



BOOK # 3

DIARY CONTINUED

BOMBAY, INDIA - Dec. 22, 1926 about 10:30 PM local time. They have a peculiar way of making an equivalent to a barbed wire fence, here. They make a solid stone wall and on the top they place about six inches of cement. Before the cement dries they put a lot of pieces of broken glass in the cement with the sharp edges sticking up. It makes a very effective barricade.

I saw a beautiful Bombay moon tonight - It is nearly "Moonlight on the Ganges" Am going ashore tomorrow with Mike & Ernest.

Dec 23 - Ernest & I went ashore yesterday morning. We had no sooner gotten off the launch when one Hindu followed us saying "Me show you the town" We tried our best to get rid of the fellow but it was impossible. He tagged on & tried to tell us where different places were etc. We just ignored him and went into the post office. When we came out we thought we had ditched him, but no such luck. So finally we went into the Sailors home where he didn't dare follow. We stayed there about an hour while Ernest wrote some cards. When we came out our pest had gone. Ernest had to go to a dentist and the dentist told him to return at 3:00. So we decided to go to the Parsee Tower of Silence. We got into a gary & asked the driver if he knew where it was. - "Oh yes" he said, so we got in. After driving around about 20 minutes he turned around & asked us where it was we wanted to go. It sure made us sore. Well the next five gary men we tried did the same thing. They would say "yes" just to get us inside then just drive around anyplace. Finally we gave it up in disgust & went back to the dentist's. When Ernest was all fixed up, we went up to Green's Hotel and got a swell feed. It was really dandy, and only cost 7 R 8 Annas for both. Then we (after a lot of trouble) found a Taxi driver who took us out to the Tower of Silence. It was a mystic place. The Parsee Religion believe in taking their dead and putting them in this tower for the vultures to prey upon. The bones then fall down into a very deep pit after the vultures have finished. The place is over 100 years old and the pit is not full of bones yet. We were not allowed inside, but we could see the vultures sitting around the top of the wall awaiting fresh corpses which came every evening between the hours of four & seven. It was a very peculiar sight knowing what was behind the walls. And after all the Hindu's who burn their dead seem to have the best way. What difference does it make to civilized people whether worms in the ground eat the bodies or vultures?

We then went to a Hotel and made arrangements for the night. We got a double room with bath etc for 30 Rupees. After we had our rooms, we went slumming. We went down to a place called Grand Road. It was Bombay's red light district - We walked down one side, and back the other. It was very interesting and exceedingly terrible. Every five feet some begger would ask us for something and every ten feet some dirty, sloppy stinking Hindu girl would begin pulling us around. People slept right in the street. Cattle & goats slept in the same street within two or three feet of the people. By the smell, the sewers must have run in the open streets. It was interesting in a way. One begger woman, with a little child about 8 or 10 months old kept following us and begging. She said "Sahib, me salam you plenty" and would touch my shoes then rub her hand on her face and salute me. We couldn't shake her. I finally gave her one pie which is one fourth of an anna and amounts to about 1/2 cent american money. She thought it was a fortune by the way she acted, but I got in wrong by doing it because then other beggers followed us. We walked to our hotel and saw people sleeping right out in the street. We saw rats as big as half grown cats crawling around the sleeping people and we saw cats who were afraid of the rats. We arrived at our hotel about midnight and turned in. We came back to the ship this AM about 9 oclock.

All the traffic in Bombay is left handed. I nearly got run over several times by looking the wrong way. All the machines have the old fashion bulb horns. They have no electric

horns or klaxons. All the machines are the light type of car. There are quite a few Fords, Overlands, Oldsmobiles, etc. plus many French make cars. There are very few heavy machines in Bombay.

We left Bombay for a place called Marmagoa and expect to arrive there tomorrow noon. I drew 70 Rupees in Bombay and have now about 22 left for Marmagoa. I heard an Indian broadcasting station tonight. It is very, very queer. The Indians who sing, sing in a very weird, minor monotone. They only vary about five or six notes. It is strange and yet exceedingly interesting. It sounds exactly like the Indian phonograph record which I heard at Stewart Seeley's once. It is quite characteristic of India.

Dec 26, 1926 - We had a very nice Xmas dinner last night after we left Marmagoa. We ate at 5:00 PM and while we were eating, California was just getting their beauty sleep. It was just 4 AM there.

We arrived in Marmagoa Dec 24th about noon (local time) I went ashore alone and walked about six miles taking pictures and looking around. I saw several native women pounding some sort of meal in a hollow stone. That seemed to me to be quite an ancient method. I could get no pictures of them as they were in the shade. I also saw dozens of little kids running around in the boiling hot sun without a single thing on. I tried to get a picture of some of them but they ran away. They do not like a camera. The Boson was put in jail for taking a picture of some native women. The mate & I went down to get him out but the official said he would let him go just before the ship sailed (which was in about three hours)

While I was walking around a native village I passed a school house. I looked in thru the door and the (students)?? were all squatting (The natives seldom sit) around the teacher and studying out loud. I also passed another school where the kids were outside and the teacher was sitting at the window. He would sing several words of a song, which always ended in a weird minor "Oooooooo" and the kids would repeat a chorus. It was very queer & interesting.

Many of the natives are superstitious and would not pass me so as to have my shadow fall upon them. They would pass on the sunny side. I asked one of the fellows about it and he said that there was a certain religious class who believed that if a white man's shadow fell across whatever thing they were carrying that thing became taboo and had to be thrown away.

The Hindus use large round clay water jugs for fetching water from the well to their houses. They carry them or rather balance them on their head.

At the dock, where we were in Marmagoa, were three dirty little Hindu girls about eight or ten years old. They were begging for money, food, clothing or whatever one would give them. I made friends with them and managed to take their picture. I then gave them ¼ rupee or 8 annas. Then they begged for more. So I tried to get them to dance. They would hop up & down then put out their hand. It was comical. Every time they saw me come out or deck they would yell, "Sihab, sihab" and as soon as I would look they would hop up & down then hold out their hand. I gave one of them a U. S. five cent piece, but it was no good to her so she gave it back.

We left Marmagoa about 2:00 PM Christmas day and as far as I could see, my three little Hindu girls would look at me and hop up and down.

Just before we left a group of native dancers who were evidently celebrating xmas came on the dock and gave us a typical dance. I got a couple of pictures of them. They were quite interesting in their peculiar costumes and hats. When they finished, one fellow who was carrying a big paper banner came aboard for donations. He got a few rupees from the gang.

Early Christmas morning, Mike, 2nd assistant, went for a little walk on the hill. We saw several Banyan trees and many coconut trees. The banyan tree drops long streamers from its branches and wherever these streamer hit the ground, they take root and grow. After a few years it is impossible to find the original trunk. The whole tree is one mass of trunks & branches. It grows very fast and is almost impossible to kill, once it gets started. I cut off a streamer and am going to try and make it grow in California.

Last night after I had gone to bed the Captain sent the quartermaster down to wake me so I could see a most unusual sight. The whole sea was covered with some luminous animal which looked like phosphorous. Every wave had a ghostly look - way in the distance the sea looked ghostly and white as though a white moon were shining on it. When waves broke, there was a brilliant light right in the foam. The captain said he only saw such a sight once before. He said it rarely ever happens. It was strange, mystic, wonderful.

Dec 27 - We have had papaya for breakfast for the past several mornings. Only 38 more days left then I'll see somebody - 38 more days - 912 hours - 54,720 minutes - and I'll see home.

Dec 28 - The Bay of Bengal is very, very blue water. I am listening to "Madame Butterfly" tonight, broadcasted by the Colombo station in Ceylon.

Jan 1, 1927 - New Years morning - We came in sight of Samatra this morning. 'Tis a good way to start the New Year - this seeing land. The gang aft welcomed the New Year in by pounding all the kettles & pans in the galley.

It is now about 9:30 AM Jan 1, 1927 - but at home it is still 1926. At home the people are beginning to go or getting ready to go somewhere to welcome in the New Year. It is about 7:00 PM there. Well, I saw 1927 before Grace did anyway.

Jan 3, 1927 - 15 hrs GCT or 9:45 local time. We are now passing Singapore. We are quite close and I can see the lights of the city. There must be a fire of some great size there as we can smell smoke and at times it obscures some of the lights. We are now within seventy five miles of the equator. But here it seems to be much warmer than the time I crossed the line. In a few minutes we will be in the South China Sea. Here we change our course and steer about NE by N. It will soon become cold. In about ten days we will be just a little south of Japan and then we will have very cold weather - probably snow & ice. From Japan we go way north nearly to the Aleutian Islands in Alaska then come south to Pedro. In following the great circle arc, "the shortest path between two points on a sphere" we go to about 43° north.

Jan 7th 1927 - Today we are just about half way from Bombay to San Pedro. 40 days is the total number of days it takes, and we have been about 20 days today..... Later: I talked with the President Cleveland tonight...the first American ship I have heard for over a month. I gave him our position & he said he would send it in to Frisco if he could. We are about 500 miles SW of the Phillipines. It should be in Friday Jan 7th paper in California... I wonder if any one will notice it.

Jan 8th - Heard KUVL this morning...the SS Steel Trader, the one Stewart Campbell and I went aboard in Pedro two years ago while we were down at KSE. He's bound for Calcutta from Shanghai.

Today at noon we are 6712 from San Pedro. I sent our position to the Pres. Cleveland again & he said he would forward it into S. F. He got the one for yesterday in oK. I wonder if anyone saw it.

Jan 9th Sunday - This morning we were having fine weather but this afternoon the wind came up and now the sea & wind are both running strong. It is quite rough. The old man is worried stiff. He is on the bridge constantly. He is afraid we will break in the

middle or something. He's a regular worry box.

I won't be able to get our position tonight but we are 6452 from Pedro at noon today.

P. S. We had fire & boat drill yesterday.

Jan 10th - Hurrah - We are in the Pacific Ocean again. We are just leaving the last of the Phillipine Islands. Only 6276 more miles to go - 27 days and 6276 to go. Speaking of days ahead of us made me feel poetic so I wrote this little piece of stuff: it is entitled "Today"

Just for ourselves we have today.
In it we live and love and laugh so free
And for the future it is our key.
We have TODAY.

As for tomorrow: who can say?
Tomorrow we cannot yet foresee.
Forget tomorrow! It may not be.
We have TODAY.

And in life's game, as like a fay,
A halting place 'twixt sea and sea
The pausing of eternity,
We have TODAY.

I saw my first active volcano today. We passed it about 6:00 PM but couldn't see anything resembling smoke.

Yesterday I heard a government message being sent to some one in Iloilo - the place where Dad had active service in the Spanish American war. ... Later - I heard some Jap broadcasting stations tonight. They sure sounded funny.

Jan 11 - Rainbow in morning -sailors take warning. I saw a very queer rainbow this morning. It extended clear across the sky and both ends were in the water. The secondary bow could be faintly seen on the outside. But the Main bow was rather odd. The outside was red the colors again went into another spectrum. This made the bow very wide and exceedingly odd. I have never seen one like it before. It was nearly as strange as the one I saw at night nearly two years ago. It was something like this:



The colors closest to the center were very faint and hard to make out.

JAN 11th 1927 1410 GCT - HURRAH ! I worked KFS direct tonight & gave him a TR of 6042 miles from San Pedro. 6042 miles is same dx.

I heard KDOT working KPH & very faintly heard KPH so I thought I'd try KFS although I hadn't yet heard him - so I got the old arc radiating about 11 or 12 amps and gave a husky call. KFS came right back & said K so I shot him the TR repeating each word three times. He got it ok & gave me a QSL. I had been having trouble with my arc only 15 minutes before too. 6042 miles that's the furthest distance I have ever worked or ever expect to work.

One reason he got me so well is because it is about 3:30 AM there while it is only 10:30 PM here. The QRN is bad or bothersome here, while he probably has none. Arc sets are great!

Jan 12th - I heard the strangest weirdest music tonight I have ever heard. It was from a Japanese broadcasting station. The instruments sounded like single stringed ukuleles and kept up a rythumous plunk plunk plunk. There also seemed to be a violin which rendered only about five or six different notes. It all was pitched in a minor key and had an intense "sameness" to it all. It was very interesting to listen to.

I think I worked KFS again tonight, I am not sure. Anyway I sent a TR out on the dir and if he did hear me he must have received the TR ok. I hope so anyway. I have a hunch he did get it. It was 5817 from KOK.

The weather is beginning to become cold again. We are now about 23° north and the temperature has fallen to 63 degrees. Soon it will fall down to about 40. Then we will have cold weather all the way to home.

We are still not sure whether we are goint to San Pedro or Frisco - although I am sending my TRs in at Pedro.

Jan 13 - After another ship had finished working KFS tonight I called him & gave him my TR although I couldn't hear him. I was pretty sure he would be listening just after working this ship so thought I' take a chance on his getting me. I wonder if he got it. It was 5565. I really don't think he got it.

Jan 14th - Worked KFS tonight at 5314 miles....There is a Jap giving some sort of a lecture over the radio. It surely sounds queer.

Jan 16th - We are having very heavy weather now. There is a small typhoon just ahead of us and we are getting the edge of some of it. The seas are mountain high & the wind is blowing a gale. It rained some this morning and we had to blow the whistle for a while. The ship is rolling and pitching quite badly and we are not making much time. One good thing we are running ahead of this gale & sea. If we were heading into it we would make exceedingly poor time.

Today's position is 4798 from KOK I started up my arc tonight, intending to cal KFS after I got arc warmed up & listened in & heard KFS call me and say"??? I answered but never heard him again. I don't know whether he heard some other ship call him & thought it was me or whether he was trying to raise me. I am inclined to think the former Later: No KFS did have a msg for me & was giving it to another ship. I received it from KDUY at 1400GCT. It was a message to the captain saying his wife had passed away. I had a very hard time receiving it as the QRN was very bad & the ship was very QRZ I only got parts of it at first one was "mother passed away" and I nearly choked - I thought perhaps it was to me - Then when I got him to repeat it, about four times I finally got it right. Believe me the four times he repeated it seemed like years to me. I gave the message to the Capt. and the poor fellow took it like a man. (He is still pacing the bridge now) He gave me an answer to get in and I was lucky enough to give it direct to KFS - also our TR.

I told the om he had my deepest sympathy etc. -- but we are all so helpless way out here in the middle of the Pacific Ocean. It will be three weeks before we get in to port. The captain is surely taking the news bravely. I hate to break such news as that to anyone -- but I had to do this. He is not going to turn in tonight at all.

Jan 18 - I heard a wonderful, wonderful piece over the radio last night - It was entitled "Home Sweet Home" - Later: We are in an awful storm tonight. The wind is blowing so strong one can hardly stand up in it. It is raining and the long swells are abeam - making us roll something fierce - My arc won't work on account of the insulators getting all wet. But this wind. It is the strongest wind I have ever been in. The barometer is still falling so the weather may get worse later on.

Jan 19th - Yes, the weather did become worse. Early this morning about 4 oclock the

barometer had dropped to 29.15 - The wind was blowing so strongly that it woke me whistling & splashing the water. The sea was very rough, also and, the minute any waves formed the wind would whip them into spray. The 2nd mate went down on the main deck to look at the tanks (it became so bad we had to have more ballast) and he nearly got washed overboard. He was surely wet from head to foot - and mad - Wow! I never saw anyone so peeved about it as Ernest.... The pumpman came up out of the pump room a gust of wind knocked him down and he bumped his face on one of the valves. It's a wonder my aerial didn't blow down. The skipper said the wind was blowing at least a hundred miles per hour. That's some storm. Even now the wind is still blowing very strongly. When I look out over the sea I can see a wave start to break and then the wind catches it and blows the water into a spray. The thousands of waves all over the ocean look like a thousand smokes. The spray is so fine it does resemble smoke very much. 'Tis an odd sight.

Jan 20 - I was talking with several ships last night and found out that about 200 miles farther north than where we are - the temperature is 22° the sea rough & wind strong. So the skipper is not going to follow the great circle arc but is going straight east to get out of bad weather, although the distance is greater the time will be about the same on account of the difference in weather conditions.

Jan 21 - Received a message last night telling us to proceed to San Francisco instead of Pedro - We will go on drydock & have inspection in Frisco, then go to Pedro and load for some Atlantic port. I spoke to the om this morning & he said it would be ok as far as he was concerned, for me to go home while ship was in Frisco. We are having a little hail storm this morning. Later: A queer phenomenon is happening. I throw the lightning switch out about 1/16 inch and am able to get a series of sparks to jump across the gap. It is impossible to receive on account of the noise it makes. It is lightning in the air of some sort. This same thing happened once before near Panama. I keep the phone off my dome when it is going on.

Jan 22 - It is raining and blowing something fierce... in fact we have had bad weather every minute from Jan 15th but today has been bad all day. The om gave me a msg for KFS last night but I couldn't get it off because my lead in insulator became wet with rain & spray and leaked. Tonight is the same & I don't expect to get it off tonight either. We are about 3130 miles from S. F. tonight. I have been waiting for good weather so I can develop & print some pictures - but it looks as though we will have bum weather clear to Frisco.

Jan 23 - Way out here in the Pacific there are no land stations who send out weather reports so the ships get together and all send out their 8 PM position and give local weather report for everyone else. Tonight I copied ten ships whose weather report was of some value to us.

Jan 24, 1927 - Sent in our arrival message to the folks tonight. They ought to get it soon.

Jan 24, 1927 - Next day but still Jan 24th - Here's where I get an extra meal.

Jan 25 - 8:30 AM - Just heard KFS call me saying he had a message for me, but as we are about 2318 miles from him, I can't raise him in the daytime. I'll have to wait until it gets dark before I can work him. I have a hunch the message is for me personally. Later: Yes, my hunch was right. The message was for me and I didn't receive it until 0845 GCT or about 8:30 PM local time. It was from Grace HOORAY!

Jan 28 - Well we are getting near home. I heard KOK last night & tonight also some BC stations. I handled a lot of traffic for KFS tonight. One was a message of 71 words. After I sent it he said "Thanks, good work". I don't know what the "good work" was for but guess it's ok for Fed to say it.

I do hope Grace is at the station to meet me.

Jan 29, 1927 - Tonight for the first time in three months I sat down and listened to an orchestra over the radio. They played some fine dance music. I just closed my eyes & made mental pictures. Methinks I fell down on the dance floor once.

I have received press for the past several weeks and now I'll only have to copy it five more times. Hooray! I wonder what I'll be doing one week from today.

I have been playing a joke on the 2nd mate & 2nd assistant all the way over. First I'll draw a picture of Ernest and he will always blame it on Mike. Then I'll do something to Mike & he'll blame it on Ernest - It's lost of fun listening to them.

Mike & Ernest are very good natured.

Mike is going to quit in SF.

Jan 30 - I have just finished reading something about India. I have wondered why there is so much poverty etc there and have just now come across a good answer. India alone has upwards of 240 million people or over 1/6 of the total population of the world. It averages over 200 persons per square mile.

Well we are now down to three figures - our distance tonight is only 988 from SF. These last few days seem awfully long. I wonder why.

Jan 31st 1927 - Only 740 more to go. I heard a passenger ship the SS Sierra WHJ call me tonight and upon answering he gave me the following "Dead Head" message:

To Packard - KDSO

Hello old man How's luck? Brent Werder

I sent a DH back something like this. "BRENT WERDER WHJ - MESSAGE RECEIVED - AM FINE AM GOING HOME FOR A FEW DAYS THEN GOING TO BOMBAY. REGARDS - PACKARD

Feb 2 - I got into an argument with the old man last night & this morning about the radio compass. He said two maximum signals could be heard within about 15 or 20 degrees of each other and the silent sector in between those two maximum signals was the proper bearing. I told him he was wrong and that the two maximums occurred 180 degrees apart and the minimum was about 90° from each. He said "My God, Sparks, don't argue with me I know what I'm talking about. I've had special instructions in this & I've run many of them" etc, etc. He became quite peeved because I was not going to believe him. What could I say? If I'd told him the truth he would have gotten sore. I did however point to the directions & showed him - but he wouldn't read them & said that I misunderstood them. I said "All right I guess you had better take your own bearings then!" & he said, "Well if you don't want to all right!" So That's that. And I know I'm right because I even read up on it again after I came down to my room. But I knew before I was right, from experience. He will want some bearings tonight & I may get them for him & show him where he is wrong. We expect to arrive in SF tomorrow night about 8PM but will have to anchor outside all night and wait for the customs etc. who won't come out until 7:00 AM.

Feb 2 - I heard the Univ of Calif. So Br men's glee club the other night - Two familiar songs which they sang were "Hail to California" and "All Hail" - Sure sounded good to hear that yay out here - We are due at SF at * PM tonight.

7:20 PM - Hooray! I see the light from the Farlaones islands. I have gone completely around the world. I also notice the first moon of this month. "Twill be bigger around the 12th.

Later: We've passed thru Golden Gate and are now preparing to anchor for the night.

Tomorrow the doctor & customs will come aboard. Then we are going over to Goat Island & the ship will be fumigated. So will bring this to a close after nearly eight months of events.

L. W. P. 1927

March 11, 1927 - Just keeping a record of my sea trips and not other happenings I will say the following:

I quit the M. S. Lio & signed off on Feb 11th 1927. Mr Coyle of Fed Teleg Co signed me on the SS Haward (passenger) from Feb 5th but I didn't sail on her until Feb 21. I was on her six days when Dewey of Fed Tel Co, Los Angeles, allowed me to get on the SS Solana (tanker).

The Solana has been in dry dock for a long time and we just sailed this afternoon.

Things started off bad. Watson was down here and we started up the motor generator. The first thing that happened was the generator went bad. Watson had no spare parts, so I am out of luck except for a couple of Ford spark coils which I brought aboard & use for transmitting temporarily.

The steering apparatus went on the blink as soon as we left the dry dock. This is going to be an adventurous ship I'll say.

Mar 13 - This spark coil arrangement isn't so bad. I worked KOK about 95 miles last night. But KOK has told several ships along the line to watch out for me and as soon as I come on the air they all help me out. So it isn't so very bad after all.

Mar 18 1927 at Avon - Cannon & Synder of Fed Tel Co came down last Tuesday & fixed the mg. I went back to SF with them from here (Avon) a distance of about 35 miles. I stayed with George Hutchins all night & went to one of his classes the next AM. Then I saw Coyle - bought a few things & started back for the ship. The Solana had pulled out in the bay, but a launch was to take us out to her at 5:30 PM. Well I arrived at the place where I thought the launch was going to leave and in order to make sure, I called up Ass't Oil to see if I was waiting at the right place. They didn't know & told me to call some one else. After 40¢ worth of calls I could only find out that the launch might be leaving from a place 3 miles from where I was. So I started out & walked it. I only had 60¢ in my pocket. I got there and no launch. At 5:30 I saw it pull out from the place I had just left. I was sure sore. I then walked all the way back with my bundle & typewriter and got two good blisters on my feet. I could find no one who could take me out to the ship as the tide was out & no boats were afloat. The next launch was at 10:30 next day. I didn't have enough money to put up at a hotel. I was stuck. After a while I spoke to a taxi driver (of whom I had heard before) and told him my troubles. He loaned me \$2.50 and would take no security. He even engaged a room in a hotel for me. He surely treated me squarely, and he didn't even know me. Well I stayed there all night and caught the 10:30 launch back to the ship the next AM. I went ashore again today and paid the taxi driver back his money.

We will probably leave tomorrow for San Pedro.

Mar 24 - Have been at San Pedro & left again for Avon. Have had continuous trouble with 2400 meters & Dewey & Watson came aboard at Pedro but couldn't do much. We will probably go to New York from Avon and when we get back from N. Y. we won't go to Pedro but to Avon.

The chief cook fell down one of the ladders this morning and broke his leg. Compound fracture. I sent a message into the Marine Hospital asking for advice. He fell about six this morning and we won't arrive until six tonight.

April 5 - We left San Francisco bound for New York on March 29th 1927. The ships set don't work good on 2400 yet. It pulls too much & the engineers throw out my switch. So I have been confined to 600 meters entirely.

I have copied Seymore on 40 meters every night since we have left SF. He comes in QSA and has given me several messages from the folks. I have not been able to get my 40 meter transmitter working. I don't know what's wrong. I talked with Seymour on 2100 one or two nights just as we were leaving. He got me ok, but I couldn't keep it up on account of the set drawing too much.

The weather is terribly hot. The temperature is 90°. We are due at the Canal next Sunday, April 10th.

April 9th - The skipper gave me two msgs for the Canal today, and as usual it was impossible to raise NBA or NNT on 600 meters. No ship was QSO and the skipper said one of the msgs must be in by noon. That gave me two hours. So I called on 600 and I called on 2400 but nothing doing. Finally I got talking with an English ship who said he would be on 2400 in about half an hour. So I decided to wait & try him. As I was standing by on 600 this English ship called & said NBA is on 2400 now, try him. So I did and after a little trouble (on account of QRN) he got my messages ok.

Then right after that QRM started from some Mexican station. Then the static became worse and other ships who tried to get him couldn't make it. That was 4 hours ago and these other ships are still trying to get him on 600 and 2400. I was surely lucky to have gotten mine in at all. I managed to do it before noon, too.

Last night the gang aft had the mess boy on a wild goose chase for Mail Borny stamps. He was up here asking everyone for them. He even asked the om and the cheif engineer for some Mail borny stamps.

Later: It has been eleven hours since I sent that message in and the other ship (Coalinga) is still trying to get hers in. She has been trying all day.

April 11th 1927 - Passed through the Panama Canal today. We arrived at the Canal last night about 6:00 PM. The captain finally gave permission for some of us to go ashore so I used the blinker and sent to the signal station & asked for a launch to be sent out. After a little talking back and forth he said ok and sent a launch out. Nine of us went ashore but only three officers, the mate, third mate & myself. We went to Panama City and saw the sights. We went into several cabarets and also went through a coconut grove. We all came back to the ship about 2:45 AM. The procedure of going through the Canal is just the same as it has always been. We had to tie up for about an hour at the Gatun locks and I jumped ashore there for a minute or two and took a picture.

April 22 - We arrived in N. Y. ok on April 19th and left this AM. I saw Ina & Hensley and had supper with them one night. I received some mail there at her place and some more at Federal Teleg. Co. But I received none from Grace. I guess she didn't mail it in time.

They pulled a corpse out of the water just where we landed about 10 min before we docked. It had been there under the wharf since the Black Hawk exploded two months ago.

I didn't do much in N. Y. this time but I'm going over to Coney island next time we get there. It will be fully open then.

April 29, 1927 - Passed through the Panama Canal today bound for S. F. from N. Y. This makes my sixth trip through the Canal.

There has been nothing of importance happen lately, nor nothing interesting.

May 1st 1927 - Last night I caught a very strange bird. He was on deck and had gotten

wet and couldn't fly. I brought him inside and today made a cage for him, but he escaped someway and I have not seen him since. The bird was most peculiar. It was about the size of a large crow and had a very long sharp bill. The tip of the bill was a real bright red and the part closest to the head was yellow. The head was a bright blue and blended into a bluish green back toward the neck. The body was also this bluish green p color - mostly blue. But the legs were the queerest part of the bird. The legs were about 8 inches from the body to claws. He had claws very similar to the claws on a chicken's foot only they were even longer. I wanted to try to keep him to bring home but he got away somehow. I did manage to get a picture of him, however, and I hope it turns out good.

May 14th - I neglected to write about the time Seymour had Grace up at his house and they talked to me. It was on the night of May 6th that Seym had Grace up there and they talked to me for quite a while at 12:00 midnight. Then the next morning at 10:30 AM we talked back & forth. Seym using 40 meters and I was using 2100 meters. It was quite successful. We all got a great kick out of it.

We arrived in SF on the evening of May 11th & sailed the evening of May 12th. That is we left the dock & went out in the stream. LWe actually left SF about 3:00 PM May 13th bound for NY. I received lots of letters and everything is ok at home. I saw Amy Whittimore while in SF & went over to her home and spent one evening. She is living there now.

We signed articles for "NY thence to a port in Europe & return" but I think that is just for their own protection and we will probably come right back to SF. If we don't I will quit in NY.

May 26th 1927 - Passed through the Panama Canal today bound for NY from SF. This makes my seventh trip through the Canal. Five times from Pacific to Atlantic, while only three from Atlantic to Pacific.

May 27 - Had papaya for breakfast this morning.

I'm going to listen for Seymour on his 40 & 20 meter set tonight.

June 6th - Today I have been exactly one year at sea. I started on the Lio June 6, 1926 and have been over deep water one whole year. That's too long.

I am now on my way home - home for good. We left NY yesterday about noon and are bound for SF. At SF I will quit the Solana for good and that means I quit the sea for good. Never to roam the seas again.

Grace may meet me at SF. I hope she does. We would have a great time going home together. We expect to arrive in SF about June 25th. Mother & Dad will be at Kelso then and expect to start on their trip to NY in Dad's Chev about July 1st. I don't know whether I'll get to see them or not before they leave.

The 15th of this month June 15th 1927 will be full moon. On that day my total bank savings will have amounted to exactly one thousand dollars.

Sat June 11, 1927 - We will arrive at the Panama Canal tomorrow. The captain gave me the arrival messages to send in at 8:00AM this morning. It is now 7:00 PM & I have been trying in vain to raise NAX or NBA. At noon I was so sore that I gave one of the messages to US (Swan Island) and let him send it in at a rate of 26 cents per word. The other being a govt message, I must give to NBA or NAX. I have called & called & tried to get relay but nothing doing. Well this is my last time through the Canal, and the last time I will ever have to sweat blood to raise these navy stations at Panama.

Later: I did not get the message off until 5:30 AM the next morning.

June 13th 1927 - We did not go thru the Canal yesterday but anchored outside all day & night. A bunch of us went ashore in Cristobal & Colon last night & had quite a time.

We are now passing thru the Canal. This makes my eighth and last trip through. I have been through five times from West coast to east coast and three times from east coast to west coast.

Later: We passed out of the canal about 5:00 PM tonight & are now in the Pacific and homeward bound. We will not arrive until Jun 25th now, because of having been delayed here at the Canal.

June 15, 1927 - Tonight is the night of the full moon and by midnight tonight I will have earned and saved exactly one thousand dollars. My first thousand. Dr. Moore says the first thousand is always the hardest. After that they come easier.

June 17th - At 8:00 PM night before last someone leaned against the fire alarm switch & broke out the gang. When they got on deck they saw nothing was wrong so they went back below again.

The Steward has been drunk for the past two days.

I fell down one of the ladders last night & sprained my ankle. It is swollen now & hurts a little when I walk.

I steered this ship for over an hour tonight. The mate allowed me to do it. I steered her a few times before, too, on the third mate's watch.

June 18 - My ankle is still swollen & still hurts when I walk. I sent our TR in to a ship tonight who said he would QSR to KOK. Our TR at noon today was 1898 from KFS.

I heard Seymour last night & was able to copy everything he said. I will listen for him again tonight.

June 22 - Longest day in year with north of equator etc.

Our TR from KFS at 8:00 PM last night was 962.

I heard Seym ok last night & received a message from Grace via GOE.

I worked KFS this morning & he told me the Lio arrived in San Pedro yesterday morning.

If I had stayed on her, I would have been home by now. We are due at Frisco Saturday night, June 25th.

I am going to try & work Seym on 2100 & 40 at 10:30 this morning. I think I can do it ok.

June 23 - I sent in a message asking for my relief from the Solana. We are due Avon about 1:00 PM Saturday. My career as wireless operator on shipboard is nearly ended.

Arrived in SF June 25th & signed off the Solana which ends my sea career.

LWP