest Hwy at
Elm). TPH: 714/249-3828. (Hildred)
HAM: W6LM (Old Calls "GSC,XRK" 1909
M: ARRL, OOTC, AWA.
COS: "CERTIFICATE OF SKILL" 1911.
EOD: SS CARLOS H. PETERSON - 1911-NC
"PJ" San Pedro Marine Station May
1912-13. 2 Years Inat. U.S. Signal
Corps WW-1. Recalls HAROLD HAYES who
started YMCA RADIO SCHOOL LA 1912.
Old Sam sez... "I'm wid U, cum hell or
Hi Water!" Enjoyed Cotati and it
was a long drive. (We enjoyed you &
XYL also Sam). Sam recalls a Pioneer
Wireless Opr Ass'n. in Milwaukee abt
1930 (folded due silent keys). Old
Sam - Active in radio since 1909 --
Retired, Loved & Suspected by all!"

CREES, DR. ROBERT R. 97-P RC
6533 Seaview Ave., N. W. Apt #311A
Seattle, Washington, 98107
TPH: SunSet 4-2256. HAM W7DRW (CW)
(6RC - 1912) M: QCWA.
EOD: SS ADMIRAL SEBREE (WAG) 1920
Bob completed wireless course at the
MARCONI RADIO SCHOOL, 50 Main St. SF
1912 with Bob Carlisle, School Mgr.,
and Instrucotr. Served on SS Ruth &
Emma Alexander, plus Adm. Schley.

CREESE, ALFRED S. "AL" 122-SGP(S) AC
RPD # 2 (Bea)
Cape-May, New Jersey, 08204.
TPH: 884-3676. HAM: K2IX. (3-BU 1912
1914 - SS. POWHATAN "KQP"
CQD'ER: Tug Vigilant - Oct. 1916
See Story in "WIRELESS AGE" Vol.6-1
Oct. 1918 ... VERY INTERESTING. AL
was on Steamer "OWASCO" between
Gibraltar and Genoa when torpedoed
by a German submarine. We hope to

reprint Al's story in an early edition
of Ports O' Call. (Two sinkings for
Al gives him a secure place in our
CQD'ERS CLUB.).
Al Graduated from Philadelphia School
of Wireless 1914, then on Merchant &
Miner Ships Powhatan, Camino, Miami,
Commanche, Gulfstream, Eldia, etc.

CRONKHITE, C.L. "ROY" 69-P(S) CL
5775 Shaw Street,
San Diego, Calif. 92114
TPH: 477-5648. HAM: W6AA - held
since 1922. M. ARRL.
EOD: 1917 - USAT SHERMAN - KXK.
Roy was formerly at Mutual Radio's
KHK at Wahiawa. Friend of all
Marine Wireless Operators in the
Trans-Pacific Run - only competition
was from "VAE" Estevan Point, Canada
Roy had his ham ticket prior to 1917
when he received his commercial lic.
Wants to thank us for ... "piping him
aboard the WIRELESS PIONEERS"
(Roy also served at KIE and KET)

DALTON, ROBERT E. "BOB" 84-P(RI)
5 Jonathan Way,
Brewster (Cape Cod) Mass. 02631
TPH: 617/896-3190. HAM: K1ZFL etc.
EOD: SS MARGARET - 1922 (Canadian).
Bob is a correspondent to "Dots &
Dashes" of Int'l. Morse Telegraph
Club. Served in "Banana Navy" UFCO
for several years "Tropical Radio
Tramps ?" Says with tutorial help
of Capt. Grant and Patrick O'Keefe
he became a journalist and with NBC
assigned network coverage of Big
Bands, Ky. Derby, etc. Wishea us
Good Luck and 73's to old friends.

DAVIS, WILLIAM S. "BILL" 19-(P)
225 Cambridge Ave., (RI)
Berkeley, Calif. 94708
TPH: 415/526-6651 HAM: W6VS
Bill was unable attend Cotati meeting
due scheduled departure for the Far
East of SS Beaugregard May 6th - 3rd
ship in 8 months. Wants us to send
dope sheets and will keep in touch
and QSO upon return. FB Bill. Hope
your in for the Picnic Aug. 17th.

DEMERRITT, LOREN G. 100-V(S) LD
410 Grundel Drive (Betty)
Sebastopol, Calif. 95472
TPH: 707/823-7540. HAM: W6EAS.
(Early W6EHO 1927) ARRL.
EOD: 1929 - SS ADMIRAL SCHLEY -WGCI
Ships - SS C.D. JOHNSON III KDJT,
MERICOS H. WITIER, KODQ, then with
FAA 30+ years communications and
Engineering. Loren attended Cotati
and said it was a fine meeting.

de NEUF, DONALD K. "DON" 117-P(S) NF
14 Woodhill Road, Wilton, Conn
06897. TPH 203/762-7489. (Ruth)
Ham: First call (W6ACZ) in 1921 and
K6ADH Honolulu but too busy lately.
EOD: 1923 - SS LURLINE - WML.
"Don" or "Tiny" as some call him
held a "PINK" ticket (Lic. #4).
Don was recently awarded the Italian
Legion of Merit (see story P-26 from
ITT NEWS). Don is Prexy at PRESS
WIRELESS, recently completed tour of
facilities in the Far East. Don is
a native of Seattle, Joined PREWI as
VP 1930 1 year after ITT founded.
During WW-2 served as Lieut. USNR
Gen. Mgr. N.E. Radio Coprn -returned
PW. 1957. Dons sends best 73's to
all his old-time wireless friends.



de NEUF, EMIL 110-P (RI)
6436 Fairfield,
Boise, Idaho, 83705 TPH 208/375-7393
NR.

DICKOW, HENRY W. "DICK" 3-SGP(S) DO
225 Buckingham Way, Apt. 603 (Betty)
San Francisco, Calif. 94132
TPH: 415/566-0475. HAM: Nil. ("DO" in
1907)
EOD: 1913 - SS FIFIELD - WRF.
CQD'ER: S.S. PECTAN - Aug. 1914
(Union Oil Tanker) Struck reef in
Santa Barbara Channel.
7 Ships then to MARCONI CO. (Const.)
Started PACIFIC RADIO NEWS 1916
with Fenner, Fassett, Radford & D.B.
McGown. Navy at KIE then KHK.
Radio Inspector USSB. "RADIO" 21-37.
Now working on "TALES OF THE WIRE-
LESS PIONEERS." Dick's eyes have
been giving him much trouble of late
due no doubt overwork. Illness pre-
vented Dick attending Cotati but said
he'd make the next one if he had to
"pull out the John and take it along
with him". We all join in ... GET
WELL SOON DICK !"

DUNN, CHARLES M. "Charley" 115-P(S) DN
2342 Ninth Ave., (Kathleen)
San Francisco, Calif. 94116
TPH: 415/566-6081. HAM: Nil.
EOD: 1920 - SS COSTA RICA - WQT.
Log shows Charley served on 36 ships
and perhaps a few more rj'ing. Says
he thinks he has put two million
knots atearn- perhaps more.
Charlie was on the old Costa Rica in
1923 - she was working for "Hungry
Pederson" - already 60 years old -
every joint in the ship creaked. The
Eqiupt. was United Wireless (?) non-
sync, coffin-transformer which carry
ed away from bulkhead spreading cas-
tor oil over everything - quite a
mess. He was on the Salvage ship
Homer to retrieve what they could
from the SS Cuba which went on rocks
at San Miguel Island same night all
destroyers smacked on beach - despite
radio compass warnings. Charlie was
ill but did get to Cotati. We enjoyed
having you OM.

***** E *****

EGOLF, RICHARD S. "DICK" 71-SGP RO
90 Eighth Ave.,
Brooklyn, N.Y. 11215
TPH: 212/NE-8 8389. HAM: W2WX (2LE
in 1912) M: VWOA, OOTC, AWA, BDC.PIO.
EOD: 1912 - SS HAMILTON - OA.
COS: CERTIFICATE OF SKILL - 1912.
With Radio Intelligence, Sig. Corps
WW-1. Operated Shore Stations FNK
1914 & OHX 1913. Ships of Old
Dominion Line SS Co. Hamilton, North
land, Evangeline, Priscilla, Common-
wealth, etc.
(RI-NR.)

ELLISON, MELVIN E. "MEL" 125-P(S) LN
7806 Crest Ave.,
Oakland, Calif. 94605.
TPH: 415/ 562-1871.
HAM: K6JO (Old - BHQ - 1920)
M: QST.
EOD: 1925 - SS STAR OF FAKLAND
Ships: Adm. Farragut, Ruth Alexander
US AIR MAIL NQ-RENO 1926; Point
Bonita, Dilworth, PAC. AIR TRANSPORT
27/28; Pres. Polk, La M (UFco) Car-
illo, Zacapa, Esparta, Maui, Malolo
FEDERAL AIRWAYS - FAA Honolulu etc
42/59. Attended Cotati - FB.

ERICH, WILLIAM J. "BILL" 107-SGP(S) CZ
Private Mail Bag, Deuba, Fiji Islands
South Pacific.
TPH: Navua 35 - 3 rings.
HAM: W6AL & VRZEK. (First - CZ - 1908
M: QCWA. ARRL.
EOD: 1912 - BARGE 91. Bill has served
on SS China, Honolulu, Ventura, Maui
and Lurline.
Our Sr. Veep, Earle Wohlers rpd visit-
ing Bill and wife while on their So.
Sea Mariposa trip. Tells of the fine
"spread" Bill owns at "Vanilla Villa".
(reported loss of wife short time ago
Bill says sorry unable make Cotati,
but invites all WIRELESS PIONEERS
if down that way to let him know -
would like see them. He is located
just 35-miles from Suva on the Queens
Highway. Sends 73's to all old frnds

ERICSON, ARTHUR E. "ART" 70-SGP(S) BN
P.O. Box 212, (7 Folger Ave.,)
Beverly, Mass. 01915 (Dolly)
TPH: 612/922-0915. HAM: W1NF - 1919
to date. (First: "ZZ" 1902 (1902)!!!
U1RD 1916).
EOD: 1910 - SS KORONA MBI/KBN
CQD'ER: SS LUCY NEFF 1911.
Art was Radio Inspector for IWT Boston
1919 and with Harry Chetahn as Supt.
Harry passed on years ago. Art holds
two patents on radio controlled tor-
pedoes. Was stationed at USN Radio
North Truro, Cape Cod in WW-1, copied
300 to 600 code group msgs at NAE
daily. Reported about 20 SOS by ships
torpedoed in Atlantic. Has story on
HIS SPY COURTMARTIAL IN GERMANY DURING
WW-1. It appeared Wireless Age 1915.
We will try run early date as space
permits. Was on many ships of the
Fall River Line. Art is 74 ... but
still going strong. Best wishes to
all his old sea-going friends.

ERICKSON, ERO 21-P (RI)
4024 North Pioneer,
Chicago, Illinois, 60634.
HAM: W9HPJ. M: X-VWOA (Gave up due
inactivity). Morse Tele. Club. QCWA
On Lake Steamers. With Ill. State
Police 26 years. Operated own bus-
iness (Erickson's Electronics Co. Inc.)
RI-NR.

ESTEP, GERALD A. 93-V(S)
2007 Venice St.,
San Diego, Calif. 92107
TPH: (Later). Ham: May - perhaps new
call coming up. Jerry retired from
Gov't. Service 1968 and moving to
San Diego from Washn D. C. Taking a
VW Camper-trip across the U.S.
EOD: 1926 - SS POINT ARENA
Jerry - one of the smart ones who
used "Spark'a" pay to finance his
college education. Regards to all
old freinds. More from San Diego for
next issue - he promises.

ESTEP, HAROLD A. 96- (S) RI-NR
1660 La Playa Way,
Sacramento, Calif. 95825
TPH: 487-6398. HAM: W6BEU QCWA.
Harold retired as CMDR. USN.

ESTEP, RUSSEL, A. "RUSS" 80-V(S) RE
25 Manor Court,
Redwood City, Calif. 94062
TPH: 366-8614. HAM: W6AUC.
M: QCWA, OOTC, ARRL, SCARS. (Early
call - W6AUC 1926).
EOD: 1926 - SS POINT SURE - KUKD.
Russ" is Secretary NORCAL QCWA 1968
and Net Control. QCWA PICNIC. SEPT.
15th. SONOMA COUNTRY CLUB.

***** G *****
GARRETTE, EDWIN C. "GR" 142-SGP(S)GR
PO Box 216, (Inez)
Colusa, Calif. 95932.
TPH: 458 - 4102. HAM: W6CC - since
1919. M: ARRL, QCWA.
EOD: 1912 - "PH" (United Wireless)
Served as transfer op from WU to
UW and several ships around by.

GASKILL, WILLIAM W. 158-P(S) GS
202 Anglers Drive (Pauline)
Palm Bay, Florida, 32901
TPH: NR. HAM: K4CV (3NF 1915)
EOD: 1919 - SS LUELLA - KLA
M: ARRL, OOTC.
NR.

GAZZANO, SAM "SAM" 106-P (RI)
332 Willow Avenue (Marie)
Corte Madera, Calif. 94925.
TPH: 924-1214. HAM: NR.
EOD: 1921 - NR.
Pres. Oceanic Trading Co., 604 Mont-
gomery St. SF. CA. 94111. Tph: 982-
2660.
NR.

GEISEL, FRANK "FG" 5-P(S) "FG"
2816 Tice Creek Drive - #6, (Mary)
Walnut Creek, Calif. 94529.
TPH: 415/933-3481. FG lives in
ROSSMOOR "Leisure World".
EOD: 1919 - SS SPOKANE - WGE.
CQD'ER: SS Multnomah WMA - 1921.
Served on Spokane, Klamath, Barge 95,
Richmond, Capt. A.F. Lucas, Multnomah
Manoa, Barge 91, F.H. Hillman, Col.
E.L. Drake, H.M. Storey, Charlie
Watson, Kingsbury, Dodd, then to
KPH. Frank retired from KPH after
43 years, the last 12 as Manager.
M: OOTC(A): AFCEA, World Ship Soc.
VWOA.
Frank and wife spent month recently
in Arizona. They have made arrange-
ments for WIRELESS PIONEER PICNIC on
August 17th at Walnut Creek, also
visit to KPH on Sept. 6th. Frank is
a real dynamo for Wireless Pioneers
and we are thankful to have him as
our Chairman - Membership Committee.

GERLACH, WILLIAM G. "Bill" 104-SGP(S)G
7051 Colton Blvd., (Bessie)
Oakland, Calif. 94611.
TPH: 415/ 339-9017. HAM: W6BG (Early
"6GE - 1911) M: ARRL, MTC, QCWA.
COS: CERTIFICATE OF SKILL - 1911
EOD: 1913 - SS CITY OF TOPEKA then
SS NILE. VRE. Started as Telegraph
Op on Sacto Div SP 1908-9. SF in 1909
with Postal (Main Ofc).
Bill has one of the experimental
Marconi receiving Coherer 1899 and a
section of first Atlantic Cable with
photostatic inscription by Cyrus W.
Field, a Murdock Spark Gap and Loose
Coupler. "Three front teeth" went
haywire just at Cotati meeting so
Bill had to forgo. Be looking for you
Bill at Walnut Creek !

GOULART, MANUEL "MIKE" 16-P(S) AG/MG
2031 East Walnut Street, (Edith M)
Springfield, Missouri, 65802.
TPH: 417/862-3067. HAM: W9AH (Old
"IAH" - 1915. M: ARRL AF-MARS.
EOD: 1916 - SS IQUITOS - OBY
1918-19 at NAF - Newport R.I. when
they copied books of 5 from Trans-
Atlantic ships. Mentions "Deak"
Green (now in Fla.) Says WPjust
wonderful ! (Fine code man -that'sMG)

DIRECTORY OF THE PROFESSIONAL WIRELESS TELEGRAPHERS

G GROGAN, LESLIE "GROGIE" 118-SGP(S)
 13 Belford Drive,
 Daly City, Calif. 94015
 TPH: 756-5442. HAM: (AZ-1909)
 EOD: 1911 - SS ARGYLE -
 COS: CERTIFICATE OF SKILL
 "Grogie" attended the Charter meeting at Cotati and thought it was "wonderful" so see so many old shipmates and friends. Learned of WP through Fred Mangelsdorf.
 "Grogie" has so many ship and shore stations to his credit it would fill the page -- 1911 to 1959 !

GROVE, LUTHER BATES "LUTE" 155-P(S)GR
 218 Green Street,
 Mifflinburg, Penna. 17844
 TPH: NR. HAM: W3KQH (W8DYO in 1931)
 M: AWA, QCWA, OOTC, ARRL.
 EOD: 1918 - SS COPAN - "VP"
 "Lute" has had 8 Commercial Firsts issued mostly in Chicago and New Orleans but his last one Baltimore. Many many ships.

GRUNDELL, HERBERT C. 98-P (RI)
 R.F.D. #2, Box 95,
 San Luis Obispo, Calif. 93401.
 TPH: 805/543-8711. HAM: W6JE QCWA.
 EOD: 1915 (?) SS SAN JUAN.
 "Herb" is another smart one who used his vocation and hobby to get his degree (in Law). He is an attorney in San Luis Obispo. Says he will help the Society in filing its Corporate papers etc. (Our Thanks).

***** **F** *****

FABIAN, ERNEST D. "HAPPY" 113-P () JH
 c/o: Lincoln Hotel,
 115 Market Street, San Francisco,
 Calif. 94105.
 TPH: Lincoln Hotel. HAM: (old 6TH-1915). ARA, ARTA.
 EOD: 1916 - Barque - Callao - CQD'ER: SS. SOMERSET - enroute Tuxpan Mexico to W.C. Oct. 3 1917 ran aground on Coral Reef off Old Providence Island (We will write it up in future issues). Many ships. Happy started in 1916 and will be 80 this year... quite a life-span for the old sailer.

FARMER, GEORGE GORDON 85-(RI)
 7584 Mirabel Road,
 Forestville, Calif. 95436
 TPH: None. HAM: K6BE & W600
 "George" as he calls himself, has published many editions of his booklet -- "XX YEARS OF WIRELESS BY GEO" New date each year - it was 56 years in 1963. "Geo." had Wireless Station "CW" on the air at Clearwater, Calif in 1906. In these days of DX, with SSB, George says he has no trouble at all leaning out the window and getting CHILE! (Tusk)! George narates at length on the Poly-unsaturated Texas electron - about Temecula Pete, Prof. Toterpaat and Major Catastrophe. Hard to visualize a world without bedspiring aeriels, glass armcoatie keys, damped waves and the eery screech of sunspots ! Geo and XYL plan to move to Santa Barbara so the above address may not be solid for long. Best wishes - old timer !!

PASS, SYDNEY JULIAN "SYD" 25-SGP(S)MU
 84 Vicenta Road, (Florence)
 Berkeley, Calif. 94705
 TPH: 415/843-7733. HAM: W6NZ (First: "MU" 1908) M: ARRL, OOTC, QCWA.
 COS: CERTIFICATE OF SKILL - May 17, 1911.
 EOD: 1911 - SS FALCON, San Juan, Wash tenaw, Lansing, Geo. W. Elder, USS OAKLAND, USS MEXICAN, Rose City. WW-1 Chief Radioman. Active duty WW-2, Retired 1955 as Cmdr. Syd consented to be the Society's first TREASURER so we always bow South three times when we need money. So far it has always been provided. Syd devotes several hours daily on patches from patients in Viet Nam to their homes in USA. A wonderful humanitarian credit. Syd attended our Cotati meeting. Wonderful fellow !

FASSETT, LEE O. "SPIGOT" 37-SGP(S) --
 72 Longview Ave., (Mazie)
 San Anselmo, Calif. 94960.
 TPH: 453-9617. HAM: none at present (Old call "DQ" 1909);
 EOD: 1913 - SS OLEUM - WTD.
 Ships: Santa Rita, Yosemite, Hanify Alliance. Marconi shops 1913-16; WW-1 USS Cuyama, R - Lieut. (jg); Instructor Radio Institute of America Salesman Leo J. Meyberg Co. Elec. Inspector, Marine Surveyor, Sales Eng etc. (see item elsewhere). We are glad to have this old time "brass-pounder" as one of our first Directors in the Society.

FENNER, PAUL R. 43-SGP (RI)
 4545 Sierra Drive,
 Honolulu, Hawaii, 96816.
 TPH: 774412. HAM: KH6SL.
 Paul was listed in the San Francisco Radio Club, circa 1916 as member. He was also an associate of Henry Dickow in publishing "PACIFIC RADIO NEWS". (NR)

FERGUSON, CHESTER RAY "BUD" 134-P(S)B
 P.O. Box 534
 Half Moon Bay, Calif. 94019
 TPH: NR. HAM: WB6DUC (1963)
 EOD: 1924 - SS CATHWOOD - KURC.
 BIG CREEK KDDW, Star of England, Venezuela, Santa Maria, Warwick, Bering, Venezuela.
 1928 - 1968 Federal Telegraph/ Mackay Radio and ITT. (Still pounding brass)

FERNANDEZ, JOSEPH "JOE" 56-P(S) JO
 450 28th Street,
 Oakland, Calif. 94609
 TPH: 415/GI-2-0398. HAM: Nil. (Old W7HUG 1939)
 EOD: 1919 - SS MULTNOMAH - WMA.
 "Joe" reports he is away most of the time traveling.

FREEMAN, DAVID H. "DAVE" 14-P(S) DF
 5919 Locust Street, (W(Deceased)
 Kansas City, Missouri, 64110
 TPH: JA-3-0941. HAM: WA9MYO (Old 9AXJ - 1922) M: ARRL.
 EOD: 1923 - SS HUGOTON - KIQR.
 Ships - Gulftrade. Land Station WPA Port Arthur, Texas. Dave was scheduled to RJ on SS GULF OF VENEZUELA renamed from SS MISKIANI (KOZM where Bill Breniman first assigned 1919) The Gulf of Venezuela blew up as Dave

was going down dock to report aboard in Port Arthur. Explosion and fire killed 34. Ship total wreck. This was Dave's lucky day. Later, Dave was Engineer for (now) FAA many years, construction (Communications etc). (Peterson was opr on KOZM).

FREEMAN, WILLIAM "Bill" 135-P(S) WF
 623 East Jefferson,
 Reedley, Calif. 93654.
 TPH: 209/638-4044. HAM: W6ADN (Was ham 1923).
 EOD: 1921 - SS PHILADELPHIA - KDA SHIPS: Gdansk, Acropolis, Hampden, Lord Ormonde (br), Solana, Los Angeles, Adm. Schley (plus another page). About 47 years in the Communication business. Still makes occn'l relief - Last reported May 1968 he was Chief on the SS Lurline.

***** **H** *****

(NOTE: "G" LISTINGS INADVERTANTLY OUT OF PLACE. - SORRY ABOUT THAT ! CX)

HAIRE, THAYL L. 42-() (RI)
 Box 772, Veterana Home Station,
 Yountville, Calif. 94599
 TPH: 707/944-2422. HAM: W6AEB.
 Thayl wishes the WIRELESS PIONEERS much success - sorry he couldn't attend Cotati but a wedding took precedence. SAYS he hopes that out meetings can be held where public transportation available, as perhaps some who do not have their own tps.

HALLOCK, JOSEPH H. "JOE" 148-SGP(S) Z
 8413 S. W. 14th Ave., (Mary)
 Portland, Oregon, 97219
 TPH: (X) 503. HAM: W7YA (Old "FU" 1907) M: Portland Amateur Club.
 EOD: 1911- SS NORWOOD -
 Recalls assignments, J.B. Stetson, W.S. Porter, Rosecrans, J.A. Chanalor Santa Rita, Humboldt, Nevada, Adm. Schley 1911 to 1915. Was assigned "PC" at ASTORIA, OREGON - 1912.

HANNAH, WILLIAM H. "BILL" 151-P(S) WH
 1203 Roanoke Ave., (Helen)
 Riverhead (Long Island) N.Y. 11901
 TPH: NR. HAM: W2US. (Old NU2US 1920)
 EOD: 1922 - SS PRESIDENT FILLMORE
 KDCI (U.S. Lines) SHIPS: Panama, Illinois, Duquesne, Siboney, Gulf-State, Lewis Luckenbach, Horace many others. Dec. 1927 to May 1966 40 years service with RCA, Marine and Pt/Pt. M: OOTC, QCWA, ARRL, IAR

HARTMAN, O. FRANK 74-P(S) NU
 1526 45th Avenue N. W. (Aileen)
 Seattle, Washington, 98116
 TPH: 206/WE-2 0086 HAM: none.
 EOD: 1916 - SS ANNE W (Tug) SHIPS: City of Seattle, Spokane, President, Humboldt, WW-1 USN at NPC. 1921 on SS Editor, 1922 KPE - SEATTLE, WASHN

HAYTON, WILLIAM N. "Bill" 130-PA(S) WH
 54 Grove Lane, XYL-Alice
 Novato, Calif. 94947
 TPH: 415/897-3605. HAM: WB6WIU (Old W8ROI).
 EOD: 1940 - SS ALCOA MASTER - KIJM SHIPS: FCC/RID/San Juan, P.R. WSC Tuckerton NJ. WCM Pittsburgh Pa KSE, LA, Calif. WCM Pittsburgh (up)

ROSTER-C W PROS

H

"BILL HAYTON" (Continued from 31)

Bill is now Manager at "KPH" CQD'ER: June 4 1941 TORPEDOED on SS DELFINA - KIVS near Puerto Rico. Bill was aboard at Cotati and helped with the yeoman work. Thanks a lot OM. Bill has made arrangements for the WIRELESS PIONEERS to visit KPH --- the old home of many of our members, on SEPT. 6 1968. Mark it on your calendar

HAZLETON, RALPH L. 11-P (RI)
644 South Ebb St., YL: ()
Lincoln City, Oregon, 97387.
TPH: 503/994-5449. HAM: K7AG.
Ralph has about 35 years of sea-going experience and more with (now) FAA in the Communications Branch. He is en route VIET NAM and has made 2 or 3 trips in the last year - after an absence from the sea of many years. Ralph reports he will furnish nec. info when he returns so we can complete our records. Happy sailing.

HENRY, CORWIN R. 119-SGP(S) **
P.O. Box 256, 217 Homme Ave.,
Alamo, Calif. 94507
TPH: 415/837-6247. HAM: K6DX (Old "SZ" Circa 1908-9.)
COS: CERTIFICATE OF SKILL 1912.
EOD: SS WILAMETTE - WMA.
Ships: SS Yale, Lurline, USS SATURN USS PROTEUS.
M: QCWA, Oakland Radio Club, MARS WCARS.. Note. Corwin's COS taken on "Siaby Arco" equipt. by R.M. Fawell at Mare Island, Calif.

HENRY, EVERETT G. "EV" 121-P(S) EV
4 Foxhall Court, YL: (Charlotte)
Silver Spring, Maryland, 20906.
TPH: 301/933-2675. HAM: W3BG.(Old 7BQ - 1922)
EOD: 1922 - SS ROBIN GRAY - KOXT
SHIPS: Adm. Farragut, Wawalona, West Kadar, Dewey, West O'Rowa, Santa Flavia, Jeff Myers plus many more including "KEK" Portland Radio and from 1938 to date with F.C.C. in Washington D. C. (With Bell Tph Labs NYC 2 years).

HOFFMAN, WILLIAM HOLLIS "HOLLIS" 128SGP
(128-SGP(S) WH. YL:(Kate)
740 Kresson Road,
Cherry Hill, New Jersey, 08034
TPH: 609/429-5981 HAM: W2WJ (Old 3BT - 1912) M: ARRL, OOTC.
EOD: 1913 - SS INDIAN - KKI
Ships: SS Toledo, Rescue, El Rio, WSY (Virginia Beach) WW-1 Listening station & Buo. Stds.
1913-14 Svc Atlantic & Gulf Mexico Merchant & Miners ships.

HOKE, VERGNE L. 88-P(S) HO
346 Wilson St., YL:(Fran)
Petaluma, Calif. 94952.
TPH: 707/762-6101 HAM: W6HS (Old - W6HK - 1927).
EOD: 1921 - SS ADMIRAL DEWEY - WAY.
Ships: Adm Farragut, Evans, El Segundo, City of Los Angeles (KOZC) Pres. Pierce. Formerly in charge FCC monitoring Station Pt. Lena near Juneau, Alaska. Vergne attended our Cotati meeting and one of our distinguished members.

HUBBARD, GEORGE S. "POP" 41-SGP() GS
2150 South 1st St., Space # 147
San Jose, Calif. 95112. YL:(Bea)
TPH: 408/294-1847. HAM: Nil. (Old - "GS" 1906) M: Honorary Member QC Rdo Club.
COS: CERTIFICATE OF SKILL. June 20 1911.
EOD: 1910 - Stm. Schooner "Falcon"
SHIPS: J.A. Chancelor, Asia (wrecked-see story Page-19), Beaver, Shoreside KPH 1912-13; RCA Shop 1914-16; Radio Tech. Mare Island 1916-18; Puget Sound Navy Yd 1918-22
CQD'ER: SS. ASIA - May 23 1911.
Dist. Mgr RCA Seattle 1922-23, Sound Tech. for Moving Pictures 1928.
Radio Inspector - Pearl Harbor 1931 At Pearl during Jap attack. Various to 1946 with CAA Honolulu 2 years in Planning Br. Retired 1948. "POP" has a lot of history under his belt at 78 years of age - we'll print it some time (this issue we have story of sinking of the SS Asia on which "POP" was sparks in 1911 (a fur piece back) A salute to one of the real OLD TIME WIRELESS MEN.

HUNTING, WILLIAM A. "BILL" 103-P()WM
467 Oak Ave.,
San Bruno, Calif. 94066.
TPH: NR. HAM nil (W6PJ in 1928)
EOD: 1921 - SS WATERS -
With USN at NPO Cavite, NPG, NBL (New London then on Navy ships incl submarine V-2 until 1928. Handled great amount of traffic "PG" while at NPO. (NPO had 500 KW Arc on 19,000 meters - compensating wafe. Receiving station was at Los Banos. Bill reports spending 33 years active telegraphing. Served aboard SS PRES Coolidge, Pres. Wilson. With Globe after war, ITT purchased Globe in 1960. Bill plans retire from KFS August 3 1968. Bill attended our Cotati meeting so hope you show at Walnut Creek OM - you'll be retired.

HURT, JOHN N. 90 - (RI)
42660 Kansas
Palm Desert, Calif. 92260
TPH: 714/1345-1048. HAM: K6WI NR.

IRVING, HERBERT W. "Herb" 144P(S)
Saxonburg, Penna. 16056 YL:Helen
TPH: 412/352-1477. HAM W3FK (old W8FC - 1921) M: ARRL, OOTC, X-IRE
EOD: "NAM" NORFOLK (PG Traffic) 1918.
Herb served at several stations/ships during WW-1, one the USS Caesar, Radio school Cavite, Mare Island, Clyde Line U.S. Military Transports - NY-Europe, 1921 on Empire State SP-Orient, Golden State, etc. Served at KDKA...World's first ACTUALLY LICENSED AS SUCH BDC. Stn. when opened. Strickly CW due Larynx loss due cancer 1956 but able converse via modulated burp. Glad to have you aboard OM.

JACOBY, ARTHUR C. "ART" 62-P(S) AC
136 Springhouse Road, YL:Lorraine
Lancaster, Penna. 17603
TPH: 717/392-6093. HAM: W30Y (Old 30V - 1914) M: ARRL, OOTC, QCWA.
EOD: 1916 - SS EL DIA - KKY
CQD'ER: March 25 1919 -MS SANTA Isabel on rocks at Punta Coles Peru, about 90 mi. SE of Mollendo, Peru. Many ships incl: SS Nueces, Baton Rouge, Sabine, Apache, Jamestown, (up

El Cid, Monterey, Nacooche. Said he fold oldshipmate Hebart S. Winbigler (El Cid) living in St. Petersburg.

JAGGERS, HOMER D. 111-SGP(S)
565 Badger Street, Healdsburg, Calif 95448.
TPH: 707/433-4609. HAM: Nil. (used call "DH" in 1910).
COS: CERTIFICATE OF SKILL Aug. 1912.
EOD: 1912 - SS REINER - WSW.
Ships: Williamette, Asuncion, Richmond, Paraise, Adeline Smith, NAVAL RADIO, BELMAR NJ, Barge 91 etc.
Bolinas KET 1920-22 Technician. same KIE 22-24 - back KET to 1945. Supvr. Plant Vauation (?) test inventory of Bolinas Sta. running better than two million dollars and to two years work for RCAC/FCC accounting. 1942-45 supervised rebuilding two Alexanderson HF Alternators at KET for use by NPG. 1945 Tfrd Rocky Pt Sta on LI as Supvr. M/R. 1946 Carib. Area mechanization printers RCAC cks incl. diversity reception San Juan Much more sometime - says "PAU" at this point. Attended Cotati. Tks OM. Hope see you WC Aug. 17th.

JENKINS, RICHARD E. "GENE" 129-P(S) JN
106 La Granada, YL: Isabelle
Moss Beach, Calif. 94038
TPH: 415/728-3655. HAM: W6OZQ (Old W6OZQ - 1936).
EOD: 1924 - SS CUBA - KDLK
Ships: Robt. Johnson, C.D. Johnson III, Robt. Johnson, Kewanee, Mericos H. Whittier, Tulsagas, Kewanee, Frank H Buck, Fran G. Drum, etc. LANDSTATION KFS.
1940 to date ITT PT/PT Rcg Stn. Losites

JOHNSON, ONEY A. 75-P(S) JO (RI)
P.O. Box 42,
Forestville, Calif. 95436
TPH: 887-7309 HAM: --
"Oney" has been assigned some 25 stations and ships incl. Chignik Alaska, Celilo, CoPanama RXBZ, KUP, Santa Monica, Pres Hayes, Venezuela, Santa Teresa, Sta. Lucia, Malolo, Yale and "KTK" Globe MRI. Oney was a "fixture" at KPH. He was in busi- for his self (Mfg Fishing Takle) Tallac Lodge on Lake Tahoe and now Sunland Real Estate, Forestville.
EOD: 1925 - SS SMITHERS.
Oney was one of our Cotati charter members.

JOHNSTONE, RICHARD CDR(R)USN. "DICK" or "RJ" 2-SGP(S) Sine - RJ
67 Heather Way YL: Phoebe
* Larkspur, Calif. 94939.
TPH: 415/924-2460. HAM: K6FZ (Old "RJ" - Prior 1910). Now holds Extra Class Amateur Liscense. Has held 14 U.S. Govt. Licenses and one Telephone license.
EOD: 1912 - SS ACAPULCO - A2 & WWO
Ships Include: Catania, Wilhelmina, Harvard, Congress, etc. Also "KPH" WW-1 USN assigned NWO, NPG, NEC, N2-PEB etc. 32 YEARS NAVY - Retired as Commander. M: ARRL, AWA, OOTC, QCWA, SARO, MORSE TELEGRAPH CLUB. Dick was CHIEF OPERATOR for RCA, later DISTRICT MANAGER.
COS: CERTIFICATE OF SKILL Aug. 1912

There will only be one ... FIRST PRESIDENT of the SOCIETY OF WIRELESS PIONEERS ... and we are glad to have this distinguished man occupy that office.

Dick's book: "MY SAN FRANCISCO STORY OF THE WATERFRONT & WIRELESS" is a top reference on era of the Pioneers.

Every Member Get A Member

THE PROFESSIONALS

K KNOWLES, JOSIAH S. "SI" 18-P(S) **
13760 36th Ave., N.E. XYL: Ora M.
Seattle, Washington, 98125.
TPH: EM-2 5667. HAM: WA7COE (Old

"JK" -1913-16).
EOD: 1916 - SS ADMIRAL SCHLEY - WAZ
CQD'ER: M/S OREGON Jan. 18 1918 (See
Story - Page 13).
SHIPS: Queen, City of Seattle, Spokane
Nanking, Senator, Curacao, Edmore,
Windber, Oregon, City of Topeka, Adm.
Dewey, Kogglung, Alaska, President
McKinley, Pres. Grant (last 2 as the
Purser). (Kogglung - land station in
Alaska - KVV. 1921. Recalls being
involved in rescue of Member Howard
Pyles ship? (SS RUSH - WNR?). Check
with Howard.

Says WIRELESS PIONEERS... "LONG PAST
DUE".

KNIGHT, WALTER A. "Walt" 133-P(S) WK
13841 McMains Street, XYL: Sylvia
Garden Grove, Calif. 92641
TPH: 714/893-2676. HAM: W6GB (Old -
1CNA - 1921) M: ARRL, QCWA, OOTC,
Orange County DX Club. ANL.
EOD: 1925 - SS LIMON - KDR.
Ships: Acushnet, USCG Base 18(Woods
Hole) and USS TUCKER & NLO New London
Yacht Perry, Tug Sea Rover, SS JAVA
Arrow, many others. LAND STATION
WJK PRESS WIRELESS, Needham, Mass.
WPK WBX WCO(PW) Left Press Wireless
1954 and with NAM Aviation, Space Tch
Labs, Ramo-Woolridge, Aerospace as SR
Electronic test Engr.
Wants to be remembered to all old frnds
especially Warren Simpson - 73's.
Walt recovering from Oprn and Hospital
visit - says coming okay now.

KESLER, C.H. (RI) 95-SGP KI
3932 O'Neill Drive
San Mateo, Calif. 94403
TPH: 341 - 5325.
COS: CERTIFICATE OF SKILL - 1911
EOD: 1910 - "PC" ASTORIA, OREGON.
NR.

KING, HOWARD D. 105-P(S) HK
266 Beverly Street,
San Francisco, Calif. 94132.
TPH: 415/587-9729. HAM: Nil.
EOD: 1921 - SS CUBA - WQU,
WW-1 With Signal Corps - Co "A" Wire-
less Co 5th Field Battalion. Served
on active duty in France and Germany
1918-19. 1920 with RCA at 109 Steuart
St. S. F. Installations, later
Inspector and District Manager

KIMBERT, RAYMOND S. "Ray" 127-P() RI
3839 Dividadero St. Apt. #301
San Francisco, Calif. 94123.
Business Ads: 601 Calif. St. 94108
EOD: 1917 - SS RAVALLI.
Ships: Alki, Windber, Rose City.
TPH: NR.
Ray says he hopes to attend meetings
but in travel status half of time.
Says he feels honored to belong to
our good organization. Enjoyed first
PORTS O' CALL.

KING, FORD (RI) 108-SGP
4338 Kahala Ave.,
Honolulu, Hawaii, 96815
TPH: NR. HAM: NR.
EOD: 1911 - SS CARLOS.
NR.

L

La FETRA, BERNARD W. "BARNEY" 138-P(S)
3876 Brown Avenue Sine - BW
Oakland, Calif. 94619
TPH: 415/531-3889. HAM: Nil.
EOD: 1920 - SS KLAMATH - WSX
CQD'ER: Klamath Feb. 5 1921, struck
reef in gale near Del Mar Landing.
Total loss. All aboard saved.
SHIPS: Enterprise, Matsonia(*) Wil-
helmina. (*)Served on WMP when first
RT equipt ever installed pgr. ship on
Pacific. Spoke with S.F. by voice
while in Honolulu harbor. Retired
in 1925
"Barney" sailed with Jack Slater on
WMP 1922.

LAMB, EDWIN S. "ED" 102-SGP(S) LB
4800 S. W. 139th St.,
Beaverton, Oregon, 97005.
TPH: NR. HAM: W7HJU since 1936.
M: QCWA, ARRL.
EOD: 1912 - SS INDIANA - "SC"
Ships: KUKUI, HEATHER, MANZANITA.
COS: CERTIFICATE OF SKILL. 1912
With U.W.T. Chicago 1912 - Tfrrd WC
1915. LH Tenders, Calif. Ore. Wash
and Alaska to 1930.

LARSEN, CHARLES W. "BILL" 13-P (RI)
1563 Sunrise Drive, XYL - Ann.
Vista, Calif. 92083.
TPH: 714/726-0328
HAM: WB6JQJ
EOD: Bill was Navy WW-1, assigned to
NPG/NWO about 1919 (He met RJ, Dante
Cordano and others there, some on
KPH Spark, NWO (beach) Arc, NPM arc
ckt, NPG 920 meter spark and NPL Ckt.
plus several wire lines - Postal and
WU. "Bill" says first trick on duty
the SS SIBERIA MARU came in with a
long string of arrival (picture
bride) messages. Japs on FULL POWER
MANY KW when ask QRX so NWO could
handle TR'S -- "So Sorry - do not
understand QRX"... so they unloaded
about 250 messages before they could
start clearing other ships. Bill
recalls 1920? Thanksgiving about
30' blew off Hillcrest Tower. Bill
grad. from code school in Cavite and
about 1921 left for the Airways where
he held top administrative positions
for some 40 plus years in communica-
tions and operations. Probably one
of the better known communications
men of the United States. We have
much more on KPH days from Bill so
sometime we will print same.

LAZARUS, BEN N. "Benj" 72-SGP() LZ
173 West 78th Street XYL: Rose
New York City, N.Y. 10024.
TPH: 874-0614 HAM: W2JB. (Same
since 1925). ("BL" 1908 -Winnipeg.)
EOD: 1914 - SS EL CID - KKT
Ships: NY PILOT BOAT: MATURA, CHERO-
Kee, El Dia, Alamo, Sabine, Huron,
Iroquois, W/Y Wakiva, Antilles,
Crofton Hall, Carolina, Firmore,
Munargo, Pres. Adams, Mexico, Pres.
Arthur, George Washington. WW-1
Navy. With NY Herald Radio Stn WHB.
M: VWOA, OOTC, QCWA, AWA, FOC

LELAND, WALLACE, H. "Wally" 66-P(S) WL
10946 Canterbury Drive
Sun City, Arizona, 85351
TPH: 602/933-6303. HAM: K7WL (Old
6WL - 1912). M: OOTC, ARRL, Sun City
ARC.
EOD: 1915 - SS MULTNOMAH - WMA
NPG - 1917; SS (USS) MAUI, FFX, USS
(UP)

Carola, USS Bridgeport. 1930-35 was
OIC KOE Cheyenne Wyo, Aeronautical
ground station BAT & UAL

LETSINGER, PAUL R. 77- () RI.
23 Vine Street,
San Carlos, Calif. Zip _____
TPH: LY-1-1913.
NR.

M

McCARGAR, J.L. "Mac" 36- () RI.
66 Hamilton Place,
Oakland, Calif. 94612.
TPH: 451 - 7771.
HAM: W6EY. M: SARO, OOTC.
EOD: NR
SHIPS: San Juan, Pennsylvania, San
Ramon, Nome City, Edgar Vance, Yale,
Frank Buck, Pres. Lincoln (as recall
ed by RJ).

McCARTHY, JOHN J. "MAC" 68-P(S)
2843 Rutledge Way, XYL: Bernice
Stockton, Calif. 95207
TPH: 477-7175. HAM: W6MC (Old, 6GH
1915) M: Nil.
EOD: 1920 - SS ADMIRAL SCHLEY -WAZ
Ships: Rotarian (Ye Ed Rj'd Jack on
KEBQ), Enterprise, Frank H. Buck,
Columbia. Jack says Bob Creese was
largely responsible for him taking
up WIRELESS. He said going to sea
each year made it possible to save
and put himself through Dental
College. One of his first patients
was the skipper of the Frank H. Buck.
A decade later the Buck perished on
the rocks below their home, as Jack
and wife listened in awe to the
horse blasts of the Bucks whistle,
little realizing at the time that
his first set of dentures that he
made for the same skipper, were lost
as he forgot to snatch them from the
washbasin in his excitement. Jack
said "all ended well" however as the
insurance company picked up the tab
on a new set of dentures for the
Captain.

McLeod, GEORGE, R. "BOB" 137-V(S) FG
5106 River Hill Road, XYL: Hilda
Washington, D. C. 20016
TPH: 301/OL-4-6829 Ham: W6FG in 1923
EOD: 1927 - SS KENTUCKIAN - WKE
Ships, Golden Peak, Golden Horn,
Golden River (Was on SS Equador with
Phil Thorne) SS American, Willsole
etc. Says he "lost" track of Phil
until the WIRELESS PIONEERS furnished
his address.

MACKIN, GEORGE R. "RAY" 28-P()
14925 Sobey Road, XYL: Mary
Saratoga, Calif. 95070
TPH: 408/354-8371. HAM: K6GI (Old
6GM - 1915)
EOD: 1917 - SS SENECA - WNC.
Ships: Barge 93, Atlas, SCT Dodd,
Sylvan Arrow, Makena, Manulani
M: QCWA.

MANGELSDORF, FRED B. 7-P(S) FM
44 Temelec Circle XYL: Aileen
Sonoma, Calif. 95476
TPH: 966-1929. HAM: W6ZK (Old 6RJ
1923)
EOD: 1920 - SS ADMIRAL SCHLEY -WAZ
Ships: Oleum, W.S. Porter, Hoosier
State - later renamed President
Lincoln, Pres. Cleveland. Radio Inst.
at Pacific Radio School, also 1927
to 1941 at Oakland Public Schools.
(Continued next page please)

PACIFIC COAST SHIPWRECKS

WIRELESS PIONEERS



M

Fred B. MANGELSDORF (CONTINUED)

Fred will be remembered by most of the old timers as the very wonderful contact man and representative SHIP OWNERS RADIO SERVICE -- SORS-INC had in charge of their San Francisco office. Personable, pleasant and above all, we op'd felt he was a "square dealer"! Ye Ed had the happy experience of being in closer contact than most as he was for a time, Southern California Representative of SORS - under Fred.

Fred and XYL Aileen have just returned from a trip to Hawaii. Had hoped to go on to Australia, New Zealand etc., (wanted to visit Bill O'Brien in Sydney, but time did not permit). He did see Paul Fenner - had a nice visit with him - and a nice drive around OAHU. Says Paul looks well but a little thin. Fred was one of those attending Cotati and very enthusiastic about our new organization.

MARTIN, RONALD G. "RONNIE" 81-() RI. "RM"
 1573 Baywood Lane, Napa, Calif. 94558
 TPH: 224-8860. HAM W6ZF M: SARO.
 EOD: 1923 - SS JOHN STANTON
 Service with Dollar Lines. Chief, Mgr. & Supt. of Hearst "KUP" San Francisco. (NC)

MATTES, ARTHUR S. 152-V(S) "ART"
 1618 13th Street, Port Arthur, Texas, 77640
 TPH: 713/983-1849. HAM: W5JE. (3JD in 1924)
 M: VWOA, OOTC. XYL: Edna
 EOD: 1926 - SS GLOUCESTER - KQG.
 Ships: Penna State Police, Reading Pa., SS Ontario, Vacoil, Olean, Ships of Merchants & Miners Trans Co., SS Ulysses, W.M. Burton, Wm D. Pender - also ships of the Atlantic Refining Co. Last ship prior retirement 1966 was the SS ATLANTIC TRADER "Art" says he became an "adopted TEXAN" in Oct, 1947. (Ye Ed drank water out of the Perdenalles last year too but it didn't do anything for him)! Come again OM.

MYERS, RAYMOND E. "RAY" 89-SGP () ""Heinie""
 717 Anderson Way (Mail - Box "R")
 San Gabriel, California, 91778 XYL: Marge
 TPH: 282-0014. HAM: W6MLZ (Old 2MI/W3AJZ - 1910)
 M: ARRL, AFCEA, DeF. PIONEERS, OOTC, IOOB, OB, ARNS, AOHOG, MTC. (Ed. Note: Looks like a joiner boys (we hope WP is tops in his list).
 EOD: 1912 - SS COMMACHE - KVC.
 SHIPS: (Many in USN 1914-30). Ray had the rare distinction of serving as an aide to Sir. Hubert Wilkins, KB, in the first attempt to reach the North Pole by submarine on the "NAUTILUS"... then from the "frigid" north to the Amazon jungles... quite a switch for a communications man. Ray has had so much experience it would fill many books (and pages of POC)... one of those amazing personalities that stem from the old field of the wireless men. Ray has done just about "everything" and being an operator at "KPH" is included. Ray's latest activities - big AFCEA convention in Wash. D. C. which he attended last month. (see nice story furnished by Ray - this issued from the Herald-Examiner, LAX where he is Radio Ed. Better plan to attend out big meeting at Walnut Creek, Ray

MICHE, JOHN A. "JACK" 15-SGP(S)
 651 36th Ave., San Francisco, Calif. 94121
 TPH: SK-1-4773. HAM: Nil at present ("JM" in 1907)
 EOD: 1912 - SS FIFIELD XYL: Alice
 COS: CERTIFICATE OF SKILL - 1912.
 Ships: Klamath, Ashtobula, Celio, Enterprise, Yale Manoa, Topeka, Wilhelmina.
 In 1917 Jack went to the Marconi shop and was doing installation work etc., then he was appointed Manager and made assignments. WW-1, code inst. University of Calif. Resigned July 31 1920 and has worked in engineering for P G & E since retirement 1959. We are glad to have Jack as one of our officers. He attended our Cotati meeting.

MITCHELL, WALTER L. "WALT" 60-P(S) MW
 5049 - 37th Ave., N.E. Seattle, Washn. 98105
 TPH: 206/LA2-5050. HAM: W7VI (Old 7MW - 1915)
 EOD: 1919 - SS PRESIDENT - WGP. Ships: West Ira Pallas, Las Vegas Victory. (Continued - next page

DIRECTOR OF THE PROFESSIONAL WIRELESS TELEGRAPHER

M CONTINUED FROM PAGE 34 - Walter L. Mitchell 60-P

"Walt" reports that after 40 years he retired from Northern Life and returned to sea - his observations are (1) He saw no evidence that early service carried the least weight over the "brand new" man in hiring and (2) that any of the old timers can still do a far better job than many of the ops at sea today. At our age and with no seniority this is not much to attract for a second trip.

MONTLE, ROME "Monty" 12-P(S) AF
21860 34th Ave., South XYL: "Sid"
Kent, Washington, 98031
TPH: TR8-4136. HAM: WA7FBP (1966)
M: Space Needle Radio Club.
EOD: 1920 - SS OCONEE - KJC
(Was operator on SS Tuckahoe - 1918 for USN. WW1- NAO Charleston SC.
COQ'DER: 1918 - SS Tuckahoe near Halifax Nova Scotia. Second time on SS Heredia in Gulf of Mexico - sprung leak in hurricane.
SHIPS/STA: Cartago, then long assignment WNU TRT-UFco. Joined Aeronautical Sec. L.H. Service - with them many years in operations, engineering etc. to retirement. Boys ... he is the "fisherman to know" in the Great North West!

MOON, ROBERT B. "BOB" 149-P(S) BN
431 South Old Ranch Road, XYL: Audrey
Arcadia, Calif., 91006
TPH: 213/ 446-8716. HAM W6YN (Old Lic. PIAS - 1922) M: QCWA
EOD: Tug - SEA LION - 1923. KDOJ
Ships/Sta: China Arrow, Colusa, Wilhelmina, City of Panama, USAC Dayton, Police Radio, Dayton Ohio and then Bdc. Sta .."WHIO".

MORENUS, CHARLES M. "CHARLIE" 30-P(S)MS
Star Route 1, Box 111, XYL: TONI
Hernando, Florida, 32642
TPH: Nil. HAM: K4RX. (Old 7CO -1912 M: ARRL.
EOD: 1916 - SS SPOKANE - WGE.
Ships/Sta: Columbia, Umatilla, Rose City, City of Seattle, Ravelli, Acme Santa Cruz, Nile, City of Los Angeles City of Honolulu, Malolo - and about 20 others. Was at "KSE" for some time then joined the Bureau Air Commerce - with communications, engineering and maintenance for 28 years. Now retired - to fish! Charlie claims they have the BEST FISHIN' in the US. Ye Ed dropped by and had a nice visit with Charlie and Toni la-at year.

Charlie said he is probably the only op who ever signed..."WHO" (without question mark). Recalls RJ assigned him to a ship and handed him a slip of paper with remarks... "this is your new call". MS thought he was "pulling his leg" but sure enough that was the call. Ship went up in flames on her shake-down cruise and blown up by USCG as a derelict.
- COQ'DER: SANTA CRISTIANA - 1919 (caught fire, became a holocaust so had to abandon - picked up by fishing boats.

MULLNIX, GEORGE H. 55-P() MX
501 - 60 Moorpark Way, XYL: El.
Mountain View, Calif. 94040
Continued at top right.

TPH: 415/968-7587. HAM: W6WDU (Old W6BJI - 1925) M. ARRL, OOTC.
EOD: 1919 - SS WAPAMA - WMG
SHIPS: Klamath, Colusa, Miskianzi (Rj'd Bill Breniman on KOZM) President, Lurline, Lakeshore. Went with PG&E in 1923 and worked for them 20 years, mostly at Auburn. In business for self with Auto Elec. & Battery Shop, Roseville, Calif. 5years. With Ampex for 5 years - electrical supervision etc. Attended organizational meeting at Cotati where many old friends were glad to see you George.

MUNTER, WILFRED "Bill" 146-P(S) **
4135 Illinois Street, XYL:
San Diego, Calif. 92104.
TPH: NR. HAM: W6DAA (Old - 6BOK 1922) M: WCARS, ARRL.
EOD: 1917 - Belmar, New Jersey
Assigned "PG" stations in USN including Communication Station at Guam -- NPN.

MURRY, RUDOLPH C. 44- () RI
812 Beechwood Drive,
Colma, California, 94015.
TPH: WY2-4200 HAM:
NR.

***** N *****

NELSON, JOHN B. 86-() RI
Box 694,
Half Moon Bay, Calif. 94019
TPH: RA- 2073
(NR)

NEWBY, RAY "NUBE" 49-SGP() RN
610 Sharon Ave.,
Stockton, Calif. 95205
TPH: 209/463-0377 HAM: CB now ("HV" - 1906).
EOD: 1910 - SS ATLAS - WTT
Ships: "FN" 6XE (KQW) San Jose; Atlas Alaska, Persia, "PH" HILLCREST: W.S. Post, Mariposa, Maui, Yacht Idalia Since 1960 has been a Yacht-broker & Surveyor. (See Page 14 re: "NUBE").

NEWMAN, DONALD P. 58-V()
84 Madison Street,
Seattle, Washington, 98104
TPH: MA-4 1922 HAM: NR.
M: VWOA, QCWA.
EOD: 1928 - SS ALASKA.
Field Manager RCA SFO (Moving in June this year) Served at "KPE" Seattle, also KFT at Everett. With Argonaut and Isthmam Lines.
NR.

NICHOLS, CLIFTON T. "NICK" 39-SGP(S)NI
77-014 California Drive, XYL: Sylvia
Palm Desert, Calif. 92260.
TPH: 714/ 345-1138. HAM: W6FZC(Old W6FZC 1932)
EOD: 1913 - SS YOSEMITE - WQY
SHIPS/STN: Barge-91, Northland, Buckman, Chanslor, Wilhelmina, Great Northern, Kroonland, Matsonia, China, Newport, Yale (this as troop transport WW-1) Barkentine, Star of Alaska (Alaska Packers). AFTER LAPSE of 40 years (1967/68) on following: SS NORTHWESTERN VICTORY, SS MARGARETT BROWN. "Nick" reminded "YE ED" that he cut his teeth on an electrolytic detector, Santa Rosa about 1907 !!!!

O'BRIEN, WILLIAM J. "BILL" 112-P(S)
67 Murray Street XYL: Marjorie
PYRMONT,
N.S.W. 2009, AUSTRALIA
TPH: 36 - 1215. HAM. Nil.

EOD: 1919 - HELEN B. STERLING VJX S-HIPS: Yosemite, San Diego, West Henshaw, Tiamahua, Margaret Dollar, Ventura, Harvard, Pres. Harrison. Was at RADIO CENTRAL (RCA at Broad Street in NY 1924).

Bill sorry Fred Mangelsdorf didn't hit Australia on his last trip in addition to Hawaii. Says any time any of the old timers are in SYDNEY ... give him a call. Thinks we have a very worthy project in the making. Bill has already done quite a bit of yeoman work - reaching state-side for new members. Thanks Bill.

OSBORNE, BUTLER J. "BARNEY" 20-SGP(S)
454 Moon Mountain Road, XYL: Eve
Sonoma California 95476
TPH: NR. HAM: W6US (Used "CG" in 1907) M:QCWA, ARRL, OOTC. X-SARO.
EOD: 1913 - SS ARGYLL - WTB
COS: CERTIFICATE OF SKILL - 1912
WW-1: Barney was Chief Signal Officer 63rd Inf. Returned to college and graduated from the University of California with degree in Elec. Engr. Barney (or "But" as some old timers know him) attended our organizational meeting at Cotati. He also helped review our Constitution and By-Laws for which we thank him for time and good advise. Coincidence that Barney was school mates in S. F. with Dick Johnstone, Fred Mangelsdorf Sydney Fass, Henry Dickow and Lee Fassett -- all same class. That was "X" years ago and still see each other - we hope more so at WP meetings. May you all have good health for another 20-25 years! YE ED will drink to that!

PALMER, ROBERT S. "BOB" 61-P(S)AE
1721 Second Ave., West,
Bothell, Washn. 98011.
TPH: None. HAM: W7RD (Old Signed "R" or "AE" 1909)

EOD: 1916 - SS JEFFERSON - WAJ
SHIPS: DOLPHIN, ALKI, JEFFERSON, MARCONI SEATTLE SHOP, YOSEMITE
Bob has had quite an active life, Mgr Seattle and Portland RCA Offices. Helped Frederick Simpson, former Chf. Engr. Kilbourne & Clark (engineering) and later with physics and experimental work. Worked for Geo. V. Wiltse SORS 1925 when Wiltse started Universal Radio Coprn. 1927 formed PALMER & West MARINE RADIO CO. Says that the history of Arthur Isbell and Lawrence Malarin Oct. 12 1908 in conducting communications S.F. to Hawaii had stirred his imagination. Bob's history would fill a large book - and it would be interesting to read. We hope to bring more later.

PASCOE, GORDON H. "GORD" 33-P(S)
4013 S. W. Othello St., XYL: Vera
Seattle, Washington 98116
TPH: WE2-0282. HAM. Nil at present
EOD: 1919 - SS SAN RAMON - Gord's resume of ship assignments is too long to print. Mostly UFco TRT in the Gulf areas. At WNU, UC Puerto Castillo, Tegucigalpa UG and later many years FAA. Now at Boeing.

PRO CW CODE MEN

P

GORDON PASCOE - CONTINUED.

"Gord's" letter of March 4th may be of interest to others. Here is a quotation of part of it.

"The WIRELESS PIONEERS sounds good to me. The sea-going radio men (wireless men) 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 S O S, going down with the ship. I remember, before Lindberg 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".

Thanks OM.

PEEK, LOYD 45-P() LP

11044 Durland N.E. XYL: Margaret Seattle, Washn. 98125
 TPH: EM3-7373. HAM: W7BA (Old - 7LP 1913) ARRL, Western Washn. DX Club.
 EOD: 1917 - SS ADMIRAL FARRAGUT -WAF
 QOD'ER: SS UMATILLA - March 1918 beached near Choshi Japan 3/5/18. Ship total loss.
 SHIPS:STNS: Capt. A.F.Lucas, Umatilla City of Seattle, Ravalli, Spokane, WW-1; USN teaching code at Officer's training school, Univ. of Washington. SS Governor, President, Lurline, Adm. Farragut, Matsonia, USS Eagle Boat 57

PERRY, GEORGE E. 114-P(S) PE

1232 2nd Ave., North XYL: Carol Seattle, Washington, 98109
 TPH: 206/AT3-6538. HAM: W7TC (Old W7TC - since 1921. M: ARRL,
 EOD: 1924 - SS OREGON - WGD.
 SHIPS:STN: Oregon, Adm. Rogers, Adm. Watson, Emma Alex, Ruth Alex, Adm. Watson, KET/KPH, Frank Lynch, Java Arrow, Montebello. The last Sept.30

PRICE, EUGENE H. 79-() RI

332 Rio Del Mar Blvd., Aptos, Calif. 95003
 TPH: 688-3656. HAM: NR -

PYLE, HOWARD S. 50-P(S) YB

3434 - 74th S. E. Mercer Island, Washington, 98040
 TPH: 206/232-3241. HAM: W7OE (Old "HP" Sept. 1908) M: QR:ARC-I, QCWA, OOTC, IEEB, VWOA, ARRL.
 EOD: 1917 - SS RUSH - WNR.
 SHIPS:STNS: (WW-1) Tatoosh -NPD, USS Eastern Chief, City of Seattle, Ketchikan, Alaska (NVH) Puget Sound (NPC) SS Lake Winthrod, 1923-24 Radio Inspector. Much other service including Great Lakes, WC on Alex boats (all). KPT - Everett etc. Ye Ed worked with Howard in the Seattle R.O of the C.A.A. -- a very fine gentleman who really "knew his radio" (after all -- he has published some 8 or 9 books on the subject, plus countless magazine articles and while retired - he is still hammering them out. His monthly "RANDOM RADIATIONS" FB. He is W. Dvn. Mgr with some 200 members.

R

RASER, ED. G. 35-P(S) RA
 19 Blackwood Drive, XYL:Pauline Trenton, N.J. 08628
 TPH: 609/882-6645. HAM: W2ZI (Old 3NG - 1915)M: VWOA Since 1926 (?) OOTC #38 (Director); QCWA, Morse Club. ARRL (since 1915) AWA.

EOD: 1917 - SS LAKE STRABO - KEBR.
 Other ships: Ethan Allen, Pastores, Haiti, Columbia etc. Made run to Europe through German blockade in 1917, worked on Robbin Line, UFeo in "bannana run" to West Indies, also at coastal stations WNW, WSC, NAH, NSD, NAI.

The W2ZI Historical Wireless Museum
 19 BLACKWOOD DRIVE ... WILBIRTHA
 TRENTON, N. J. 08628



OF special interest to many an old timer in the business is Ed's Museum which is entirely educational with some 500 items on display.

The bottle at the left is Ed's special trademark.

Eds collection include most of the early day Navy receivers and gear of WW-1 period, British Marconi, UW Massie, WTel Co., etc. 5KW spark systems in operation. If you are in Ed's area - it would be well worth while to look him up.

At the moment, Ed is trying to round up the names (facts) on all holders of COS - CERTIFICATES OF SKILL. We hope to be able to publish when he gets it along

Nice card from Ed - aboard the Moore-McCormack Liner "Brasil" mailed from Stockholm - says having fine trip. Rates the Brasil 4.0 (lots of spit and polish to get that ! Have 5 operators. Glad to hear from you Ed. Have a fine trip !

RATHBUN, WALTER R. "WALT" 116-P(S) WN

R-1, Box 154, XYL: Vera Anacortes, Washington, 98221
 TPH: 206/293-3960. HAM: W7FW since 1925. M: QCWA, Mt. Erie Radio Club. Nav. MARS.
 EOD: 1915 - SS PRESIDENT - WGP
 SHIPS:STNS: Adm Watson, Kansas City, Mackinaw, Santa Ana, Tug Henry J. Biddle SEATTLE - PORT OF "KPE": Alameda, ANCHORAGE ALASKA "NZY".
 Walt says he first started hamming in 1909 using call "WN" before licenses required.

ROBINSON, JOHN T. "JACK" 141-V(S) **

6203 77th S. E. XYL: Dodie Mercer Island, Washington 98040
 TPH: NR. HAM: W7MEA (WIATN 1925)
 H: ARRL, QCWA, OTC.
 EOD: 1926 - TRAWLER - LOUIS M. WINSLOW. KGBR.

SHIPS&STNS: Alden A. Mills, San Benito San Pablo, Leviaa, San Bruno, Sea, Ocean (Rather unusual names SS Sea - KFWE and SS Ocean - KFKM: Ripple, Boston, Pres. Hayes, Bacchus (1911 model 1KW Telefunken "Pie-Plate" spark) Pres. Roosevelt - 13 trips to Havana as cruise ship; COAST STN.WSH Oneida. Jack says no special happenings -- couple hurricanes, Up Yangtze River during piracy trouble with arms issued ships officers. -- Screaming Chinese crews during typhoons on 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 pushed around deck by half crazy seaman after someone told him that "Sparks" had reported him as an up-right.

convict (not true) Whales coming along side -- Receiving 4 SOS's during one trip from Marseilles to N.Y. One ship going down and operator giving a running account. Seeing Mt. Etna in eruption at night, pretty spectacular! WONDERFUL MEMORIES.... so says Jack Robinson.

S

SCHREIBER, W.R. "WALT" 94-P() RI
 2449 Parkland Terrace, San Luis Obispo, Calif. 93401

TPH: 544 - 2045. HAM: NR.
 EOD: 1925 - SS SOMOA -
 Ships: W. Cayoto, Montank, Olympia Riatorer, W.N. Tupper, Sch. Cammadore, Waltheena. etc. (NR)

Walt attended the Cotati meeting driving up from San Luis Obispo. Glad to have you Walt. Come to Walnut Creek. It will be "bigger and better".

SHRADER, ROBERT L. "BOB" 157-V(S) RS

1631 143 Ave., XYL: Dot. San Leandro, Calif. 94578
 TPH: 415/357 - 4117. HAM W6BNB - since 1931. H: SL Radio Club, Lany College RC.
 EOD: 1931 - SS PRES. HARRISON -KDMQ
 SHIPS/STNS: PRES Polk, Pres. Pierce, Pres. Hoover, Matsonia 1938, Curaco Radio teacher TI 1941, Oakland Trades School and Lanely College to date. AUTHOR: Electronic Communication (McG-H) Electrical Fundamentals for Technicians, (McG-H). Bob reports being "bombed" in 1936 on the Yangtse by the Chinese.

SIMPSON, EMERY L. "EM" 150-P MR

11511 Barnett Valley Road, Sebastopol, Calif. 95472 XYL: Donna
 TPH: 707/823-4123. HAM: W6IB/WA6OMS (Old - 6DQP - 1927).
 EOD: 1925 - SS PIONEER
 Ships/stn: A. Mackenzie, Matsonia, Discoverer, Ruth Alex, Ass'd tanker KDRZ, Robt. Luckenbach, Pres. Monroe

SIMPSON, ROBERT L. "BOB" 52-P(S) AB

310 East Napa Street, XYL: Winnie Sonoma, Calif. 95476
 TPH: 707/938-2223. HAM: W6FCX since 1930. H: QCWA, Sonoma Amateur RC.
 EOD: 1923 - SS CAROLYN -
 SHIPS:STN: Durango, W.F.Herrin, Calawaii, Harvard, Maui; 1929 PT/PT at 28 Geary St.(RCA HP) 1932-40 Plant. Supt. PRESS WIRELESS. 1940-47 USN Active duty USN COMSTA NPG Various ships, including assignment w/Adm. Halsey - installed Adm. H's Communication Center in New Caledonia 1947-66; Plant Supt. Press Wireless (R) PW/ITT 1967 USN 1957 as Lt. Cmdr. 1943 - worked with Lt. Robert Sarnoff in NBC program in SOPAC for Army. Much other - a real action filled career.
 "Bob" joined the group of "old timers" at our Cotati organizational meeting.

SIMPSON, WARREN G. 26-P(S) SI

1037 Third St., Novato, Calif. 94947
 TPH: 669 - 1015. HAM: Nil at present (9AVH - 1920)
 EOD: 1925 - SS SUBOATCO - KURZ
 S&S: USS IDAHO, NPE, SUSPEARCO, JANE Christenson, Carolina, Alleghany, Maui, Monterey
 QOD'ER: SS SUBOATCO - Jan. 1927 off Bodega Head, Calif. Adrift w/out Pwr and drifting on rocks. Eventually got help but SUBOATCO had 47 breakdowns before reaching N.Y. (More later).

THE PROFESSIONALS

S SLATER, JOHN L. "JACK" 9-P(S)SL
2456 Johnson Place, XYL: Ruth
Santa Clara, Calif. 95050
TPH: 408/248-4995. HAM: W6WF
(01d - 6PL - 1917) M: QCWA, ARRL
EOD: 1915 - SS MULTNOMAH - WMA
SHIPS: City of Puebla, City of
Topeka, Wm F. Herrin, Ventura, Costa
Rica, J. A. Chancellor, Argyll, San Jose
Leuders, Penna, Harvard, Yale, City of
Para, Klamath, Nanking, Humboldt, Buck-
eye State, Wilhelmina, Matsonia, S. F.
Examiner's Bld. Stn. "KUO" 1922.

Jack says ... "the idea of the WIRELESS
PIONEERS is an excellent one. I feel
that many old timers would join such an
organization as these fellows are not
home and therefore are not eligible for
membership in ham clubs".

Says "good luck" and 73's to all the
old timers". Thanks Jack.

SPAGNA, MARIO J. "SPAG" 67-SGP(S) WJ

4570 - 19th Street,
San Francisco, Calif. 94114
TPH: 415/621-5366. HAM: nil.
EOD: 1912 - SS CAMINO -
SHIPS: STNS: Edgar H. Vance, Yale,
Whittier, Harvard, San Jose, City of
Para, Leuder, Newport. (several times
on some).

"Spag" says he was only 16 when he
first went on the SS Camino as 2nd
Op @ \$35.00 per month. Incidentally
his first wireless license was dated
the first day the law went into effect
compelling all passenger ships to
carry TWO OPERATORS! "Spag" says he
never had a ham set but he did have
the "longest aerial" in San Francisco
(some 800'). Picked up Nauengermany
POZ, Eifel Tower Paris. Spag left
operating 1921 and was with Standard
Oil for some 36 years. Involved in
much civic work in S. F. etc.
Spag attended our COTATI meeting ...
said it was ... wonderful!

SPATAFORE, JOSEPH "JOE" 23-P(S) KD

3181 "U" Street, XYL: Irene H.
Sacramento, Calif. 95817
TPH: 916-455-2776. HAM: K6ER (Old
6PG - 1915) M: QCWA, PO NET: WC RDO SVC
OOTC.

EOD: 1917 - SS GREAT NORTHERN - WIR
S&S: Matsonia, Klamath, Manoa, Celilo
Royal Arrow, Quindic, Sylvan
Arrow, Willamette, Annette Rolph,
Lake Ellicott, West Alsek, SOCIAL
EDISON CAMP 61 & Big Creek (KDFU)
(Geo. Knudson there also) (Ditto
Leslie Combs).

STAGNARO, JOHN A. "STAG" 87-P(S) JS

2305 Panarama Drive XYL: Mary
La Crescenta, Calif. 91014
TPH: 213/248-2893. HAM: W6MAB (Old
6CET - 1923) M: IEEZ, SHPTE, APCEA,
ARRL.

EOD: 1923 - SS CELILO - W6F.
S&S: Records lost but RJ and WX have
vouched. Says he has lost etc
all old timers he knew back in
spark and arc days. WIRELESS
PIONEERS should make it possible
to renew many old acquaintances.
SOMETIMES - THE OLD FRIENDS ARE THE BEST
FRIENDS!

John now with ABC ... "HIGH ATOP
MT. WILSON at KABC TV/FM.
Glad to have you with us "Stag".

STEFFEN, CARROL V.N. 76-P () RI

2819 Park Blvd.,
Oakland, Calif. 94610
TPH: 415/452-3466. HAM: K6AY M:
SARO (Pres. SARO 1930). We says old
Marine Op. NR. More recent with
Bell Telco.

T TAGGARD, STANLEY G. "STAN" 65-P(S)

1107 Keith Ave., XYL: Josephine
Berkeley, Calif. 94708
TPH: 548 - 5959. HAM: Nil.
EOD: 1919 - SS IDAHO - WOO
S&S: Mazatlan, R.J. Hanna, W.S.
Rheem, Charlie Watson, S.O. Co.
ships (various) 1921-36 with 50
retired after 4 1/2 years SOCO.
Stan said sorry to miss Cotati -
think the boys are doing a fine
job - more power to you all es 73

TROMPSON, W.C. "TOM" 48-SGP(S) WC

340 Harvard Drive, XYL: Minna
Ben Lomond, Calif. 95005
TPH: 338 - 8525. HAM: W6BPV (Old
W7QG - 1918. M: ARRL.
EOD: 1914 - SS EL SIGLO - KTH
S&S: City of Macon, Nruaga, El Dia,
Esperanza, Radiant, Standard
Arrow, Great Northern, Tiger
USN: NPF - Marshfield Oregon (CW to
ships, Morse to LL.
Aeronautical ground stations, Fresno
SFO, Kingman, Alhambra.

THORNE, P.E. "PHIL" 64-P () RI PT

4040 Coolidge Ave.,
Oakland, Calif. 94602.
TPH: 531-3118
EOD: SS MULTNOMAH - WMA - 1918
S&S: Santa Cruz 1920, WWA, WMA, WMS
WHY, WBD, WBN WML WHP WMR WMO
WRE (etc)
Retired 1963 ACR(ITT) Reg. Mgr, New
England with Hq. Boston.
Phil attended Cotati meeting and
fellows enjoyed seeing you again
after all these years on.

V VETTER, W.A. "BILL" 40-SGP(S) **

4731 17th St.,
San Francisco, Calif. 94117
TPH: 415/681-1504. HAM: nil.
EOD: 1908 - SO. BARGE 91 - "GD"
S&S: Asuncion, Falcon, Gen. Hub-
bard, Manchuria, Aorangi, F.A. Kilgurn

STATIONS: "PD" Portland; KE St. Helens
"PM" Eureka, Calif. then
SS Rose City - WR
With United Wireless, 420 Market St.
Marconi Wireless, 50 Main St. SF
RCA - 109 Stewart St. SF.

Radio Engr. with Union Iron Works. Asst
Instructor PACIFIC RADIO SCHOOL, 74 New
Montgomery St.
COS: CERTIFICATE OF SKILL - 1912

Bill attended the Cotati meeting. He
was perhaps the Senior man in point of
experience attending the meeting. We
all enjoyed seeing how "spry" this
"young timer" looked.

W WARNOCK, DR. A.P. "BILL" 8-P(S)WK

P.O. Box 5397, XYL: Ruth
Carmel, Calif. 93921
TPH: 624/8261 Extension 274.
HAM: Nil.

EOD 1919 - SS ROSE CITY - WWR.
S&S Adm. Wainwright, Nanking, West
Niger, Crampton Anderson, West Katan
Northland, Matsonia, Lurline.
Bill is one of the "smart breed" who
used Wireless as a means to (two) ends
(1) See the world (2) provide means
for his Dental Education. Ye Ed
boasts the distinction of being Bill's
first customer when he put out his (up
Page 37

"Shingle" in S. F. He then moved to
HANFORD and was there many years until
retirement when he and XYL moved to
Carmel. Much time in travel but we
hope you are home long enough to visit
Walnut Creek August 17th. Many of the
old gang would like to see you Bill

WARNOCK, ARCHIE D. "Arch" 120-P(S) WA

353-P Avenida Sevilla, XYL: Edith
Laguna Hills, Calif. 92653
TPH: 714/837-3372. HAM: Nil.
EOD: 1915 SS IOWAN - WKI
S&S: Kamean, Virginia, Nevada, Oreg-
on, Mexican, WW-1 (with USN - Post
Office Marseille, France) then
USACT Tordenskjold and USN RCG
Ship NORFOLK, Stanley Dellar,
West Katan - Left the Sea 1921
Bdc Stn. KFED. In 1942 with USN
Radio Station Civic Center S.F.
and Mare Island (Supervisor on
"B" watch until discharge 1945
CRM. "Arch" has been in ill
health lately...so we all hope
POMSAT.

WEBB, MON L., SR. 63-() RI

6830 Burma Road,
Folsom, California, 95630
TPH: 988--2213.
NR.

WESTERLUND, H.S. "WES" 83-P(S) WK

842 N.W. 116th St., XYL: Mary
Miami, Florida, 33168
TPH: 305/681-7517 HAM: Nil. (7WK
(in 1921).
EOD: 1922 - SS BAJA CALIF - LBC
S&S: Lightships NAJT, NADB, Lurline,
Pomona, CAA at WNR. Wes says its a
little far to Cotati but sends 73's
to all old friends, especially Bill
Warnock who he sailed with. Hopes
one of these days we can start a
Chapter in Florida. (well we have a
start OM) Happy about organizational
efforts for our WIRELESS PIONEERS.

WHITE, LAWRENCE V. 46-() RI

1710 Evergreen St.,
Walla Walla, Washington 99362
TPH: JA9-4583
NR.

WHITTAKER, GERALD A. "JERRY" 6-P(S)CW

PO Box 2184 (Mail) XYL: Marge
5441 Pepperwood Road (Home)
Santa Rosa, California, 95405
TPH: 707/539--2974. HAM: W6FC (Old
W7FC - 1929); M: ARRL, Sonoma Cty RC
EOD: 1923 USCG - GRESHAM - NRG
S&S: City of Sidney, Yale, Newport,
Capt. A.F. Lucas, Colusa, Adm.
Evans, Suterwco, Sulfco, Pres
McKinley (With Geo. Spare)
Alaska Standard, Bdc. Stn. KJBS
(SFO) El Segundo, El Cedro, La-
Merced, Messel Rock Station SF.
Port Herbert, Alaska (KOV)
Santa Inez, W.R. Chamberlin Jr.
Dorothy Alexander, Adm. Watson
Then to CAA for many years, the

last 25 in supervisory positions, also
top Administrator of Communications
for Alaska Region with some 500 person-
nel in his Division. "Jerry" retired
1960 - toured USA with XYL Marge and
finally decided "Luther Burbank" had
"something" when he chose... Santa Rosa.
Anchored here with W6FS to play with
he says to tell his old friends
"I'm mean as ever!" (Tak Tak). Jerry &
Marge drove 10M miles to Ohio, Mich, Iowa
etc. returning in early July. Will go
Pac. NW in August but HOPE be back in
time for the big picnic at Walnut
Creek on Aug. 17th. FB. 73's

MARCONI MEN & OTHERS

W

WIEHR, HENRY F. 82-SGP () FV
1232 Lipowitz Ave., XYL: Helen
Crescent City, California, 95531
TPH: 707/464-3913. HAM: W6HKM - same
since 1948. M: QRP ARC, International.
EOD: 1914 - SS ADMIRAL SAMPSON - W A S
CQD'ER: Admiral Sampson - Aug. 25, 1914

rammed and sunk by Canadian s/a PRINCESS VICTOR
IA (MCM). Walter E. Reker, who was Chief with
Henry, lost his life "sticking with his key".
(Story in "Wireless Age" Oct. 1914)

SECOND SOS: was March 12 1948 on Tanker FORT
DEARBORN "KCDQ" 800 miles N.W. Honolulu. 12
lives lost. Henry sent SOS from suitcase type
transmitter and makeshift antenna. Ship broke
in two shortly after midnight. We hope to print
full story in very early issue of PORTS O' CALL

S&S: Humboldt, Paraiso, Wallula, Dolphin, Wind
ber, Redwood, Governor, Adm. Farragut, Adm Schley,
President (Dorothy Alexander) USLH Teners
Sequoia, Lightship #76, 70, #83(Blunts) #100
Sidney M Hauptman, San Vicente, Currier, West
Planter, Lurline Burns, Paul Shoup, Mericos H.
Whittier, Lurline, Matsonia, Solana, (+) many
more. COSTAL STNS: KJK at King Cove Alaska 2
years, KSE - Torrance, Calif. Retired end 1963
Still hold Extra Class Amateur License.

WILETS, GILSON VANDER VEER "RADIO REX" 22SGP(S)
Villa Grande, Calif. 95486. (Sine) "Rex"

TPH: 707/ 865-2034. HAM: Not at present. (Old
2WQ -1910) (Also W6EEZ 1929-36).

EOD: 1912 - SS S.T. TASCOS (also) El Oriente.

S&S: CHEROKEE, Rio Grande, Mexico, S.T. Std 11
Concho, LENAPE, Lampassas, Mexico, City of
Lowell, Metapan, Tivives, WWI Teaching code at
Tulane Univ. Following: Esperanza, West Mada-
ket, City of Lowell, Chester W. Chapin, Pris-
cilla, Manager WCI Newport, also WLC New Lon-
don. (Here follows break in "commercial" for
Broadcast station work) Built & managed WOS
Jefferson City, Mo. do "WOC" Davenport Iowa;
(also "A Z-3" U.S. Army special work - carried
on through WOC. Also 9XG Davenport, 1925
built new 5000 watt WOC. 1924-25: Built and
managed WRNY NEW YORK. Also 2XAL experimental
using WRNY facilities. 1926. Built & Managed
WDBO Winter Park - Orlando Fla. 1926-27 Re-
built and took over KFWI S.F. 1928 - Chf. Engr
and Gen. Mgr. "THE SONOMA VALLEY BROADCASTING
CO., Inc. (a long story). Now back to sea ...
HARVARD, YALE (+) 20 or so others. Relief at
KPH 1928-32. 9 available licenses. "Radio
Rex" says "WVOA" is his "brain-child" He also
was charter member DeForest Pioneers, Broadcast
Pioneers, etc.

Rex attended our organizational meeting COTATI.
Says he would like take active interest but his
health of late puts some limitations on his
activities (He is Prexy Chamber of Commerce for
Russian River communities) Dealer in rare
postage stamps, etc etc. Recalls Henry L.
Bogardus who sailed to Alaska in a square-
rigger circa 1912. Heard from Hank last in 1957
in which he mentions some of the old timers
including Johnny Rowland who was installer for
Marconi, Harry Sadenwater, Dave Sarnoff at
Wanamaker's New York, Ben Beckerman, Pickerill,
Bennie Schneider, Windy Wallis and others.

"Rex" thinks ...we are on the way to a very
fine organization (how could we help with so
many fine people and so much talent to help ?)
This COTATI gave us a wonderful start. Thanks
OM ... coming from a "pro" who has really been
through the mill ... we are indeed complimented

WILLIAMS, CHARLES E. "Walker" 132-P(S) WQ
2207 Broadway East,
Seattle, Washington, 98102

TPH: 206/EAS-3530. HAM: W7AN (Old "CW" 1908
EOD: 1915 - SS SPOKANE - WGE.

SHIPS: Adm. Schley, Norwood. M: IEEE(F)(L)
ARRL, QCWA, OOTC QRP. (Come again OM)

WILMSHURST, ERNEST R. 126-P(S) WL

1772 E. La Paz Road,
Altadena, Calif. 91001

TPH: SY4-2080. HAM: W6KHA - 1940
(somewhat inactive).

EOD: 1920 - SS KLAMATH - WSX
S&S: Schley, Wilhelmina, Rose City
Farragut, Montebello, Levitt Arrow,
Hollywood, Condor, Lillian Lucken-
back, City of L.A., Malolo
and KPH. (Most of KPH assignments
RJ over rough periods and from Chief
of the Malolo). Add'l. Svc thru
Fed. Tel. IWT. Owned radio store
in Stockton, Calif. 1923 selling
"Radiolas"... UV 199 tubes - \$6.00
each. Ernest followed Ye Ed on
City of L.A. recalls others incl:
Verne Tachner, Al Lusey, Ben Stair-
ley, Dave Kennedy (D); Pat Hendrix
Ray Ferguson, Tom Watson, Ray Wall-
ling, "POP" Everett (D) and Bill
Klein - still at KHJ. Recalls
"POP" Dent - Chief at KSE, Willie
(Monroe G.) Sommers, Leon Cameron,
Richard Olson, and others. Since
sea-going days ... NBC SF & NY,
WFIL 1936, KFI 1936-1952 and at
KHJ-TV 1952-68. Brings back some
of the old timers and memories OM.
Willie Sommers died about 10 years
ago.

WIZEMANN, GROVER W. 73-P(S) MZ

735 Hollywood Drive, XYL: Emma
Northfield, New Jersey, 08225

TPH: 609/646-1687. HAM W2ES (Old
WZEN - 1930). M: OOTC.

EOD: 1915 - SS MOTANO (Tanker)

S&S: El Rio, Comache, Monterey,
Lackawanna Bridge, Santa Marta
Hope we have more ifn next time
Grover.

WOHLER, W. EARLE 4-P(S) WX

7531 East Hurlbut Ave., XYL: Freda
Sebastopol, Calif. 95472.

Nondeguerre: "Earl of Sebastopol"
Royal Honorary Commission: "Com-
modore - All Sea frontiers".

(Ye Eds note: Now we have the
above out of the way we'll go on
with the listing).

TPH: 707/823-5157. HAM: W6FS
(Old - "EW-1912; 6-ADG-1915; 6FS
then NU6FS to present W6FS.

M: SARO, WVOA, QCWA, AWA, ARRL,
OOTC.

EOD: 1918 - CITY OF TOPEKA -WGY

S&S: Standard Arrow, SS Nile (Br)
Call VRE - well rememberd over the
Pacific. Earle left the sea - as
an operator in 1924 for a very full
and action packed career shoreside
... and also successful, we might
add, most of which (except print-
ing) mostly tied in with his old
radio-electronic experience. Earle
recently returned with XYL Freda
from a trip to Europe, going on
the SS QUEEN ELIZABETH and return-
ing on the SS UNITED STATES. Many
other trips such as the one "Down
Under" on the SS MARIPOSA a couple
years back. Earle looking forward
(as result of WIRELESS PIONEER) to
50-year reunion with "Si" Knowles
Seattle and hopefully Walter La-
Chelt who was Purser on WGY at the
time Earle was a "brasspounder" on
this "Pride of the Admiral Line".

Earle expresses the hope - which we
second - that all members will tell
us when they retired, what they
have been identified with over the
years as we all would like to fol-
low the careers of fellow members.
Earle - says tell all my old fri-
ends - 73. "Will Do".

WOLCOTT, ERNEST E. "ERNIE" 32-P(S)

R-1, Box 180-R, XYL: Elinor
Friday Harbor, Washn. 98250

TPH: 378-4278. HAM Nil. Was 6QA &
7WD about 1912)

EOD: 1918 - SS HUMBOLDT - WHX
CQD'ER: SS GOVERNOR - Apr. 21, 1921
sunk in collision with SS West
Hartland in Puget Sound. (We hope
to have story in early issue).
S&S: Celilo, Gold Shell, Adm. Dewey
Governor, Curacao, Hermosa, Queen
Asuncion, (others). Sine "WO" was
revised from "W E E" of WU days
as "didn't fit". Ernie hopes we
can induce a large number of East
Coast men to also join our profes-
sional group. Ernie also suggested
a "Roster of Members" ... so here
it is OM. Recalls Geo. Werner,
Thayle Haire, Verne Hoke, etc.
Sends 73's from "his" Island.

LAST MINUTE

GUY, RAYMOND F. 160-P(S)

2320 NE 34 Court
Lighthouse Point, Florida, 33064

EOD: 1916 - SS SABINE

S&S: (Marconi, IWT & SORS) North-
land, Santa Barbara, W.B. Keene,
Apache, Tanamo, and Martha Wash-
ington. Ran submarine blockade
before enlisting in army. Following
Marine Service - went with West-
inghouse WJZ at Newark -Engr and
announcer. WJZ was second Bdc Stn
in world preceeded only by KDKA.
Says he has distinction of having
had the ...longest experience in
broadcasting of any person in the
world. Other positions: RCA Re-
search, NBC as staff radio Engr.
Cooperated in building worlds 1st
TV Stn on about 2,000 KC at 411
Fifth Ave., NY. Built successive TV
stations on Empire State Bldg 1931
Directed RCA-NBC pathfinder Stn on
UHF at Bridgeport, Conn.
HAM: W2AK, W4AZ (1912 2ANC).
M: OOTC (PREXY): QCWA, AWA, Gold-
coasters, WVOA(L) RCofA, Bdc Pion-
neers, DeF Pioneers, ARRL. Author
or co-author two engr textbooks.
Special Interest since retirement
seems to be "THE GOLDCOASTERS"
which he calls "The Zaniest Radio
Club on the fact of the Earth".
(Ray is President).

END FINIS 30 SK

So ends work on Vol.1 No.2 of this
"PORTS O' CALL". We hope you like
it - that it offends no one ..that
our omission sins are not too
great and that you will help pro-
duce a better "POC" month by month
and year by year. "Ye Ed" says
MANY THANKS FOR LISTENING IN ON US
and if you don't like our product,
you don't have to buy it... but
we'll try to make it not only
palatable but downright appetizing.

EXTRA COPIES...

We have produced some extra copies
of this POC with the idea we might
mail them to prospects that you
might suggest ... WITH YOUR COMPLI-
MENTS (and so marked), at near
cost. Suggest you send fifty
cents each to cover postage and
part of printing. MANY THANKS & 73

SOCIETY OF WIRELESS PIONEERS

- CONSTITUTION & BY - LAWS -

PREAMBLE



It is the purpose of the SOCIETY OF WIRELESS PIONEERS to bring together into one organization, all of the men (and women) who have at some time in their lives, earned their living as commercial marine wireless/radio telegraphers. This also includes military personnel such as Navy operators who manned shore stations during war periods which were open to, and handled "PG" traffic. Such services requires documentation.

We believe this organization is unique in that we plan to restrict membership to only those who can qualify in THIS ONE FIELD. We feel that a purely professional organization of wireless men will carry more prestige of membership than in organizations that admit professionals and amateurs alike, or mix the engineers with technicians or the broadcast announcers with those monitoring controls at TV stations, etc. Except for the fundamentals of electricity, they do not share much in common, whereas the professional telegrapher carries with him a bond with those in the same classification that transcends the ties in other phases of the art and where the bars are let down - dilution of purpose can only result.

The purpose of bringing this group together is one, primarily of fellowship and fraternalism. We hope to provide the mechanics of bringing old shipmates and colleagues together at periodic intervals so they may once again enjoy the companionship and contacts such meetings make possible. We also hope to establish a CENTRAL ADDRESS BUREAU to provide all who join the Society a reliable contact point where they can turn for information - to find a friend or former associate whom they have lost track of as the years roll by.

The members of the SOCIETY OF WIRELESS PIONEERS are proud of the many thousands of wireless men who have proven their courage and valor under the most trying of conditions and who have tasted emergencies or disasters on many an occasion. We wish to perpetuate the memory of those who "stuck to their posts" during the time of great peril such as fire, sinkings or explosions. The annals of time record few occupations where the legendary traditions of the sea have been more faithfully kept by brave men who remained at their key under the most adverse of conditions than those of the wireless/radio telegraph fraternity.

These men should not be allowed to become non-entities in the big record book of history. Their exploits should be recorded and suitable recognition inscribed for all to read and know about. Their heroic deeds should not dim as we walk down the halls of time.

Through our organization, we hope to keep members posted on the news of our fellow members and to be articulate with the public about the part we have the honor of participating in, which historically, has had such a great impact on the history of the world in which we now live.

Remembering that the "magic" of Wireless Telegraphy was the "Genesis" of the Electronics Art which spawned radio broadcasting, then TV plus "instant" communications via satellite, micro-wave and Laser beams which are daily transforming the mode of world living -- we feel a deep sense of brotherhood and kinship that such association provides.

The SOCIETY OF WIRELESS PIONEERS has therefore been established and is open to all who qualify, regardless of color, creed or political beliefs. It is in essence -- non-profit, non-partisan and non-political and we hope to maintain it as a responsible, loyal and patriotic American Institution.

Constitution

ARTICLE I: NAME

This organization shall be known as " THE SOCIETY OF WIRELESS PIONEERS, INCORPORATED" and shall hereinafter be referred to as: (a) WIRELESS PIONEERS and (b) The "Society". (Incorporated, shall be added when charter is granted).

ARTICLE II OBJECT & PURPOSE PURPOSE

The Object and Purpose shall be as follows:

- HERITAGE:** Perpetuate the memory, heritage and traditions of all pioneer and veteran wireless (radio) telegraphers. Acquaint the public with the exploits and deeds of the many heroic wireless-men who have proven their courage and valor in times of dire emergency or disaster and of most wireless pioneers who have directly or indirectly contributed to improvement of the art.
- CENTRAL ADDRESS BUREAU:** Provide all members with a central files where members pledge to keep their addresses current, and to provide the Central Address Bureau with the name/s of others, including non-members, as they become available, so that members may have a central reliable referral point which may be contacted for addresses of lost friends and old associates.
- FRATERNALISM:** The Society will sponsor and initiate meetings for its members in order to promote fraternalism and comradeship, through such "get-togethers" where members may visit their old friends and comrades and indeed meet others whom they may have worked over the air but never met face to face.
- NEWS AND INFORMATION:** The Society will provide "Sustaining members with periodic newsletters, rosters or other publications to foster the esprit de corps among members and to keep them informed of programs, news and actions by the organization itself and/or its members.
- AWARDS & RECOGNITION:** The Society will provide suitable "Award" certificates or other suitable forms of recognition for the accomplishments, bravery and outstanding deeds or contributions that are recognized by the Awards Committee. Individuals nominated need not necessarily be members of the Society but must be sponsored by Society members (with suitable dossier) covering, to Awards Chairman.
- LIBRARY:** The Society will sponsor a "lending library" of books on Wireless, Communications, Electronics, Ships and all nautical subjects, either from its own "Central" library and/or by participating members who will catalogue their books which they are willing to loan.

ARTICLE III MEMBERSHIP

MEMBERSHIP

There shall be several orders or classifications of membership. Membership in each of the several groups, including qualifications, limitations imposed or privileges, especially those applying to voting and the holding of office, shall be spelled out for each group in the Society's By-Laws.

WE HONOR



OUR FLAG

CONSTITUTION

OFFICERS & TENURE CONTINUED

ARTICLE IV. OFFICES AND TENURE.

The Officers of the Society shall be as follows (National Officers):

- | | |
|---------------|-------------------------------|
| Office No. 1. | PRESIDENT |
| 2. | SENIOR VICE PRESIDENT |
| 3. | V.P. EXECUTIVE DIRECTOR |
| 4. | V.P. MEMBERSHIP & CREDENTIALS |
| 5. | V.P. FINANCE & AUDITS |
| 6. | V.P. AWARDS. |
| 7. | V.P. CHAPTERS |
| 8. | SECRETARY |
| 9. | TREASURER |
| 10. | HISTORIAL & CURATOR. |

CHAPTER OFFICERS:

- | | |
|----|----------------|
| A. | VICE PRESIDENT |
| B. | SECRETARY |
| C. | TREASURER. |

The tenure of officers shall be for one year. They may be re-elected not to exceed two additional terms in the same position. The founding officers shall become members for life in the Society.

BOARD OF DIRECTORS

ARTICLE V. BOARD OF DIRECTORS.

The management of the affairs of the Society shall be vested in a BOARD OF DIRECTORS consisting of all National Officers listed in Article IV, plus SEVEN additional "Spark Gap Pioneer, Pioneer or Veteran members of the Society,, in good standing, ie: Sustaining members with dues paid.

THE DUTIES OF THE DIRECTORS shall be to guide the activities of the Society in accordance with the articles of Incorporation and the Constitution and By-Laws which have been approved. The elected President shall preside over the Board of Directors and will vote only when necessary to break a tie. Tenure of Directors shall be for a period of ONE YEAR with eligibility for two additional one year terms.

The routine business of the Society shall be handled and transacted by the Executive Director (Vice President).

Amendments & Changes

ARTICLE VI - AMENDMENTS AND CHANGES IN THE CONSTITUTION.

Proposed amendments to this Constitution shall be submitted in writing at a business meeting of the Society. Such proposed amendments shall be signed by not less than (12) twelve Spark-Gap Pioneer, Pioneer or Veteran members who are in good standing, ie: dues paid. EACH PROPOSED AMENDMENT shall be read by the Secretary under the heading of "NEW" business. The proposed amendment shall also be submitted in writing to each member in good standing, and after such notice, the amendment shall become part of the Constitution, if, at the next business meeting it is approved by TWO THIRDS of the members present, or if by mail in the same ratio as counted by the teller (Secretary) who will inform the President and Executive Director of the outcome of such vote. Votes should be retained until after the next scheduled meeting.



BY-LAWS



THE SOCIETY OF WIRELESS PIONEERS, INC.

MEMBERSHIP.

ARTICLE I. REQUIREMENTS FOR REGULAR MEMBERSHIP.

SECTION 1. Qualification for membership in the Society requires the applicant to provide documentation that he has earned his living at one time or another by having been a commercial wireless or radio telegrapher, been licensed and assigned to duty at a ship, shore or high-power station handling commercial (PG) radio traffic.

SECTION 1(a) Assignment of naval or military personnel at facilities where a substantial amount of traffic handled was of commercial variety (PG) will also qualify such men for membership in the Society, without commercial license. However, the Membership & Credentials Committee may request documentation of such service prior to acceptance or confirming membership.

Membership - Classifications - Etc.

SECTION 2. CLASSIFICATIONS

- Sec. 2(a) SPARK-GAP PIONEERS
Those with above qualifications who saw duty or service PRIOR TO 1915.
- SEC. 2(b) PIONEER
Those with above qualifications who saw duty or service 1915 - 1925 inclusive.
- SEC. 2(c) VETERAN
Those with above qualifications who saw duty or service 1926 - 1935 inclusive.
- SEC. 2(d) PROFESSIONAL ASSOCIATE
Those with above qualifications who saw duty or service AFTER 1935. Those with service after 1949 must have had a minimum of two years of active service to qualify.

SECTION 3. HONORARY

Individuals who have made outstanding contributions to the electronic and communications art, especially as it may be related to maritime or commercial application/s, whether it be in the engineering field, inventions, administrative or other, may be nominated by a Spark-gap Pioneer, Pioneer or Veteran, in good standing, for this honorarium of recognition. This may also include individuals cited for extreme bravery or heroic deeds, connected in some degree with the use of wireless or radio. Nominations will be considered by the AWARDS COMMITTEE and decision promptly returned to the nominating member, who in turn may contact the individual designated. HONORARY MEMBERS if not members of the Society, will be entitled to all rights and privileges of the Society except the right to hold office, nominate or vote. They will not be expected to pay dues, but may make contributions if they so desire.

SECTION 4 - LIFE MEMBERS

All individuals who join the Society shall automatically become "LIFE" members. The cancellation of such membership shall only be made if the member neglects to keep his address current on the Society's MASTER ADDRESS LIST, and/or for any act that two-thirds of the Directors shall consider as reason for ouster.

SECTION 5 - "CHARTER MEMBERS"

Individuals who have applied for membership by the date of our first meeting at Cotati, Calif., shall be known as "CHARTER MEMBERS".

SECTION 6 - SUSTAINING MEMBERS.

This shall be the term applied to all groups of members except "honorary" who pay their dues for the current year plus assessments, if any.

SECTION 7. FOUNDDING MEMBERS

The founding officers who were instrumental in establishing the Society will become "Emeritis Members" and shall be carried on the rolls of the Society and its roster in such manner, waiving dues after the first year.

SECTION 8. - APPLICATIONS FOR MEMBERSHIP.

The applications for membership shall be on forms which will be provided for the purpose through the Office of the Vice President*or the Chairman of the Membership & Credentials Committee. Action shall be taken within a fortnight of receipt and candidate notified of action taken on his application form.

(* Executive Director)

SECTION 9. - RESIGNATIONS

Members who may wish to resign or withdraw their memberships shall submit requests to the Executive Vice President who will refer same to Chairman Membership & Credentials Committee for action.

SECTION 10. - SUSPENSION OF MEMBERS.

The Board of Directors, by two-thirds vote, may suspend any member for acts they consider inimical to the Society's welfare. Vote by the Board of Directors shall not be held until a lapse period of 15-days and sufficient time allowed for investigation of charges. Suspended members may petition for a review by vote of the entire membership. Arguments for suspension shall be made by the MEMBERSHIP & CREDENTIALS COMMITTEE and "against" by the individual concerned. One sheet from each, setting forth facts will be mailed to all members. Vote for or against the suspension shall be returned to vote teller (Secretary). Majority vote shall determine action to be taken. Failure to return vote by deadline date will be considered NO VOTE CASE FOR OR AGAINST. Those concerned and handling the voting will not divulge information regarding the vote except for the total/s for and against. This information will be furnished member under suspension, without delay.

SECTION 10(a) - FAILURE TO RECORD NEW ADDRESSES.

Members will automatically be **DROPPED FROM MEMBERSHIP** in the Society if mail forwarded to the address they have furnished has been returned by the Post Office... marked that the individual (member) has moved or they can not deliver his mail. Reasonable effort will be made to ascertain member's new address but unless it is found, member will be dropped three months after the initial return of correspondence by the Post Office showing letters can not be delivered to address furnished. It is therefore **INCUMBENT UPON THE MEMBER TO KEEP HIS ADDRESS CURRENT AT ALL TIMES, including ZIP CODE.** Third class mail can no longer be forwarded without this information. Failure to notify us on change of address signifies (a) lack of interest? Also it takes time, effort and expense (postage) to keep our records updated. All members should cooperate in this effort.

ARTICLE II**Duties of Officers****SECTION 1. - CHAIRMAN, BOARD OF DIRECTORS.**

The President shall act as Chairman of the Board of Directors, without vote except when tie-vote is experienced. He shall preside at meetings of full Board of Directors whenever it convenes.

SECTION 1(a) - BOARD OF DIRECTORS.

QUORUM - 7 Members.

Field of Authority

1. Decide on policies, programs and scope of Society activities in the broad sense.
2. Appoints nominating committees.
3. Appoints permanent committees (2 each to assist Vice Presidents on various standing committees.
4. Appoints the Society's "Historian/Curator" (Tenure subject to the Board's pleasure)
5. Fixes pay of any clerical or special help that might be required, over and above that already delegated the Executive Director for same.

6. Appoints a "Vice-Chairman" from among their group who will preside at meetings in the absence of the regular chairman.

7. Considers and decides upon other matters which the Board of Directors feel important to take under advisement.

SECTION 1(b) - EXPENSES.

Members of the Board of Directors shall pay their own expenses to attend Board Meetings. This includes such items as cost of travel, lodging, meals and personal expenses. Small expenses incident to such meetings may be paid if approved by the Board.

SECTION 1(c) - VACANCIES

Should a vacancy occur through resignation, illness, death or any other reason, the Board, by majority decision may appoint any Spark-Gap Pioneer, Pioneer or Veteran member to succeed such Director until the next election.

SECTION 2 - PRESIDENT**FIELD OF AUTHORITY**

1. Carries out policies of the Board of Directors
2. Presides at all meetings when present.
3. Establishes date/time/place of regular, stated, informal or special meetings.
4. Appoints "ad-hoc" committees.
5. Invokes "Roberts-Rules-of-Order" in meetings and appoints a Parliamentarian who shall be recognized as the authority at meetings.
6. Handles other matters as decided by the Board of Directors.
7. Acts as "Titular Head" of the Society on all historic occasions in presenting awards, meetings with the public or press and commemorations of important nature.

REPORTS TO: Board of Directors.

SUPERVISES: Executive Directors and Vice Presidents.

SECTION 2(a) - SENIOR VICE PRESIDENT (OFFICE #2)**FIELD OF AUTHORITY**

1. Presides at meetings in the absence of the President.
2. Presents minutes in the absence of the Secretary and arranges for minutes of current meetings to be taken.
3. Handles suspension of members and grievances arising between Society members or in relation to Society matters.
4. Custodian of documents except that of historical nature.
5. Handles other matters as the Board of Directors or the President may designate.

REPORTS TO: Board of Directors and the President.

SUPERVISES: (Same as President when President absent)

SECTION 2(b) EXECUTIVE VICE PRESIDENT (OFFICE #3)**FIELD OF AUTHORITY**

1. Business administrator for the Society and in such capacity has broad scope of authority to use his own judgement and decision on all Society matters.
2. Handles all routine correspondence and mail for the Society, with referral to proper office or Committee Chairman for other than routine matters.
3. Acts as liaison officer with all officers and keeps them informed of all matters which he considers important or of interest.
4. Responsible for supervision/editing/layout and publishing or printing of Society's news-letters, rosters, annuals and such materials. Normally, he will delegate much of the work to the Society's "Editor-in-Chief"; however, he may also assume this office if he so wishes.
5. Appoints the "Editor in Chief" and special edition's editors for rosters, newsletters or special bulletins or other material, as desired.
6. Presides at meetings in the absence of the President or Senior Vice President.
7. Maintains all records of the Society except those handled by the Chairman of duly constituted committees. This includes membership files, etc.
8. Authority to obligate and pay with check/s (after coordinating with the Treasurer) bills for services

SECTION 2(b) Continued...

or performance, printing, etc., up to fifty dollars on his own signature. Checks for over this amount must also have the signature of the Treasurer.

- 9. The Executive Vice-President will normally handle his office without reimbursement except perhaps for occasional stenographic help on which he will canvas other members in advance for voluntary help prior to such an expenditure. Small out-of-pocket expenses for office supplies, preparation of printing, postage, etc., will be reimbursed on a monthly basis for receipts of such expenditures. These will be forwarded to the President or Senior Vice President for approval who will forward to the Treasurer for payment.
- 10. Hiring of stenographic or clerical help (or other) shall be approved by the President or Senior Vice President and at a hourly rate approved by them.
- 11. The purchase of permanent equipment except for small items of \$25.00 or less should be approved by the President or in his absence prior to purchase, the V.P.
- 12. Other activities as may be assigned by the Board of Directors or the President.

REPORTS TO: (a) Board of Directors. (b) President.
 LIAISON WITH: All officers of the Society.
 SUPERVISES: Activities of Vice Presidents (except the Senior Vice President). Editor in Chief or special editors.

SECTION 2(c) - VICE PRESIDENT - MEMBERSHIP & CREDENTIALS OFFICE # 4.

FIELD OF AUTHORITY

- 1. Presides at meetings of Membership & Credentials committee.
- 2. Presides at meetings in the absence of offices #1, #2 and #3.
- 3. Screens applications for membership in the Society and accepts only those who qualify.
- 4. Initiates and acts as promotion manager on drives for new members.
- 5. Mails membership-cards or certificates to those accepted for membership.

REPORTS TO: President & Executive Vice President.

SECTION 2(d) VICE PRESIDENT - FINANCE & AUDITS. #5.

FIELD OF AUTHORITY

- 1. Prepares Federal and State tax reports, as necessary. Makes arrangements for non-profit status with (a) POST OFFICE, (b) I.R.S., (c) State of California.
- 2. Handles all matters relating to incorporation of the Society with the State of California (or any state we wish to incorporate in) and handles all corporate matters after establishment.
- 3. Audits the financial records of the Treasurer and Executive Vice President at least annually, and prior to turning over office of incumbent officers to newly elected officers - with clearance to incoming officer if found satisfactory.
- 4. Presides at meetings in the absence of officers 1-4.

REPORTS TO: BOARD OF DIRECTORS. (b) PRESIDENT.

SECTION 2(e) VICE PRESIDENT - AWARDS (OFFICE #6)

FIELD OF AUTHORITY

- 1. Presides at meetings of the Awards Committee.
- 2. Processes kind and type of award to be presented, together with suitable letter or communication of transmittal.
- 3. Takes nomination of those proposed for "HONORARY" membership under consideration and after deliberation by committee members, advises sponsoring member on action taken (approval or non-approval). If in the affirmative, prepares suitable correspondence to the President for transmittal or action.
- 4. Plans suitable commemorative plaque or monuments for consideration of the Society in recognition of the outstanding deeds of those who merit attention, including memorials for those who may have been lost at sea or in the performance of their post of duty, under difficult conditions.

(V.P. AWARDS - CONTINUED)

REPORTS TO: PRESIDENT.

BY LAWS

SECTION 2(f) VICE PRESIDENT - CHAPTERS. #7

FIELD OF AUTHORITY.

- 1. Handles all correspondence and matters relating to proposed chapters. Initiates action to establish new charters (chapters) and furnishes guidance.

REPORTS TO: (a) President, (b) Executive Director.

SECTION 2(g) SECRETARY (OFFICE #8)

FIELD OF AUTHORITY AND ACTION

- 1. Takes minutes of each regular, stated or special meeting and reads them at stated meetings. Furnishes copies to the President, Executive Director and other officers as may be requested.
- 2. Acts as "Tally Clerk" in all voting, both (a) Nominations and (b) mailing and counting of ballots which will be returned directly to the Secretary's office or address. Makes a summary for the President (with copy to Executive Director).

REPORTS TO: (a) PRESIDENT, (b) Executive Director.

SECTION 2(h) TREASURER - OFFICE # 9

FIELD OF AUTHORITY

- 1. Receives all money, banks same and keeps an accurate record thereof.
- 2. Keeps the Executive Director informed of the balance on hand and reserves required for any obligations approved.
- 3. Reports on status of finances at stated meetings
- 4. Makes arrangements for bank accounts in a bank or depository approved by the President. (Most Banks will handle non-profit accounts without assessing a service charge, except for printed checks.
- 5. Acts as co-signer on checks of over fifty - dollars and on equipment purchases. Prior approval must be given by the President, ^{or} Senior Vice President (in writing) on expenditures of \$100.00 or more in one check.
- 6. Arranges for safe-deposit box (if needed) and arranges for storage of any valuables the Exec. V.P., President or V.P. Finances may direct.
- 7. Makes books available for audit to V.P. Finances upon request.
- 8. Disburses checks upon warrants validated by the Board of Directors or Executive Vice President.

REPORTS TO: (a) Board of Directors, (b) Executive V.P., (c) V.P. Finances.

SECTION 2(i) HISTORIAN & CURATOR (OFFICE #10)

FIELD OF ACTION/RESPONSIBILITY.

- 1. Acts as custodian of all Wireless Pioneer records of historical value and of equipment of such nature.
- 2. Acts as Librarian and arranges for "loan" records and establishes the "modus operandi" for those who wish to participate and/or the Society's books which may be purchased or donated.
- 3. Stores and acts as custodian of such equipment as flags, banners, decals, signs, etc., and arranges to have and make same available when requested.
- 4. Acts in any capacity as directed by the Board of Directors.

RESPONSIBLE TO: (a) Board of Directors (b) Executive V.P.

SECTION 2(j) EDITOR IN CHIEF

FIELD OF RESPONSIBILITY

The "Editor-in-Chief" will be appointed by the Executive Director and will serve at his pleasure.

BY-LAWS

SECTION 2(j) EDITOR IN CHIEF - CONTINUED

1. Works in close cooperation with Exec. Vice President in making up such publications as the following:
 - (a) Publication and circulation of Constitution and By-Laws of the Society and other similar publications.
 - (b) Acts as co-editor of "PORTS O' CALL" or other news-publications of the Society, coordinating the work of those contributing.
 - (c) Publication of rosters or special reports that may be decided upon by the Society.
 - (d) Handles layout, makeup, dummies (ready for printing or offset) including proof-reading, and corrections as necessary.
 - (e) Handles mailing lists of Society members for releases.
 - (f) Makes necessary liaison with Post Office on mailing matters.

The Editor in Chief may appoint Special Editors for such publications mentioned above, special editions etc
RESPONSIBLE TO: Executive Director.

SECTION III - VACANCIES OF OFFICES

The vacancy of any office that occurs between election periods shall be filled by a majority vote of the Board of Directors. Eligible shall be any Spark-Gap or regular Pioneer or Veteran member in good standing. Individual selected shall serve for the unexpired duration and until successor is chosen. Tenure for less than a full term will not be counted on election to office where individual may succeed himself.

SECTION IV - SPECIAL COMMITTEES

The Board of Directors or the President may appoint Special Committees to carry out work and projects of the Society. The Executive Secretary may also appoint "ad hoc" groups.

SECTION V. COMMITTEE MEMBERSHIP SERVING OFFICE OF V.P.

Each Vice President may select two individuals to assist him in his committee work. These individuals need not be voted upon by the Board of Directors nor selected by the President. Names of members so chosen should be furnished the President at the earliest possible date and all concerned advised of such selections.

SECTION VI - REMUNERATION OF OFFICERS AND/OR DIRECTORS

All Officers and Directors of the Society agree to serve without pay or remuneration of any kind or to obligate the Society any way. Incidental expenses to attend meetings such as travel costs, lodging, meals, etc., shall be paid for by each member from personal funds. There may at times be certain "out-of-pocket" expenses incident to the handling of meetings. Reimbursement will be made only if prior agreement is granted by the Board of Directors, the President (or Senior V.P.) or Executive Director.

SECTION VII - MEETINGS

SECTION - 7(a) ANNUAL MEETINGS.

ANNUAL BUSINESS MEETING will be held annually on the FIRST SATURDAY IN MAY.

ANNUAL AWARDS MEETING will be held annually on the FIRST SATURDAY IN FEBRUARY.

Meetings will normally convene at 12:00 NOON and will be luncheon affairs. Both meetings shall be considered as "social" and wives will be invited to attend. During the Business meeting in May - non-members will not be present for the period taken to conduct the Society's business. Newly elected officers will be installed at the May meeting while Awards, if any, will be presented at the February meeting.

PICNIC.

A picnic of members and their families will be scheduled yearly, normally in August. All are urged to attend. Details will be furnished at least 30 days prior to date scheduled.

SPECIAL MEETINGS

Notice of any special meeting shall be furnished to all members at least 30-days before the scheduled meeting date. Special meetings may be held when 20 or more members petition the President for such meeting. The President will then call such meeting advising the subject to be discussed at least 30-days in advance. Effort should be made to convene meetings on Saturday to allow members the best opportunity of travel without undue hardship. It is proposed that such meetings also be called at and for a noon-time luncheon. Ladies will not be invited to Special meetings if the subject is controversial in its nature.

INFORMAL MEETINGS

Informal and local meetings may be called. The President and Executive Director should be informed of the proposed meeting 30 days in advance if possible. Such meetings may generally be social in nature so "area" notification will be furnished only.

SECTION - 7(b) ORDER OF BUSINESS OF ANNUAL MEETINGS.

1. Call to order.
2. Roll Call.
3. Reading of minutes of preceeding annual meeting and/or special meetings.
4. Unfinished business.
5. Communications.
6. Admission of new Chapters to the Society.
7. Report of the President.
8. Report of the Executive Director.
9. Report of Special Committees
10. Report of the Treasurer.
11. Report of Vice Presidents
12. Report on Elections - President.
13. Discussion of next meeting site.
14. Installation of incoming officers & directors (May)
15. New Business.
16. Report on Resolutions.
17. Adjournment.

SECTION - 7(c) RULES OF PROCEDURE.

Roberts Rules of Order shall govern at all meeting of the Society. A Parliamentarian should be appointed and his ruling on Parliamentary procedure shall govern.

SECTION - VIII. NOMINATIONS AND ELECTIONS. ELECTIONS

There shall be a nominating committee consisting of three sustaining members of the Board of Directors, in a vote taken by its members with Chairman from among the three appointed by the Society's President. It shall be the duty of this committee to prepare a list of proposed officers and Directors of the Board of Directors. This list will be submitted by the Executive Director at least 30-days prior to the May "business" meeting to all members. Members may vote for those nominated by this committee or add other members of their choice. Members who will not be able to attend the business meeting may mail their ballot to the Tally-Clerk (Secretary) who will open their envelope at the business meeting when vote is being counted and such absentee votes shall be included in the total vote count. Nominees receiving the largest number of votes will be declared the winner of office for which nominated. Should he decline to accept, the individual with the next highest number of votes registered shall be elected in his place.

SECTION - 8(a) TENURE

Members shall be elected for tenure of one year and will hold office from the May business meeting of the year elected to the following May business meeting unless for some reason a successor has not been chosen.

SECTION - 8(b) AUDIT OF VOTES.

The President, Senior Vice President and the Executive Director may audit all votes, should any question arise about same.

SECTION - 8(c) QUORUM

DIRECTORS - Board of Directors - SEVEN MEMBERS.

MEETINGS (REGULAR & SPECIAL) - 15 MEMBERS.

Quorums

BY-LAWS

SECTION 8 (d) PLACE OF MEETINGS.

Meetings of the Society will normally be held in the State of California within 100 miles of San Francisco. However, meetings of the National may be held within or without the State as approved by the majority of the Board of Directors. Alternate meetings will be considered for the Southern California area on an occasional basis.

SECTION 9 - ADDRESS OF THE SOCIETY

The business address of the Society shall normally be that established by the Executive Vice President who will receive all mail and distribute it to various officers and/or directors, as necessary. The initial address of the Society will be c/o: William A. Breniman, P.O. Box 530, Santa Rosa, California - 95402. The Board of Directors may change this address and/or establish a legal address to suite the convenience of the Society and its officers.

SECTION 10 - LOCAL CHAPTERS

SECTION 10(a) QUALIFICATION FOR A "LOCAL"

There shall be no local chapters in California that are closer than 250 miles of San Francisco.

Should ten (10) members in any locality desire to form a "local" chapter of the Society, application should be made and Vice President - CHAPTERS (#7) will take up the matter with the Board of Directors. Attention should be given such matters within 30-days.

Local officers authorized are (a) Vice President who will also become a member of the National Board of Directors (b) Secretary and (c) Treasurer.

The same qualifications for membership in a local apply as they do for the National Society. Direction and guidance of the locals will be furnished by the Vice President - Chapters - #7.

SECTION - 11. DUES... ANNUAL

SECTION 11(a) A combined initiation fee (\$2.00) and annual dues (\$5.00) shall be paid at the time a new member joins the Society. During 1968, the \$2.00 initiation fee shall be waived.

11(b) The established dues of \$5.00 shall be paid after January 1st and prior to the May business meeting of each calendar year. The amount of dues may be changed by the Board of Directors - based on operational costs per capita.

11(c) Those who fail to contribute after the initial payment of initiation fee and yearly dues will continue to be carried on the records and roster of the Society. They will not however receive any of the Society's publications such as "PORTS O' CALL", newsletters, Rosters, etc. Members who pay their annual dues will be known as "SUSTAINING MEMBERS"

11(d) HONORARY MEMBERS will not be expected to pay annual dues.

11(e) Checks for dues should be made payable to "THE SOCIETY OF WIRELESS PIONEERS" and mailed to the current address of the Executive Vice President who will in turn, (after) recording, furnish to the Treasurer for banking.

SECTION 12 - S.A.S.E.

Members should always enclose a " SELF ADDRESSED, STAMPED ENVELOPE" when addressing any Society officers or directors where a reply is requested or expected.

This added bit of yeoman duty and prepaid postage on the part of individual members reduces the work load on the part of officers or directors and reduces our cost of operation. It is requested that multiple S.A.S.E. not be furnished as it takes too much record keeping.

SECTION - 13. AUXILIARIES.

There shall initially be no established auxiliary of wives or spouses but wives of all members are invited and urged to attend all but the organizational meeting (May 4 1968) or meetings where suspensions or other controversial questions may be discussed, altho at this time, such is not anticipated.

Wives may recess to the social lounge while the business section of the May meeting/s are in progress.

SECTION - 14. WIVES OF DECEASED MEMBERS.

The wife of any deceased member will be continued on the Society's mailing list and complimentary copies of all releases furnished, provided (a) she is interested and (b) she agrees to keep the Society informed of her correct address. No dues are desired or will be expected.

SECTION - 15. ADDRESS OF MEMBERS

One of the "conditions" of LIFE MEMBERSHIP in the Society is that each member will keep the Society informed of his latest and correct address. This includes ZIP CODE as it is no longer possible to mail THIRD CLASS material without same. Also, failure to keep the Society informed, results in considerable expense for postage and handling 'postage-due' returns and yeoman duty of trying to locate the member who moves without notifying the Society.

SECTION - 16. CHANGES IN BY-LAWS

Proposed amendments to the By-Laws, or changes in them shall be submitted in writing at a business meeting of the Society. Such proposed amendments or changes shall be signed by not less than 12 members in good standing, ie: Sustaining members with paid-up dues. The proposed amendment shall be read by the Secretary under the heading of "NEW BUSINESS". The proposed amendment shall also be submitted in writing to each member in good standing, and after such notice the amendment shall become part of the By-Laws, if, at the next business meeting, it is approved by a two thirds vote. In case mail vote is used, the vote cast must also register two thirds majority to be included in the By-Laws. The Secretary will act as vote-teller and will advise the President and the Executive Vice President of the outcome of such vote.

END - SK - "30"

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Constitution and By-Laws prepared by Organizational Chairman, William A. Breniman.

Passed and adopted at organizational meeting, Cotati, Ca. May 4 1968 (Motion by Butler Osborne, Second by Eben K. Cady - passed unanimously).

Name Change to THE SOCIETY OF WIRELESS PIONEERS, INC. per vote on Questionnaire to all members mailed in May and closed May 25th with over 2/3 approval, and as approved by members of the Board of Directors. This final draft contains some improvement in language as suggested by Mr. Butler J. Osborne who kindly reviewed the original Constitution and By-Laws.

(* Incorporation papers with necessary forms are in the process of being filed.

Date of final draft: June 20 1968.

by - William A. Breniman, Executive Vice President.

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