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BY AND FOR
EMPLOYEES




ON THE TRIAL TRIP OF THE LEVIATHAN
Left to right: Mr. Sarnoff, Mr. A. D. Lasker (Chairman of
U. S. Shipping Board), Mr. Porter



COMMENCEMENT ADDRESS AT TRINITY COLLEGE

HARTFORD, CONNECTICUT, JUNE 10TH, 1923

By Major General James G. Harbord

 One born in the Middle West, whose boyhood was passed on the western prairies, and whose early manhood was spent in the great open spaces of the southwest, and under the fiery suns of Texas and Arizona, there is a special charm in the setting of this attractive institution, just entering upon the second century of its existence. This commanding site, the gentle rearward slope towards the parks of the city, the stepped descent to the lower level in front, the gleam of distant river, the tender outline of hill and valley, the trees, the ivy-grown buildings of stone, with architecture suggestive of the Gothic of that fair land where so many of your brothers followed the flag five short years ago, combine in an admirable environment. To the charm and dignity of respectable age your College adds the distinction of having once borne the immortal name of Washington. Rich in your traditions, you have contributed your sons generously to the religious, business and political life of our country. As the world measures success, a very large proportion of your graduates have been successful men. You have well justified the belief that the right kind of college education produces practical results in the work of the world. Careful to couple intellectual freedom with religious supervision, you have met the purposes of your charter of May 14th, 1823, by affording an education neither cramped by the presence of religion nor lax and undisciplined through the absence of it.

TRINITY MEN RANK HIGH

With the quality of the education you have given in Trinity College, the lofty character of the men who have devoted their lives to your teaching staff, and the inspiration of this stimulating environment it is not surprising that your graduates have taken high rank in the life of the nation. Judges, diplomats, legislators and executives; dignitaries of the Church, authors and teachers, and a great number of eminent professional men have carried the name and reputation of Trinity through every part of the Union. Such has been your contribution to the walks and ways of peace.

Morvich—Kentucky Derby—a nose—scores of doubloons to the Royal Exchequer. This year—Cable Derby—a hoss—didn't start—didn't matter—more doubloons. We are going to pick our vacation at that time next year, 'cos there must be something in it. That's our idea of a pleasant vacation—a 'phone call—sorry to inform you you've drawn the lucky number. Hotdam, let's go.

Messrs. Henderson and Norrito, of the Broad Street staff, who have been holding down assignments at Radio House, London, for the past few weeks, are now en route for Warsaw in anticipation of the opening of the Poland-United States service.

TRoubles OF A SHIP OPERATOR

By R. W. Barrington

ON BOARD ANY SHIP, 'MOST ANY TIME!



OPERATOR sitting in wireless room reading or possibly just musing on what a cinch he has on board. Nothing to do—no one ever bothering him. Perhaps he is listening to some ship a few hundred miles away telling the other fellow the kind of weather they are having or if he be near port, he may be listening to some concert. There he sits—'phones on and paying no attention to what is going on outside his own domain.

Suddenly there's a drop of water on his hand. He looks up and sees his magazines, log, apparatus and some good books getting a bath. Already beginning to see fire, he jumps up and slams the ports shut, tightening them until his hands ache.

With his temper rising, he begins to clean up the water, meanwhile thinking numerous things he will do when he gets hold of that bos'n.

Just then the bos'n passes by the port with the hose that caused the damage. That's too much for the operator to stand. Such insolence! Passing right by his ports after having caused so much damage! Forgetting consequences in his rage he bangs on the port with his knuckles, thereby taking off a goodly portion of the skin. As the bos'n turns to see who wants him, there is a frantic effort to open the over-tightened port, with the result of a sore finger and some more skin missing.

"Why don't you look what you're doing with that water," the operator yells. "You want to ruin my apparatus?" With that he slams the port shut, but not too late to hear the bos'n.

"Good!" calls the bos'n, not having heard more than a word or so on account of the noise of the water.

With both ports shut the operator still sees red, and is turning over many plans for revenge. One positive resolution is that the ports won't be left open again for the bos'n to ruin his apparatus.

However, under the increasing heat of the room, friend operator is gradually cooled down and the resolution is soon forgotten.

MORAL

All's well that ends well.

LEVIATHAN HOLDS WORLD'S SPEED RECORD
QUEEN OF THE MERCHANT MARINE ENDS HIGHLY SUCCESSFUL
TRIP WITH BROOMS ALOFT—DECLARED THE MOST
COMPLETE LINER Afloat
(From the American Officer)

WHEN the *Leviathan* came into port at New York on Sunday morning, June 24, after her five days' trial run which began at Boston on Tuesday, June 19, she had covered with maritime glory every one connected with reconditioning and operation, and had taken her place as the largest and fastest steamer afloat, and the undisputed leader of America's merchant marine. The trip was a success from every angle except that of moisture of the sort liked by parched palates.

The great ship's engines ran like clockwork, her enormous accommodations afforded room to spare for every guest, and the unanimous verdict was that there never was such a ship. From the miniature gymnasium upon A deck forward to the third class smoking room aft, the *Leviathan* is probably the most complete liner afloat. Her equipment includes everything you can think of for a sea voyage, with one liquid exception.

On the fourth day of the trip, bound north, the ship was exactly abeam of Jupiter Light at 7:17 A. M. Captain Hartley and W. F. Gibbs, the designer and operating agent of the ship, were beside the first officer, who was calculating the distance. A telephone call to the engine room, the tinkling of a bell, and away the great ship was sent for a speed trial. The trial board and a lot of other officials went to the engine room and stayed there for an hour or more with everything whizzing, and the propellers making more than 180 revolutions to the minute. When they returned to the deck a notice was posted that from 7:17 to 10 o'clock, the ship had covered seventy-five miles of water, and some asked Mr. Gibbs what that meant.

"That means we've made over 28 knots an hour and broken the world's record," he said. "It means we can trim the best the British have got or anything else afloat in the class of big merchant ships."

The vibration of the ship increased perceptibly, and some of the passengers may have noticed this, but none of them knew the dramatic suspense of that first hour of "full speed ahead."

Since her arrival in port the ship has been visited by thousands of sightseers, and had another complete inspection and overhauling preparatory to starting on her first regular voyage in the service of the United States Lines, on July 4.

Vice-President and General Manager Sarnoff and General Superintendent Porter were guests on the trial trip and had a most enjoyable experience.

SALES DEPARTMENT NEW YORK

(Heard in vicinity of water bottle on a very warm day)

Pieri: Say, Dick, I've a great idea.

Dick Darvell: What's that, D. J.?

Pieri: Let's present a petition to Berger to keep these bottles filled with good cold beer instead of water, during the hot weather.

Darvell: Not so bad, but why not put a bar up front there, and put me in charge, thereby insuring a year round supply?

Sheik Palmer and Smoke Davis have excited much comment in the office by appearing on Saturday mornings with small trunks and handbags. The mystery is explained by this snapshot which shows them on one of their recent hikes. Both of these men are rather proficient on the cinder path, and though they claim these hikes are taken merely to keep them in condition, yet from a careless remark dropped occasionally, we have our suspicions that there are a couple of nice girls along the routes they choose, who make their rest periods very pleasant.



LEFT TO RIGHT: DONALD DAVIS, ALBERT PALMER

Mr. Genet is still another athlete who can hold his own with the average, particularly in water sports, having several medals to his credit for canoe racing. He also ranks high in basketball circles. But this is not to be wondered at, as he is a direct descendant of Citizen Genet, famous in the history of the Revolution, whose daughter married Mr. Clinton, the first governor of New York.

**SALES DEPARTMENT
NEW YORK
GENERALITIES**



OUR own International Broadcasting Station ESP operating on its own exclusive wavelengths, has been putting some wonderful programs on the air and they are being received at far and near points with great acclaim. The following is a program recently worked out and announced by the station's program director and announcer, Mr. Eugene S. Pearl. He is to be complimented on his versatility. Let's go:

This is Station ESP, the Radio Broadcasting Station of the Sales Department, Radio Corporation of America, Woolworth Building, New York City.

Opening our program we are pleased to introduce Mr. M. Berger, Office Manager, who will speak on the timely subject, "Why It Is Necessary to Report for Work at Nine O'clock." Mr. Berger's long experience should throw some very interesting lights on this timely subject. He will be pleased to answer any questions, so write him in care of this station.

One moment, please.

Station ESP, continuing our program: It gives us great pleasure to introduce Mr. A. R. Genet, of the Shipping Division, who has had long association with the Agonizing Orchestra and who will sing "Yes, we have no RT couplers."

One moment, please.

Station ESP: We trust you have enjoyed the song just slaughtered by Mr. Genet. and now we are going to give you a treat by listening to that silver-tongued orator who has just completed a series of talks throughout New York State. Mr. Goulden, who as our Technical Adviser, is well-qualified to discuss the subject, "Don't try to measure the oil in your automobile crank case when your car is on an incline."

One moment, please.

Sales department. Mr. Brennan, the oldest man in point of service in the department, and one of the three oldest in the service of the company and its predecessors—Mr. Sarnoff and Mr. DeSousa being the other two—also leaves for another post in the Sales department. With them go a number of men in the testing room and shop.

These are great changes with which everyone is in accord. Much duplication of work will be eliminated and the combination of the M. R. I. and Operating divisions will work for efficiency.

The great *Leviathan* has completed her first voyage as an American passenger ship. Thus far the radio results have been exceedingly good, but nothing in radio has ever equaled what was accomplished by the men on the famous trip of the vessel. With two operators working together—either of them transmitting or receiving as the occasion required—continuously for four days, day and night, while another stood behind the counter in the receiving room taking in messages and handing others out for delivery, all records in the handling of ship traffic was broken. And it was mighty well done, which means that Chief Pickerill deserves much credit.

As a result of the trial trip it was seen that more men were needed aboard and the radio personnel was increased to six operators. It is composed of: E. N. Pickerill, Chief; Anthony Tamburino, first assistant; Raymond J. Green, second; Henry F. Bollendonk, third; Ernest E. Engelder, fourth, and Chester R. Underhill, fifth.

A better radio crew could not be found. Three of them have extra first grade licenses, while the remaining three have first class, first grade, and all have had long years of service, still are young men, their average ages being under thirty. Aside from their radio ability each is a gentleman with every evidence of good breeding and an ideal representative of RCA aboard America's greatest ship.

All of these men have at one time served on the smallest and most unimportant vessels under our radio control. None of them were ever known to refuse or hesitate when an assignment to a tug boat, oil barge, fishing trawler or schooner was offered; and this statement is made in truth and not as a moral to some of the present-day type of operators who want to start at the top, regardless of how badly they need a moral pointed out to them.

Part of Mr. Pickerill's experience was gained on oil vessels. But, we need not stop here; our general manager, Mr. David Sarnoff, during his service as an operator, was

on a sealing vessel on a long trip to Arctic regions, an assignment which would be flatly refused by ninety-nine percent of today's operators. Our superintendent, J. B. Duffy served on small oil barges as well as other vessels of a type that operators are daily turning their backs on. J. A. Pohl and E. A. Nicholas, superintendents of the Gulf and Great Lakes divisions, are also men who have experienced the inconvenience of rushing to an unimportant assignment at a few minutes notice for the sake of service.

It was not so long ago when Manager Nicholls of Boston, Illingworth of Philadelphia and Kelland of Baltimore were not asking "Which?" or "Where?", but "When?"

Messrs. M. H. Payne, E. E. Bucher, Gawler, Bergin, Stevens, Boucheron, Fitzpatrick—all were operators but a few short years ago, and their only question was "When?"

Speaking of excellent service, the *America* must be mentioned. At the present writing the vessel is in Germany after having been in constant communication with WCC up to the minute of her docking there. There is another good RCA crew: Chief Frank E. Black, J. F. Foreman and O. A. Hauger.

The *President Van Buren* is also showing wonderful results under the direction of O. L. Goertz, assisted by J. J. Potts and P. W. Karr.

BOSTON

JACK MACLEAN managed to get in two trips on the *Advance* before she struck off Halifax in a fog and broke in two. Passengers and crew were taken off by tugs. Jack had the storage battery, a new Exide MV-13 of 60 cells, lowered into a lifeboat and towed by a tug, but while under way the whole works went through the bottom of the lifeboat to the bottom of the Atlantic. J. F. Archibald was junior on the *Advance*.

C. W. Smith and E. B. Burgess have resigned.

Forrest Z. B. Long of the *Middlesex* is all that his name suggests, measuring 6 feet 4 from keel to truck.

Married at Jackman, Maine, June 12th, Ida Mae Gardner, of Marshfield, Mass., and George W. Robinson. We congratulate George and extend best wishes for a happy future. George is on the *Swiftwind* bound for the West Coast.

The following are newcomers: E. H. Campbell of the *Clement Smith*, Allen DeYarmond of the *Vesta*, Alfred Wilson of the *Everett*, and Simon Piispanen of barge *Socony 84*.

Grenville Gerrish is ably assisting Hank Munroe on the *Calvin Austin*.