

E. N. Pickersill

COLLECTION



WORLD WIDE WIRELESS

23

The safety equipment of the ship is among the finest known. She carries 76 lifeboats with a capacity for 4,750 persons.

The galleys contain 23,000 dishes and there are 42 refrigerators.

Some of the foodstuffs required for one round trip are:

Eggs—80,000.
 Apples—600 boxes.
 Butter—15,000 pounds.
 Jams, etc.—20,000 pounds.
 Cabbage—20,000 pounds.
 Game—6,000 pounds.
 Milk—2,000 quarts.
 Flour—70,000 pounds.
 Meat—186,000 pounds.
 Ham—20,000 pounds.
 Potatoes—60,000 pounds.
 Fish—56,000 pounds.
 Sugar—15,000 pounds.

The library is graced with a painting of President Harding by Howard Chandler Christy, embellished by the same elaborate frame which formerly enclosed the portrait of his ex-majesty, the Kaiser. The great dining room seats 660 at small tables.

The commander is Captain Herbert Hartley, who has spent his life in the service of the American Line.

LEVIATHAN HAS BIGGEST RADIO

ECLIPSED only in importance by her powerful machinery and delicate controls the radio installation aboard the *Leviathan*, which re-enters the trans-Atlantic service in July flying the United States Lines flag, will be the most powerful and elaborate steamship radio equipment in the world. The contract to equip the *Leviathan* with a super-power marine radio installation has been signed with the United States Shipping Board by the Radio Corporation of America, and work in connection therewith is now in progress. The completion of this work will give to America the distinction of radio supremacy upon the seas.

Once a transporter of American Doughboys and now a palatial hotel, the *Leviathan's* radio equipment will enable her passengers to exchange messages with two continents regard-



less of her position on the high seas. With equipment six times as powerful as that carried by the average ocean greyhound, uninterrupted communication with points 3,000 miles distant is assured. Upon leaving her berth in New York Harbor, the *Leviathan's* radio officers will be able to link the huge vessel with various marine centers in Europe, and to communicate with America when leaving European ports.

In addition to telegraph service, a radio telephone installation which will provide voice contact with other vessels and shore stations is also to be installed. While it is not expected that a commercial telephone service will be inaugurated immediately upon the *Leviathan* going into commission, it is quite probable that shore stations will in the near future be erected to handle wireless telephone traffic from ships in mid-ocean to points inland over the land line wire system. When such arrangements have been made passengers and officers on vessels at sea may establish contact with those on shore at their homes or offices, and speak with them with the same facility and ease that accompanies an ordinary telephone conversation.

Aside from its commercial importance the protection of life at sea is the chief function of marine radio service. That this vital function be performed with a degree of reliability exceeded by no other vessel afloat, the installation on the *Leviathan* will permit simultaneous communication by telephone and telegraph. A special emergency set will also be installed. Thus, should one or two sets become inoperative due to a mishap, the third or emergency set may be relied upon to summon assistance. Furthermore, two of the lifeboats are fitted with emergency radio apparatus.

The principal transmitter consists of a high-power vacuum tube outfit which will deliver to main antenna about six times as much power as the apparatus now used on the average steamship. A rapid transfer switch will enable the operator to shift the wavelength of this transmitter in an instant. The second is a duplex telephone outfit which will permit simultaneous telephone and continuous wave telegraph communication. The third or emergency sending equipment is a standard spark set which will normally operate on 600 meters. Several super-sensitive vacuum tube receivers will be used for reception.

THE

E. N. Pickerville

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RADIO PROVIDENT CLUB



CONSIDERABLE favorable comment has come to us regarding the cards which were given out allowing employees to obtain appreciable discounts on various items of personal apparel and other things.

Of course, we have not been able to cover all things, but should there be something wanted which is not listed in the May issue of the WORLD WIDE WIRELESS, communicate with collector in your department and we will try and obtain a discount for you.

The club has a fairly large sum of money drawing bank interest. Employees desiring an article for which they cannot pay immediately can obtain money from the club at a very small charge.

THE NOISE MAKERS ARE HAPPY

The Advertising and Publicity department are well satisfied with their new quarters on the eighteenth floor at 233 Broadway. Mr. Boucheron is in the midst of his fold, happy indeed to be able to reach each member of his official family without the use of a telegraph line which formerly served to dispatch instructions to his assistants scattered to the four points of the compass on the eighteenth and twentieth floors.

That there shall be greatest efficiency in the administration of the affairs of his staff, Mr. Boucheron has adopted an office layout prescribed by Dr. Einstein. This plan involves the theory of relativity which states that the desks of his assistants shall be arranged in a straight line from a point five feet from the manager's office. The desks are occupied in the order of the mentality of the person holding them. The process that enables one to deduce the worth of Mr. Bernard, the last in the row, is quite simple.

PROPHETIC LINES

The late John Hay, while on a railway journey a decade ago, noticed a flock of birds alighting on the telegraph wires. Mr. Hay took out his notebook and jotted down these lines:

Two little birds sat on a telegraph wire

And one to the other thus spoke:

"When Marconi's wireless gets into full vogue
We will have to sit on air."

COASTAL STATIONS

NEW YORK

HHATHAM is transmitting a press program daily at 12:18 A. M. (Eastern Standard Time) to subscribing vessels, which, since June 1st has been prepared by the Chicago Tribune. This schedule is transmitted on 2,300 meters, and with the exception of unusual or difficult words, is not repeated as heretofore.

The volume of marine traffic is exceeding expectations for this season and each station is making a gratifying showing. The small number of cancellations indicates the character of the service when it is considered that messages come into Broad Street every day for ships five and more days from New York. The public and shipowners do not care how we do it, nevertheless, R. C. A. service has become a public necessity, the possibilities of which are limited only by the extent to which our facilities are used by the foreign radio administrations and the public.

R. Debes, who formerly worked at Bush for International, is now on vacation relief duty at WLC.

Rearrangement of Marine facilities at Broad Street has been effected, in order to further speed up the movement of traffic and centralize control.

A ROSE BY ANOTHER NAME

Mr. G. W. Nicholls, of Boston, has been divested of the title of District Superintendent, which he has upheld for many years with dignity and credit, and now blossoms out as District Manager. His duties and address remain unchanged. Long life to him.

EASTERN DIVISION

NEW YORK

THE announcement of the appointment of E. N. Pick-erill as chief operator of the *Leviathan* and of Jack Irwin as first assistant, was well received, and much favorable comment has been heard over the selection of these two radio veterans.

It has been decided that for the time being the *Leviathan* will carry but four operators, although there are two life-boats equipped with radio in addition to the high-powered

radio telegraph and telephone sets in the operating room. It is hoped that Pickerill and his assistants may be able to grab an occasional meal during the voyage.

Anthony Tamburino, who became an expert on tube transmission and the radio telephone during the two years' service on the *America*, received the appointment of second assistant operator of the *Leviathan*. While there are but very few operators capable of passing the test required for selection as a *Leviathan* operator, Tamburino passed with honors. Aside from his knowledge and actual experience with tubes, he is a born operator at the key and in putting down speedy incoming traffic. As a boy Tamburino started to work in the head office and several years later decided to go to sea. Since then he has served on a number of large steamers, the more important of which were the *America*, the *Pocahontas* and the yacht *Noma*. During his career he has also obtained experience in the Traffic department at Broad Street.

Raymond J. Green is the *Leviathan's* third assistant operator. Green is a thorough radio telegraph and technical man. He knows tube sets from the power leads to the aerial. He worked in the same factory throughout the building of the set installed on the *Leviathan* and after its completion, assisted in the tests before it was shipped to Boston, where the installation was made. During the period when the *America* was gaining publicity with her radio telephone set, Green was the coast station man at Deal Beach. He has had varied experience with all types of apparatus, is a former manager of the Bush Terminal coast station and was operator on ships in our service.

Newspapers of June 10 carried a news despatch stating that the captain and radio operator of the Shipping Board steamer *Brave Coeur* were shot and killed at sea by the second officer. Later reports stated that the purser was also killed and that the shooting was done by a Greek pilot. Albert Glaser, of New Orleans, was the radio operator aboard and had been attached to the vessel since June 4, 1922. According to marine records the ship was en route to Galveston, having left Hamburg June 1.

The publication in last month's issue of a letter from an operator showing his resourcefulness in sawing ends off the aerial spreaders so that they might conform with the inventory he had previously taken and turned in, created great merriment. Here is another letter that came to our notice this month. It was received by an operator from his successor after he had sent him a message while passing at sea:

Dear Sir:

I'm very sorry to inform you that I failed in taking care of your personal articles which you left aboard ship.

As I understand, after your departure from New York you wired to your aunt to look after your articles and in my absence she, without looking into lockers and picking up your stuff, takes but only your trunk and departs with. When I was back to ship I realized that she left many things belong to you and childishly thought that she didn't care to take them away with her.

There were two pairs of old shoes, one pair slippers, one stock, two vests, one soft hat, one coat, one pants.

About five days later we sailed and at sea one morning I deliver the whole stuff to the mess boy.

On the way back to New York I had your Svs. and promised to write you, which you will remember. Next morning during breakfast time I admitted my mistake and hasty action and the captain remarked, "Do not worry about this. That fellow is a good enough sport. Explain only what you did and I am sure he won't bother you."

Nevertheless, I got hold mess boy and recovered few pieces of your articles. He swore that he threw overboard your worn-out and full of paint pants, also old shoes. The rest I brought to office and delivered to Miss Levy. Pls. ask your bundle.

Regards to my mistake; I ask your forgiveness. Please accept my apology.

With best wishes, I'm yours.

The marriage of Alvin Edison Kierstead, one of the best-known operators in our service, to Natalie Marie Baily, daughter of Waldron Baily, the famed novelist, took place at St. Mark's Church, Mount Kisco, New York, June 9, and was a notable social event of that aristocratic section. Kierstead will resume duty on the *Franklin* upon her next sailing, after laying off two trips.

Another marriage of one of our operators occurred this month when Earl J. Connelly and Kathryn B. Scannell, of Waterford, New York, embarked on the sea of matrimony June 5, at Schenectady.

Former operators to re-enter our service during the month include: Richard C. Maurice to the *William Bouce Thompson*; William E. Smith to the Great Lakes Division yacht of Mrs. Dodge, the *Delphine*; Erwin W. Vogel, the famed radio hero