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 the member activities 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 these chummy 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.

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.

In the final analysis -- your paper is going to be WHAT YOU MAKE IT! NUP 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 it's 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 Ham. Confusius as guest. We discussed our problems at length and after due deliberation, the consensus opined ... "return thou forthwith to Santa Rosa - taking into consideration that all of those old mass-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 milled over the idea, pro and con for hours. At last the light shone bright and clear. It actually read "fasten your seat belts" but we thought it read - establish at least six "VEEPS" 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 an 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.
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 Geisal agreed to act as an "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. PRESIDENT: RICHARD JOHNSTONE
2. SENIOR VICE PRESIDENT: W. EARLE WOHLER
3. V.P., EXECUTIVE DIRECTOR: WM. A. BRENNMAN
4. V.P., MEMBERSHIP/CREDENTIALS: FRANK GEISAL
5. V.P., FINANCE/AUDITS: FRED NANGELSDORF
6. V.P., AWARDS: HENRY DICKOW
7. V.P., CHAPTERS: JACK A. MICHIE
8. SECRETARY: EBEN K. CADY (*)
9. TREASURER: SYDNEY J. PASS
10. DIRECTOR, HISTORIAN/CURATOR: GILSON V. WILLETS
11. DIRECTOR, SENIOR VICE PRESIDENT: BUTLER J. OSHORNE
12. DIRECTOR, VICE PRESIDENT: JACK SLATER
13. DIRECTOR, HISTORIAN/CURATOR: HOWARD H. PYLE
14. DIRECTOR, TREASURER: GORDON S. PASCOE
15. DIRECTOR: LEE O. PASSOET
16. DIRECTOR: JOHN J. MCCARTHY
17. DIRECTOR: GEORGE F. FARMER

(*) 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 - 71; #13 & 22 - 1 each.
2. SR. V.P. - #4 - 55; #5 - 5; #35 & 20 - 1 each.
3. EXCE: V.P. - #1 - 70; #2 & 4, 2 each; #3 - 4; #5, 26 & 89 - 1 each.
4. V.P., MEMBERSHIP: #9 - 40; 1 each #1, 47, 74, 85.
5. V.P., FINANCE: #7 - 54; 2 each #1, 5; 1 each #3, 5, 8, 15, 41, 61, 100.
6. V.P., AWARDS: #3 - 48; 1 each #6, 9, 22, 20, 32, 35, 40, 55, 66, 99, 102.
7. V.P., CHAPTERS: #15 - 49; 2 each #1, 5, 6; 1 each #2, 10, 33, 41, 45, 50, 66, 93 and 104.
8. SECRETARY: #35 - 48; 2 each #5; 1 each #1, 3, 5, 6, 12, 23, 42, 48, 45, 48, 50, 62 and 89.
9. TREASURER: #35 - 48; 1 each #1, 3, 5, 6, 12, 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: #4 - 40; #9 - 2; One each #1, 2, 3, 11, 19, 21, 23, 25, 27, 28, 30, 32, 35, 40, 50, 52, 61, 62, 69, 71, 72, 79.
12. DIRECTOR: #20 - 40; 2 each #2 & 17; 1 each #4, 9, 18, 19, 23, 30, 39, 50, 61, 65, 66, 67, 73, 87.
14. DIRECTOR: #35 - 48; 2 each #2 & 17; 1 each #4, 9, 18, 19, 23, 30, 39, 50, 61, 65, 66, 67, 73, 87.
15. DIRECTOR: #37 - 48; 2 each #2 & 17; 1 each #4, 9, 18, 19, 23, 30, 39, 50, 61, 65, 66, 67, 73, 87.
16. DIRECTOR: #37 - 48; 2 each #2 & 17; 1 each #4, 9, 18, 19, 23, 30, 39, 50, 61, 65, 66, 67, 73, 87.
17. DIRECTOR: #37 - 48; 2 each #2 & 17; 1 each #4, 9, 18, 19, 23, 30, 39, 50, 61, 65, 66, 67, 73, 87.

The votes have been counted . . . .
OFFICERS AND DIRECTORS have been elected . . .
SO LET'S 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 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 has 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 disagreed. 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 have been made to refine the wording, without change in context. Fourteen members returning O-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, am I?" 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 factional 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 make 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:

<table>
<thead>
<tr>
<th>Credential</th>
<th>Want</th>
<th>No interest indicated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wallet Certificate</td>
<td>55</td>
<td>27</td>
</tr>
<tr>
<td>Wallet Card</td>
<td>40</td>
<td>43</td>
</tr>
<tr>
<td>Decals</td>
<td>14</td>
<td>68</td>
</tr>
<tr>
<td>Lapel pin/button</td>
<td>30</td>
<td>62</td>
</tr>
</tbody>
</table>

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 it becomes necessary 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 - 3 members
3.50 - 2 members
Two members suggested we establish cost of operations 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 @ $5.00; 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 "PLIMSOUL MARK" on our BANK BOOK that there is plenty of "change" "in the bag" and the old "moneymaker" is riding high in the water. A little more cash, such as gold bullion, pieces of eight, or even some greenbacks, or even a check ... say for $6.00 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 send 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 postmark stamp with a vignette picture of Gugliemo 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 1923 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 DB 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 do have some of these old wireless telegraph franks. Drop us a line c/o: Gilson Williams (Radio Rex), The Flying Horse Stamp Co., Villa Grande, California, 95486.

**PLUGGED IN?**

**DUES PAID?**

**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 beneath the other, they form a square that reads alike 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, 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 TIBURCU. We will provide the best in ultra stateroom accommodations on any Ecuadorian 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 cameliers 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, 1963 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 1st" on the form. This will save us postage in our "Call for News". It is IMPORTANT you do not overlook. THANKS, CX
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 early in the organization were Barry Schoepeker and John G. Pickard. They had obtained the DOLEKAR 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 book.
1908 - Marconi started commercial radio service between Glence 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 "RADIOD" in lieu of "WIRELESS" in an ALLNAV 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 Nancy, Owen D. Young as Chairman, Board of Directors, E. J. Nally, President and David Sarnoff at Managing Director.

DEEMISE 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 LINE REPUBLIC and the Italian Steamer FLORIDA which rammed her in a pea-soup fog dead-end-down, about 25 miles southwest of Nantucket Lightship. Wireless Operator, Jack Binns of the REPUBLIC was able to get word to Albert Glumac at the station in Gloucester and Glumac in turn alerted, among others, Operator H. J. Tatterson 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 stired 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 that not lost on ship owners and the maritime world, but it still took the sinking of the H.M.S. TITANIC to galvanize the nations of the world into action that would tighten up maritime law 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' Brassbounder's Column

SPARKS' CREED:
Be 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 with 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. Pietke, 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
1(b) GIRLS (Fat ones)(short ones) (Misc.)
4. PORTS O' CALL.
1(c) GIRLS (Dawn Yanks vs West Coasters)
5. WEATHER, Storms, fog, wave, reports, etc.
1(d) GIRLS. (Any and all)
(FS. QUI T DREAMING)

Wonde 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 "CLEOIDS" or perhaps the second raters from the Multnomah, Kiamath, Willamette or Wapama?

Dick Johnston 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).

Every Member Get a Member

Page 5

SK - 30 - END
NOSTALGIC MEMORIES OF DAYS LONG AGO

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 we Veep, Henry Dickow was also member and President of "THE SOCIETY OF RADIO PIONEERS". One of our Spark-gap Pioneers, "Albera" 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 foretold 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 formally 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 Shafter Street at eight o'clock. The 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: H.R. Lee (June to August) W. Griffith (Feb. to June)

Sergeant At Arms: H.R. Lee (Feb-June) W. Griffith (June-Aug)

DIRECTOR OF MEMBERS

C. Altland C. Brown

F. Busch W. R. Carllton

R. P. Clairmont D. Cole

C. Cronkhite F. Davis

A. J. Dimond H.W. Dickow

L. Fenner P. J. Fenner

P. Flag W. Griffith

C. Heaney W. Henry

E. T. Hidden N. Heuter

R. H. Jones E. Y. Baldwin

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 investigating and educational lectures and learn the method of good speech delivery. Commercial operators come in 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 accurate calibrated measuring instruments which the club possesses. Privately owned stations are tuned to resonance to comply with the Government regulations without charge to the member. The Paris Inspector 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 TERMS EXPIRE - FEBRUARY 1917

President: H.W. Dickow Vice Pres. D.B. McGown

Secretary-Treasurer: H.R. Lee SOT. AT ARMS: T.J. Ryan

Exam, Officers: H.W. Dickow, C.M. Heant, H. Mararin

DIRECTOR OF MEMBERS 1917

E.W. Carr H.R. Lee E.G. Marn

H. Malarin W.L. Mentzer D.B. McGown

J. Mettyck J.E. Mosier R. Radford

C. Reed E. Riddle T.J. Ryan

H. P. Schrenck J. Spatafore L.J. Spaulding

H.R. Sprado E. Stevens F. Taylor

W. Wells C. Whiting G.B. 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 MOOREHEAD 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 "Trona" and Electron Relay.

GALENA Specially selected for wireless use is offered by D. B. McGown, Assoc. I.R.E. (Call 6MC) Tested crystals - 20c per ounce. Sample for two-cent stamp (11)

Frank P. Herrguth and Al Rosenberg, formerly of the Paul Seiler Elec. Works advertise: "Everything Electrical" including Wiralest at 520 Market St. THOMAS J. RYAN offers to build Oscillation Transformers Scientifically designed and constructed to order at 82 Donwy St. THE INTERNATIONAL CORRESPONDENCE SCHOOLS endorsed by H.W. Dickow and T. J. Ryan. (Copy loaned by Bill Vetter #408GP)
PORTRAIT . .

YE ANCIENT MARINER

Answering the requests by many thousands of our members, XXX (RQ)... hundreds XXX (RQ)... (sic) "RQ" ... 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.

Earthly 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.

Portray 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 and its contrasts. Louis Becker, 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

OCEAN WIRELESS NEWS
11-24-1920 (C4) EL SANTACRUZINE TH separates the season again approaches when it behooves us to turn from the distractions and preoccupations of our daily life, that we may resecure our mercies which have been vouchsafed to us.

COMMANDER
H. WALLIS

CHIEF OFFICER
G. NEILSON

NAVIGATING OFFICER
W. GEARY

CHIEF ENGINEER
G. HANSEN

CHIEF PURSER
J. COHEN

SIRGURSON
J. BAILEY

WIRELESS MANAGER
W. A. BRUMMER

PASSAGERS paid us 10c per copy for our newspaper, MARCONI got most of it but the eps received a small percentage.

On a trip across the Pacific (to India on Pacific Mail Lineer SANTA CRUZ (WBD); we would be out of range of any station so we had to resort to a rewire of Honolulu Starbuls 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 Opa had to buy their own honeycomb 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.

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 nautical memorabilia, his book will truly be a "bell-ringer" when eventually published.

Taket of the Wireless Pioneers

Last "TR" Report

Lellie Combs - 211

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 17 1968 following an arterial operation. He was 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 personalty unmatched by many with their full faculties.

Remembrance Committee

Our good SECRETARY, Mr. Eben K. Beck, 2330 Roosevelt, 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 requests 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.

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.

Wireless Pioneers
WHAT IS A "SPLINTER" GROUP?

(from P-5 June/July SGT OOTC)

The top hierarchy at OOTC seem to feel that our new organization of WIRELESS PIONEERS is invading their private domain in what their Proxy 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 in 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 SIMILAR organization for the true professional telegrapher so many of them joined either OOTC or perhaps WVOA.

Since our campaign for membership has started a here three months ago, we have already registered half as many members as shown on the rolls of WVOA 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 "ASSOCIATE MEMBERS"! Example: Mr. Frank Geisel, V.P. and Chairman of our Membership Committee has been identified with "KFR" - 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 of our dictionary gives us: "...one who is admitted in a subordinate degree" (or) "having a 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 feel that their organization on 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 Proxy 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 WVOA which I have been a member since 1928. I'm all for order but I have served with all who 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 PIONEERS members also belong to OOTC and WVOA. We see little reason why all organization in the field can not live in complete harmony and cooperate in every way so we plan that we will do. Many of our members, as mentioned previously, have retired from active brashounding 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 vanacular of old wireless shipping days as "ham-talk" at such meetings while not exactly "worton" but with much of nostalgic interest to talk about. So, we think, there is a place for both.

One of the founders of WVOA 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" and we feel that we are still the only true professional group that code men can join for maximum pleasure.

Bill Braiman - 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 regardless of how good they are." - Manuel Goulart - #10

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. Price - #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 forerunner of Commercial Radio Operator's License.

A number of the Society's members have held these C.O.S's and many of the WIRELESS PIONEERS members have held these certificates and would like to have a complete roster. So 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, 08690.

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 W2EI 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 (609) 482-5645.

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 "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 Lascass fleet of big white ships, was warped out of berth 158, Wilmington, amid one of the mightiest 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, Buenos Aires, Montevideo, Santos, Rio, Trinidad, Caguiria, and Puerto Maldonado, and are the same through any station. Any other point in Peru takes a total of 10 cents, COC, CCC, CCV, CCE. 5 cents per word for messages in any language except Spanish. Messages sent in Spanish take 6 cents per word Q5. There are no landline rates in Peru, all messages are 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 Callao, Puerto Maldonado, and are the same through any station. Any other point in Peru takes a total of 10 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 sends 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 land-station and ship tax. OAA 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 Peruvians. 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 (EW) carries well to the westward.

The stations from North to South that the operator will work in Chile are as follows: CCA, COB, CCE. CCC, CCA, CCE. CCV. CCA and CCE, in my judgment, are the best stations to work in Northern Chile, while CCF 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 receive Nr 982 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 Mayor 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 1130 p.m., local Chile time. CCK repeats on 1000 meters about a half hour after CCE sends it. CCE sends "one signal" 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, handling commercial traffic on long waves ($500 CW).

Passing eastward out of the Straits of Magellan, most of our difficult operating conditions come to an end. The Argentine stations, which are effective, all traffic on hand for him. At 1418 GMT, LSA sends traffic via short waves. Most of them are tube. They send weather in Portuguese about every four hours, although it is not very comprehensive. POT at RO sends time signals on a wavelength of 34.7 meters, but one equipped for short waves will always copy NPL. This is effective as well.

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.

Followings 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).
- PL—Palabras (words or check).
- ZP—Zone position or TR in lat. and long.
- RD—QSL instead of R or OK.
- KUP—Carried R9 to Straits of Magellan, then diminished to B. A., where daylight killed.
- WLD—Carried R8 to Valparaiso, then very inconsistent. On east coast spotty to Brazilian coast, then about R4 and better.
- WDD—Spotty, at times R7-8, others unheard.
- KPH—South to Arica and east to Rio.
- QN—Most consistent station of trip on board.
- NPL—North to New York and abroad.
- KPH—South to Arica and east to Cairo.
- WSC—South to Valparaiso and east to Panama.
- NPL—North to New York and abroad.
- WSC—South to Cape San Roque.
- NPL—North to Valparaiso and east to Panama.
- WSC—South to Cape San Roque.
- NPL—North to Valparaiso and east to Panama.

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. Brennan of Santa Rosa was the organizational chairman and in a few short months has produced one of the largest groups of wireless pioneers who ever met at one time. Others who assisted include, W. Earle Wolfer of Sebastopol, Richard Johnstone, of Larkspur, Frank Gelat 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”
Peter Freuchen in his wonderful book of "THE SEVEN SEAS" has put it much 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 the new question, 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, to 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 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 Nantucket, Massachusetts in August, 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 irresistible 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.

--- Page 11 ---
the flag of the Pacific Coast. S. S. Line was to disappear from the scene as of Oct. 31, 1916, the Adia 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. KPH 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 Xstr installed with a 500w. 130 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. 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 capital. 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.

The Congress was built in 1911 at Camden, New Jersey, she tied up along the DOROT HY for the last time. She was 30 days out on route the war zone. She served British internees 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!

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 steam ing out the Golden Gate under the name EMPIRE WOOD LARK on route the war zone. She served British internees 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!

THE "SOS-CDQ'-er CLUB" is quite exclusive. All you have to do to join is document the fact that you were called upon to send "CDQ" or "SOS" to call aid for your vessel in distress. Time, date and circumstances would be appreciated. The following listing of our "exclusive member ranks" 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 (#1-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 PECAN AUG. 1914
FRANK GEISEL MULTINOMA AUG. 1921
Rome MONTILE TUCKAHOE 1918
W.G. SIMPSON SUBOAICO JAN. 1927
J.S. KNOWLES N.S. OREGON JULY 1919
CHAS. M. WORNEUS SANTA CRISTINA MAY 1911
GEO. S. HUBBARD (v) ASIA (See story this issue)

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, Iom Humphreys, Ralph H. Burr, J. W. Jones, John Slater, A.P. Asplund, George Baxter and B. P. 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 (WWA) trade 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 8 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 1925 for $750,000. The ADMIRAL LINE purchased H.F. Alexander's mother. Thus ended the second phase of the life of this ship with Captain Dobson on her bridge.

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Competition from busses, automobiles and trucks ashore cut into revenues of the Admiral Line and finally in 1936 she was 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.

SOS CLUB

THE "SOS-CDQ'-er CLUB" is quite exclusive. All you have to do to join is document the fact that you were called upon to send "CDQ" or "SOS" to call aid for your vessel in distress. Time, date and circumstances would be appreciated. The following listing of our "exclusive member ranks" 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 (#1-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 PECAN AUG. 1914
FRANK GEISEL MULTINOMA AUG. 1921
Rome MONTILE TUCKAHOE 1918
W.G. SIMPSON SUBOAICO JAN. 1927
J.S. KNOWLES N.S. OREGON JULY 1919
CHAS. M. WORNEUS SANTA CRISTINA MAY 1911
GEO. S. HUBBARD (v) ASIA (See story this issue)

LOYD A. PERK UMATILLA MAR. 1918
EBEN K. CODY WILLAMETTE 1922
RUDY A.P. ASPLUND HAWAIIAN RANCHER DEC. 1952
ARTHUR C. JACOBY MS SANTA ISABEL MAR. 1919
ARTHUR K. KRICSON LUCY NEFF 1911
HENRY F. WIEBER ADM. SAMSON AUG. 1914
SERF. P. BROWN EDW. LUCHEINBERCH MAR. 1946
ERNST D. FABIAN TRS. SOMERSET OCT. 1927
ALFRED S. CRESSE TUG VIGILANT MAR. 1916
FREDERICK WILKINSWORTH KLAMATH FEB. 1921
W.M. COWAN DELFINA JUNK 41
JAMES T. CHAMBERS AGAS 1917
BERNARD W. LAFETRA KLAMATH FEB. 1921
EDWARD COOKSON STANDARD MAY 1917
Dexter S. BARTLETT NORTHEASTERN DEC. 1927

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

EDITORIAL HELP COMING
DESPERATE FIGHT SAVED MOTORSHIP 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, carefully, with the ship's wireless operator, had tenaciously remained at the keys of his instruments for fifty-five hours, although in the interval the lesser and stronger men of the engine crew had screamed to the demand for sleep and had turned in, even though the ship was being blown to the northward by a west storm, with long waves washing over forward and momentarily threatening the destruction of the uncontrolled ship. The engine man had been without sleep for eighteen or twenty hours when they gave up trying to repair the Oregon's engines.

Knowing 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."

Another 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 Holland 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 reported 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 ship could not be relieved. The Dutch captain replied that he was coming "anyhow because he believed the search light of the cruiser would enable him to get 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 successively: "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 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'Neill, which relieved the Lurline of her ship's boat and brought the Oregon to Honolulu yesterday, floated a line from foreward down to the motor ship by the use of two boats. 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 Oregon'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 says: "The ship not under control. Vessel not steaming. Drifting helplessly. Heavy seas running. Vessel rolling terribly. Vessel laboring badly."

January 19 was an illustration of all of efforts to save the vessel and read: "Helm locked and relieving tackles not to take strain off rudder."

Then reading: "Last night, last Saturday, this relief was made: ON THE WATER"

All engine crew went to bed, only by taking relief. Chief engineer notified master, engineer beyond his power to repair at sea and recommended that he send for a towing ship to tow 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 seeps from breaking overboards. Barometer still falling. Now 20.5."

In the afternoon he wrote: "Big sea still running, but wind moderating somewhat. Ship rolling heavy over which storm still follow got her head turned. 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 hold and various places it has been placed."

This last entry was a dig of the male's at the strange places where the steering shifting has been placed, which ran through the saloon 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 164.42.

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 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.

AHard Struggle

Then began a struggle to get a line about the Oregon. 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; and Captain Brown was noted for twenty-four hours."

When the Oregon was picked up by the Lurline, she was about 200 miles from Koko Head. It was at one o'clock Monday morning that the Lurline 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 going, and that for over three hours at times that she dipped up water with her hatches. He says she rolled so hard the weather glass stopped. But he credits 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 went from sea to sea 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 Langle, now the Coosa, for the shipping board.
HARMON ON AIR
By RAY MEYERS

Three years ago, George Marshall, while strolling through the northeastern corner of Rosedale Cemetery at 1900 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. PrudHomt, Aug. 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 here and there also appears a glass enclosed photo, color tinted, in fair condition and detail showing a picture of the Wireless room along with Department of Commerce station license, a snap of a ship, and even one of a pin-up girl.

The ROE CRSANS, 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 coast the vessel was buffeted by 50 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 ship—can't stay at my station any 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.

According to the Wireless Operators of the Pacific Coast remembered Lawrence A. PrudHomt. I feel sure that his name is also inscribed on the monument located on Signal Hill in San Francisco to which the late Dr. Lee DeForest, Hal Stiles, (a well known radio announcer in these parts) and my 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 water's land,
and dedicated it to my friend Bill McLaughlin the ship's chief radio officer who
sand.
Oft times our watch is dreary as we think of loved ones at home,
and dedicated it to my friend Bill McLaughlin the ship's chief radio officer who

He might be calling someone, or in trouble would confess,
and dedicated it to my friend Bill McLaughlin the ship's chief radio officer who
or sending out that signal—bark—here SOS.
Then we start our set agonizing, as he sends out his position—
and dedicated it to my friend Bill McLaughlin the ship's chief radio officer who
like the chime of an old church bell.
He keeps up conversation, with you and all the bunch,
and dedicated it to my friend Bill McLaughlin the ship's chief radio officer who
'till his spark dies out completely—then we all have got a bunch.
The crew put out in lifeboats, and made a hasty flight,
and dedicated it to my friend Bill McLaughlin the ship's chief radio officer who
but one poor man is missing—and they say served him right.
We told old sparks to beat it, but he stayed right at his key,
and dedicated it to my friend Bill McLaughlin the ship's chief radio officer who
and the Skipper said 'I called him—but he wouldn't come with me.'
Then they swear and call him a bonehead, with a brain of a monkey's brand,
and dedicated it to my friend Bill McLaughlin the ship's chief radio officer who
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. PrudHomt. I feel sure that his name is also inscribed on the monument located on Signal Hill in San Francisco to which the late Dr. Lee DeForest, Hal Stiles, (a well known radio announcer in these parts) and my friend Bill, which goes as follows:

"THE DEEP SEA SAND...
We set in our cabins evenings, far away from the water's land,
and dedicated it to my friend Bill McLaughlin the ship's chief radio officer who
sand.
FIRE! "SOS" SINKING OF THE S.S. CITY OF HONOLULU

- By -

D. B. RICHARD JOHNSTONE (USN-E)

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 Yokohama, with 217 passengers aboard 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 passenger liner "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 "CALAWAY" 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. of America 500 cycle, quench-gap transmitter and vacuum tube receivers. Its three operators were assigned by the writer, and its three deck and chief operators for the R.C.A. Marine Department. Walter F. Bell was senior, Norris C. Kusler 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 life-boats. 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 Watson Steam 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 S.S WEST FARALON was enroute to pick them up. There were 35 women and 35 children 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" on 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 to arrive 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.

WIRELESS PIONEERS

Chief Operator, Walter F. Bell was later assigned to the R.C.A. Marine office at San Francisco where he joined the ranks of the silent key. Operator Norris C. Kusler worked in Alaska for some time under supervision of Director or "Jerry Whittaker" but returned "stateside" after the war ended. Perhaps some of the Wireless Pioneer members know where Norris is and President "Brownie" who used to work with Norris M.R. at 109 Stuart. In October 1936 Earle Wohler and I paid a visit to Duke Hancock at Corona del Mar in Southern California, and had a wonderful visit when we heard the story about the S.O.S. of the S.S. CITY OF HONOLULU first hand, saw his medals and bade his farewell, knowing full well that he was about to go on his last voyage, which he did a month later.

Richard Johnstone.

CALL LETTERS: "KUSN" S.S. CITY OF HONOLULU
"W X W" 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 Jolly Ol' England on the flagship of his fleet -- RMS "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 WVO'Aers 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 RMS "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 shows off from Southampton for the last time. She is slated to become a hotel ship to be permanently moored at Port 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 the radio factory, was used by the English, American and German manufacturers. Sea 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 4-week trip was a visit to "Lloyd's of London" where he learned of facts on the S.S. NILE, built in 1928. 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 Captain 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 Lloyd's office. Freda and Earle enjoyed a leisurely return trip across the U.S. on the Santa Fe. Chief. They wanted to take this train trip before these two became 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)
The Klatham was to end her days on the rocks near Point Reyes February 5th 1902, 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 had not stinted on the Klatham, so when Charlie Cooper of Kilbourne and Clarke put me on the historic old tug "TYPK" (WPC), I figured mother and I would have seas 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 tiring old wind jammer, or sailing vessels, in and out of Cape Flattery, I managed to get my sea legs, learn a wee bit about tug-boating and not years so much for solid real estate.

Ed. Note: Dexter S. Bartlett was operator on the Alaska SS "NORTHEASTERN" Dec. 11 1927 when she was heading for Seymour Narrows, north of the Strait of Georgia during a heavy snow storm and ran aground. He will give us a story on this in another issue. The SS NORTHEASTERN as most of us remember her was the "luxury" liner on the Alaska run. She was launched in 1886 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 tug 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 "Sparkes" Bartlett sent out her 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-BOUNDS - NO DECISION!

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 SLUGGYES "UPDRAFT" representing the high pressure areas.

There has never been a clearcut decision as the two opposing forces directly collide on the battlefield. The aggro KID COLDHEART and the cool YOUNG COLDHEART representing the cold front which he throws as a wedge, forcing KID UPDRAFT to rise and throw long punches from the top.

The "ring" is usually the median latitudes which in 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 generally seated "front row center" for the main event and is a constant spectator to the battle of champions - which never cease.

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 "thunder bomb" or hurricane punch in an effort to down his adversary or bowl him over, and KID COLDHEART counters with his frigid narrow 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 it does is railroad and dump it in a wide swath 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 Loonig who demonstrated his system in 1872 according to authentic records and who obtained the same year a U.S. patent. The Loomis Aerial Telegraph Company was approved by Congress in 1873 according to official records of the United States Government.

MY EXPERIENCE TUGBOATING - CALLED FROM THE KLATHAM.

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 were 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 knoledge of tugboating even if a wee bit far fetched. For awhile the TATOOSH and GOLIATH were running competition with the UNZOMTA and WALULA on the Columbia River and they would tow 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 TMCA 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 WALULA. 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 WALULA to find out what a ship's insides looked like, we got word that the steam schooner KLATHAM 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 green fields of Minnesotas, rather than these wild breakers. Yet, there were lives at stake, so I started to get in communications with the KLATHAM (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 "W PI" 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 KLATHAM 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.
CIRCA 1968

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 34 minutes or at an average speed of 25.6 knots. This bettered the old record by some four hours. (Some we 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 1968 at Gothenburg, she will be renamed the S.S. WICHIGAN. 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 Norwegian 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 of Florida of the RMS 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 S.S. UNITED STATES at 53,330 tons.

There are five liners that have a passenger capacity in excess of 2,000 passengers: 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 cargoliners 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 stewareesses !!!!!!! Think that over - you Jack Tars.

NEW RADAR FOR Q.E.2

The new RMS QUEEN ELIZABETH 2 will be equipped with an Escort 654 true motion radar with true motion radar w/new computing display facility and an "Easport" high definition 13" 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 older you get, the more it costs!

WIRELESS PIONEERS

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Reported by "Ye Ancient Mariner"

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 114,395 T "UNIVERSAL 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 Easoe and Shell have settled on 200,250,000 ton ships, Gulf is building ships of 324,000 tons requiring 74 foot draft. The Japanese also have on 380,000 ton tanker on berths dangerous targets, each have designs for tankers carrying 300,000 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 BARTNY 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 super tankers.

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 souveniers. It is estimated that 6,3 million tie tacks can be made from the propellers and sold at $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

The SS "INDEPENDENCE" has a NEW LOOK ! ! ! ! ! ! ! ! ! What has ever happened 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 female eyes make this 22,754 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 denizens that they stay well astern.

RED INK DAYS ABOUT GONE

It is reported that Sir, Bancel 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 STYLVANIA and CANTERBURY to Italian insurers. The RMS CAMONIA (cruise ship) was sold last year and scheduled to be used at Dubrovnik 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 weekenders who seemed to love a good goring a fine hole. Now we have a report on good authority that one the large shipping firms of NOK WAF has been running advertisements through out the country for girls to be employed as "deck-hand" 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. "FLASH" 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 "SLASH" vessels for lighter-ashore-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 "FLASH" 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! JUST TRY AND COUNT 'EM. The German motorship "BELGRANO" recently discharged at Kiel 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 612 feet long and was built at Kiel.

ATLANTIC RECORD The American ship, S. S. ADMIRAL WILLIAM M. CALLAGHAN*, the world's first gas turbine powered ship, set a record for 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 Line.

HTTS 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 were lashing the area from Soma 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 AVOIDED 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.

SCREWSHAW 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 MARINE 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 Deutshe 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 "trailer ship" 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 the 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, Hong Kong, Manila, Singapore, 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 far 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 $5,925,000 in cash (about $4 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 (WH) AND THE "RATE WAR" The SS NEWPORT OF 1925. 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 (at $4.99 a passage) and for 110,000. McComick LASSCO lost nearly $19,000, McComick (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. For a time the rate was even on the runs but the public never came back in such numbers.

WIRELESS PIONEERS
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 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 topmast 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 aft of the bridge. The quartersmester, who were all British were frequent visitors at my quarters. However, I never rated very high in their esteem because they didn't think I was "the real American".

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 AC 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 jars, charged through a few turns of copper tubing inductance, in an open spark gap. The nose 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 our 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 Hindus.

S.O.S. passenger 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 movable 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 unable 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 quartersmesters 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 tugged 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 scarcely 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 stricken on Reachu Island, at a point called "Finger Rock". He told me again "Eachu". I didn't get it exact but took a chance on "Reachu".

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 washed through the liquid to the operating table, where I started the motor-generator and proceeded to signal out my S.O.S. and position. Suddenly all my toes-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 electrolyte! 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 five 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
Before us like a stage setting depicting some ancient biblical story.

...injuries, so the mate, Hill, asked me if 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 men pointed to the boxes of food that had been put aboard the lifeboat 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 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 of 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 Shah 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 Shaoh Sing put us ashore at Shangai, 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.

(Continued from last page)

Ordinarily the wireless operator was not called upon to take charge of a lifeboat, but the ship's doctor was. However that gentleman had his hands full of looking after historical 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 boatsman, 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 men, 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 snaggled 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 hauled me out for causing the Chinamen for their awkwardness. I realized that our only hope was to get rid of some of that mountain of mail bags 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 hailings distance. One of her crew hailed us in pigeon English. Did we need any help?
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 special interest to all 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, makes it readily 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.
A. Large scale map
B. Small scale of Walnut Creek & Rossmoor areas
C. Rossmoor - local area
D. 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 Nile 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 Berkeley, 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 MICHENER OFF-RAMP, just immediately past the interchange and turn left 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 step and all that will be necessary is to identify yourself as going to the "WIRELESS PIONEER" picnic. You might also, for convenience, cut out the bottom of this page back 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.W. side of the Club House bldg. They will be marked with SWP (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 highlights 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 Dr., #4, Walnut Creek, Calif., 94596. 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!

'KPH' 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 Dayton for making arrangements for our members to visit the station/s at "KPH" 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 Dayton had 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 -
LUNCH
The best place to eat in the area is probably in BOLINAS at TARANTINO'S 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-central 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).

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.
PRESIDENT

RICHARD "DICK" JOHNSTONE

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 S.F. Assn. is such a man; he can easily wave a call (1912). Shortly after receiving his "C 0 SW", "Dick" as he is known to his host of friends that are world-wide, sailed on the SS AGRIPUSCO 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 RNCA, retired. He retired from the USN with rank of Commander after 32 years of service. At the end of the war, he 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", it was Dick to whom they turned. Dick has held a ten radio licenses and one radio-telephone technician license and a present date holder of the "Extra Class amateur license" with station call "KZFZ". ORGANIZATIONS: WAARL, OOTC, QCWA, SARO, WIRELESS Club. Also past Cmdr. Am Legion.

"BJ" 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 one noted above which include Radio Sales and Service, shipboard-radio phone installations, Sonar, Radar and Bendix depth recorder equipment. Dick was one of the early day Pioneer Wireless Amateurs in S. F. with SELF ASSIGNED call "WJN-1". Dick was a member of Dick who built interest, and radio operator, discharged from "NAT" to "CO". 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.

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 radio operator, and radio operator, aboard a shipboard radio-phone in installation, Sonar, Radar and Bendix depth recorder equipment, Dick Mangelsdorf, during WW-1 in 1919 he attended Marconi Radio Institute, SF, received his commercial license early 1919 and was assigned SS GEORGE W. ELDRED (WRF) on the Panama run. This was followed by assignments on nearly 46 ships during the war. He became a member of the Marine Dept. during this period and was the first to leave S. F. of the group. Dick Mangelsdorf, during WW-1 in 1919 he attended Marconi Radio Institute, SF, received his commercial license early 1919 and was assigned SS GEORGE W. ELDRED (WRF) on the Panama run. This was followed by assignments on nearly 46 ships during the war. He became a member of the Marine Dept. during this period and was the first to leave S. F. of the group. Dick Mangelsdorf, during WW-1 in 1919 he attended Marconi Radio Institute, SF, received his commercial license early 1919 and was assigned SS GEORGE W. ELDRED (WRF) on the Panama run. This was followed by assignments on nearly 46 ships during the war. He became a member of the Marine Dept. during this period and was the first to leave S. F. of the group. Dick Mangelsdorf, during WW-1 in 1919 he attended Marconi Radio Institute, SF, received his commercial license early 1919 and was assigned SS GEORGE W. ELDRED (WRF) on the Panama run. This was followed by assignments on nearly 46 ships during the war. He became a member of the Marine Dept. during this period and was the first to leave S. F. of the group. Dick Mangelsdorf, during WW-1 in 1919 he attended Marconi Radio Institute, SF, received his commercial license early 1919 and was assigned SS GEORGE W. ELDRED (WRF) on the Panama run. This was followed by assignments on nearly 46 ships during the war. He became a member of the Marine Dept. during this period and was the first to leave S. F. of the group. Dick Mangelsdorf, during WW-1 in 1919 he attended Marconi Radio Institute, SF, received his commercial license early 1919 and was assigned SS GEORGE W. ELDRED (WRF) on the Panama run. This was followed by assignments on nearly 46 ships during the war. He became a member of the Marine Dept. during this period and was the first to leave S. F. of the group. Dick Mangelsdorf, during WW-1 in 1919 he attended Marconi Radio Institute, SF, received his commercial license early 1919 and was assigned SS GEORGE W. ELDRED (WRF) on the Panama run. This was followed by assignments on nearly 46 ships during the war. He became a member of the Marine Dept. during this period and was the first to leave S. F. of the group. Dick Mangelsdorf, during WW-1 in 1919 he attended Marconi Radio Institute, SF, received his commercial license early 1919 and was assigned SS GEORGE W. ELDRED (WRF) on the Panama run. This was followed by assignments on nearly 46 ships during the war. He became a member of the Marine Dept. during this period and was the first to leave S. F. of the group. Dick Mangelsdorf, during WW-1 in 1919 he attended Marconi Radio Institute, SF, received his commercial license early 1919 and was assigned SS GEORGE W. ELDRED (WRF) on the Panama run. This was followed by assignments on nearly 46 ships during the war. He became a member of the Marine Dept. during this period and was the first to leave S. F. of the group.

Earle was appointed alternate to S. F. President of the Emergency Station with call "30-1" to service all ships during the intervening years to retirement but perhaps the best remembered was the SS NILE (VIE) of British registry which sailed in and out of S. F. with "clock-like" regularity to the Far East. During all of this time, Earlie's interest in "ham" radio never waned (although off the air during the war years) he was assigned "6AWM" to fit the rotary spark era, then "6BF" to fit the tube era - which he has held on to.

During WW-2, Earl was appointed alternate to S. F. President of the Emergency Station with call "30-1" to service all ships during the intervening years to retirement but perhaps the best remembered was the SS NILE (VIE) of British registry which sailed in and out of S. F. with "clock-like" regularity to the Far East. During all of this time, Earlie's interest in "ham" radio never waned (although off the air during the war years) he was assigned "6AWM" to fit the rotary spark era, then "6BF" to fit the tube era - which he has held on to.

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V. P. MEMBERSHIP & CREDENTIALS

FRANK GEISEL (S-P)

The "mine"...PG 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 - "KPH" for many years.

Frank learned " Morse" back in 1917 while working at the Sou. Pacific RR in LA., then taking a course in Electrical Engineering he "hooked" on to wireless. That was 1918, he completed the YMC A course in wireless and in 1919 had his Commercial First Class License which he has held continuously ever since. By the way he spent on an ocean-going ship 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 RCA for many years prior to retirement in 1967 (one of the many retirement parties ever). He has handled so many SOS calls he has lost track of the number, the "blaze" he was so on the McCall steam-schooner "Hustenloch" 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 asked "KPH" to re-broadcast details of the Japanese attack on Pearl Harbor. "PG" has the original leadership and Credentials Committee and a Vice President of the Society.

Frank is a member of VWOA, AFCEA, World Ship Society, Past Member S.P. Marine Exchange, OOTC an 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 long working hours the calls for service, the assignments were always treated with respect and like gentlemen - thus it is little wonder he was so highly liked throughout the fraternity - 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 "contamine" the other way back in 1907. He received the self-assigned call "QGM". 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 V. Fenner, Lee Fassett, Ed Radford and D. B. McCown, 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 (Kahului) and later was in charge at KIKO (Wahiaha) Hawaii.

Returning from the war, he served as Radio Inspector for the USBB (under Ben, 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 monument on all who helped to make "wireless-history". "Dick" has been forced temporarily delay his work due to illness and fatigue which he 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. MICHIE

"Jack" Mische is holder of the coveted "CERTIFICATE OF SKILL" which is the hallmark 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 early "BLAZERS" of the seas, who spent so many years 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 "JWY". His first commercial operating experience started with his assignment by the Marconi Company to the SS FIFIELD on Oct 27th, 1912. After a tour on many of the Pacific Coast ships, Jack finally entered the construction department of Marconi in 1916. 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 1924 and until retirement in 1959, he has been with P G & E in charge of one of their major facilities.

SECRETARY

EBEN K. CADY (S-P)

EBEN K. CADY (S-P) "EB" says he doesn't mind being 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 of which, prior to retirement in 1969, he was as Chief and then as Manager. His tenure at "KPSW" was, as they say --- action packed ... never a dull moment.

"EB" was continuously employed as "Spark" on about everything that floated and had a piece of wireless-gear aboard from the salvage tug "Homer" to the Sonoma and the SS PRESS HARRISON. A trip he made from San Francisco to Holiday Island, WILLIAMETTE in 1922 provided the setting for him to join the Society's unique and rather exclusive..."SOS-COD'ers" Club. This was when "W5Y" plowed into the beach at "POINT-NO-POINT" in light 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 character 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 "Wireless 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 have mostly been 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 "KWE". Syd now holds an Extra Class Amateur license for operation of his station W6NZ and to show ( next page)
Continued •

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"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

San Diego, aka "W6GMA", as "Home" where he enjoys a quiet life. 

He returned to his hobby, he keeps his hand in

on his ham set W6FJC. Jerry's first ship was the Coast

Guard ship Gresham (WGG) which he joined after graduating

the the National Radio Institute in Washington D. C. His

next stop was with the War Department in Europe and

to the west coast as Manager W6EEZ. During 1926/27 he operated KB8S for the Willard Battery Co San Francisco and also KFWI. Said he recalled Elmer

Stensman and P.S. Lucas from the "Jinx" Ship of the Artic,

and the Coasts of Nicaragua. Paul later helped Dickow with his

magazine "RADIO".

HISTORIAN & CURATOR

GILSON VANDERVEER "REX" WILLETTS

The Society's HISTORIAN & CURATOR is known for and wide ove

the communications spectrum as "RADIO RX" and he has so many
credits, his biography would fill a book in itself.

"Radio Rex" has been endowed with a unique and driving

promotion capacity which has led him into so many business
adventures and experiences that it leaves many of us gaspin

He was for example the "founder" and charter-life member of

YWCA, also a Charter Member of the "DE FOREST PIONEERS" as a

member of the "BROADCAST PIONEERS". His early profession

al days include assignment as wireless-man on the S.T. TASO

in 1912 followed by many others on UF vessels. He was an

instructor at Tulane Univ., in New Orleans (Camp Martin) and

has since time at WGC stations at Fort (B) Cocoa Del Tore (B) and Bluetielda, etc. He was manager of

station "WCI" Newport and also served as relief at "WLC" in

New London. During 1922-23 he built and manned "WOS" Jefferson City, Mo. After that, Rex, built and manned "WNYR" New York, also "2XL" Experimental, using facilities of

WNYR. 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

his ship assignments plus shore station relief, includ­ing

"KPH".

Rex went on the air with his amateur call 2MO in 1913 and later,

in 1929-30 he had the call W0EZE. He is at present

President of the Chamber of Commerce in Villa Grande for

the Russian River Resort communities and his civic inter­

ests 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 "Pre" and we feel complimented that he

feels pat with, after such broad experience and perspective which his constant contact with the

many phases of the radio art affords.

DIRECTORS

G. A. "JERRY" WHITTAKER - (6-P) DIRECTOR AT LARGE.

ALASKA used to be considered 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 (future) Rookie, a major for the transportation took place and Alaska now boasts one of the most sophisticated Commu­

nications systems in the world. Working with FAA engi­

neers, Jerry should be given great credit for the trans­

formation of this part of the United States from a semi-savage State with one communication personnel working for him in the facilities which greeted him from Ft. 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 canneries town of Kegflung 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 Kegflung, Jerry found his closest

company, George Spaure at Libbyville, a round trip for an

eye-ball "SSO" of 8 miles and 8 billion mosquitoes. Geo.

and Jerry fall on the Secretary-TREASURER 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

HOWARD 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 "HPH". He was first commercially licensed in 1917 and

assigned the SS SUSH for Ship Owners (S0951). Wrecked

on Herenden 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 that same year. Naval operating

assignment included NPD, NB2B, NVR, NPC and NPZ until

discharge Dec. 1921 at which point he departed for the

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 1925 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,

Penail, Victoria and others until 1934 at which point he left

marine work and joined the (now) FAA (Federal Aviatio

Agency) as a Radio Installation Electrician where he remained

until 1956 when falling 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 of the organization and partic­

ipated in many outstanding installations of major scope.

Howard, after leaving FAA worked briefly for the Fish and

Wildlife Service as an Electronic Engineer, but illness also

forced retirement there.

Since retirement, Howard has published some nine books on

amateur subjects being dealt directly related to 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,

Past President ARRL, W6EEZ, W6WF, W6ZW, W6FJC, Norcal Chapter of Q.C.W.A. He is also

listed as a

Chairman of the Board - Emeritus, Jack has been a

host of friends in his lifetime with wireless and radio.

John Jack Slater (G-P) Director at Large

"Jack" received his first commercial license July 15 1915

on the SS SUSH were he served aboard the Cordova for some
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 trans­

mitter. Sea-going experience also included tankers, freig­

hters, and passenger ships on the Panama run. Jack oper­

ated Station "Kmu" the S. F. Examiner Broadcast station when all Bay Area stations shared time on 360 meters. From

1925 to 1934 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

years he was a fireman for the San Francisco (S.F.) Police

Department. Jack has been a ham since Jan. 1917 with call "5PL" 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 been a

host of friends in his lifetime with wireless and radio.
`Mac" 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, Hatterian (where Ye Ed relieved him in 1921 the Enterprise, Frank H. Buck and FIS) now listens to ships on the air 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.

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**DeNeut Awarded Top Honorary Post For Role in Medical Aid to Ships**

Donald K. DeNeut, president of Peri Wireless, has been elected to the board of directors of the American Society at the Italian Legion of Merit, Inc., an association of persons devoted to the Italian Government.

Mr. DeNeut was made a Knight Officer, Italian Order of Merit in 1964, for furthering international understanding between the U.S. and Italy -- specifically for his work in assisting the Italian medical profession in obtaining ships at war.

A native of Seattle, Washington, Mr. DeNeut joined PERWI in 1948 as a vice president in 1940, the year the company was founded. During World War II, he served as a lieutenant in the U.S. Navy, then went to the Pacific as executive vice president. He was elected president in 1963.

Mr. DeNeut is a member of the FCC Industries Advisory Committee, the Overseas Press Club, and the Cornell Club of New York. He attended Colun...
**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 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 "SPECIAL ROSTER" is merely printed for convenience and reference purposes.

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<td>Lawrence V. White</td>
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<td>47.</td>
<td>O. R. Anderson</td>
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<td>48.</td>
<td>W. C. Thompson</td>
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<td>49.</td>
<td>Ray Newby</td>
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<td>50.</td>
<td>Howard S. Pyle</td>
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<td>51.</td>
<td>Frederick E. Brinckman</td>
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<td>52.</td>
<td>Robert L. Simpson</td>
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<td>53.</td>
<td>Alan Cormack</td>
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<tr>
<td>54.</td>
<td>Eben &quot;EB&quot; K. Cady</td>
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<td>55.</td>
<td>George N. Mullinnix</td>
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<td>56.</td>
<td>Joseph Ferrand</td>
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<td>57.</td>
<td>Rudy Amlund</td>
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<td>58.</td>
<td>Donald P. Newman</td>
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<td>59.</td>
<td>Robert D. Broyles</td>
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<td>60.</td>
<td>Walter L. Mitchell</td>
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<td>61.</td>
<td>Robert S. Palmer</td>
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<td>62.</td>
<td>Arthur C. Jacoby</td>
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<td>63.</td>
<td>Don L. Webb, Sr.</td>
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<td>64.</td>
<td>P. R. &quot;Phil&quot; Thorne</td>
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<td>65.</td>
<td>Stanley G. Taggaro</td>
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<td>66.</td>
<td>Wallace H. Leland</td>
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<td>67.</td>
<td>Mario J. Seppa</td>
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<td>68.</td>
<td>John J. &quot;Mac&quot; McCarthy</td>
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<td>69.</td>
<td>C. L. Ray Crookhite</td>
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<td>70.</td>
<td>Arthur E. Ericsson</td>
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<td>71.</td>
<td>Richard S. Egolf</td>
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<td>72.</td>
<td>Ben N. Lawrance</td>
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<td>73.</td>
<td>Grover W. Wexman</td>
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<td>74.</td>
<td>G. Frank Hartman</td>
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<td>75.</td>
<td>Gery A. Johnson</td>
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<td>76.</td>
<td>Carroll V. N. Steffen</td>
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<td>77.</td>
<td>Paul E. Leitenberg</td>
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<td>78.</td>
<td>William D. &quot;Bill&quot; Clyde</td>
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<td>79.</td>
<td>Eugene H. Price</td>
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<td>80.</td>
<td>Russel A. Eatep</td>
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<td>81.</td>
<td>Ronald G. &quot;Ronnie&quot; Martin</td>
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<td>82.</td>
<td>Harry F. Weisz</td>
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<td>83.</td>
<td>H. S. Waterlund &quot;Wes&quot;</td>
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<td>84.</td>
<td>Robert E. &quot;Bob&quot; Dalton</td>
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<td>85.</td>
<td>George Gordon Farver</td>
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<td>86.</td>
<td>John B. Nelson</td>
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<td>John A. Staggarno</td>
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<td>88.</td>
<td>Virgil N. Hoke</td>
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<td>89.</td>
<td>Ray Moya</td>
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<td>90.</td>
<td>John N. Hurtt</td>
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<td>91.</td>
<td>L. R. &quot;Laz&quot; Calbert</td>
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<td>92.</td>
<td>Robert P. Brown</td>
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<td>93.</td>
<td>Gerald A. Eatep</td>
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<td>94.</td>
<td>W. R. &quot;Walt&quot; Schreiber</td>
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<td>95.</td>
<td>C. H. Keeler</td>
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<td>96.</td>
<td>Harold A. Eatep</td>
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<td>97.</td>
<td>Dr. Robert B. Crewe</td>
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<td>98.</td>
<td>Herbert C. Grundel</td>
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<td>99.</td>
<td>Harold J. Burch</td>
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<td>100.</td>
<td>Loren G. Amerett</td>
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<td>101.</td>
<td>Walter Alfonso</td>
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<td>102.</td>
<td>Ed. A. Lamb</td>
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<td>103.</td>
<td>William A. Hunting</td>
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<td>104.</td>
<td>William G. Gerlach</td>
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<td>105.</td>
<td>Howard E. King</td>
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<td>106.</td>
<td>Sam Gazzaro</td>
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<td>107.</td>
<td>William J. Erlich</td>
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<td>108.</td>
<td>Ford King</td>
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<td>Ralph M. Chase</td>
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<td>Emil de Neuf</td>
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<td>111.</td>
<td>Homer D. Jaggers</td>
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<td>112.</td>
<td>William J. &quot;Bill&quot; O'Brien</td>
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<td>113.</td>
<td>Ernest D. Fabian</td>
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<td>114.</td>
<td>George E. Perry</td>
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<td>115.</td>
<td>Charles M. Dunn</td>
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<td>116.</td>
<td>Walter R. Bathum</td>
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<td>117.</td>
<td>Donald K. de Neuf</td>
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<td>118.</td>
<td>Leslie E. Gregor</td>
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<td>119.</td>
<td>Corwin R. Haney</td>
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<td>120.</td>
<td>Archie D. Warmack</td>
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</table>

(Upon) Recorded Serially.

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**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., 835 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 as we can gauge our press run.
Society of Wireless Pioneers

Roster of Members

Legend Used in Roster:

SGP - Spark-Gap Pioneer
P - Pioneer
V - Veteran
PA - Professional Associate
H - Honorary
S - Life member who has paid sustaining dues in 1968.
C - Charter member #1 to #134 incl.
RI - Records incomplete - History sheet has not been returned.
NH - No Name or No Record.

A

Alfonso, Walter 101-P(S) NK
8915 N. E. Prescott Street
Portland, Oregon, 97220
Tph: 252-3501
SS: SENATOR - 1919 WSG. W7RH QCWA
NAY - NPG Wife Ethel "NICK"

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

Arbuckle, Merritt C. 34-P (RI)
Box 738, Port Lavaca, Texas, 77979
Correspondence lost. Tph: 542-3627
SS: LAKE GRAM - Nov. 1918
(Ticket signed by C. C. Kolster

Asplund, Rudolph A.P. 57-P(S) --
140 Tuftsaloa, Atherton, Calif. 94025
No Phone, (Rudy)
SS: BUCKEYE STATE KGW - 1922,
Ham: KEKK, AARL, WQOA
CQD/E: Hawaiian Rancher - 1952,
Many Ships Worked: KPS, KPH, KTK, KYG

B

Bartlett, Dexter S. 145-P(S) NR
7405 North Halls Ave.,
Portland, Oregon, 97223
"Old Bart" Tph: 385-2827
SS: "Old Bart" (Laura)
Salvage Tug - WALLULA - 1916
CQD/ER: SS: NORTHEASTERN WPT - 1927,
Bart will become our next editor.

Becker, Peter J., Jr. 24-P (RI) --
824 Templeton Ave.,
Daly City, Calif. 94014
1916.

Black, Charles F. 38-V(S) BL
11017 Alabama Ave., "Charlie"
Sun City, Arizona, 85351
Tph: 833-2445. (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

Brand - Earl F. (Continued)
BS HERMAN P. WILTON, KOMU, Oct. 1930
Telegraphed continuously 1930-1968.
Now at "KPH".
Member: WVOA, AARL

Brattland, Armond D. 130-P(S) EA
1135 Magnolia Ave., "Arm" (Glady's)
Long Beach, Calif. 90813
Tph: 312-6128 (Ruth)
Ham: KE7A UOAK, OOTC, ARALB
East last wrote on WSUM - SS HAWAIIAN RANCHER rename KIK - had list to QSO
Ask about Jack Benn, David W. Wernsen.

Bray, John T. 143-P(S) --
506 Wessington Ave., "Jack"
Cherry Hill, N.J., 08034
Jack was on the SS NILE with Earl
Wohler in 1920-21.

Bremen, Will H. "Bill" 1-P(S) CY
P.O. Box 530, Santa Rosa, Ca. 95402
(Home: 2120 Sonoma Ave. Apt #17)
Tph: 707/542-0898. (Ruth)
SS: SGD, W. ELDER (WRT) - 1919 (Aml)
USST: WEST HOSOKIE 1918
Ham: W6ERK (1923-24) Early member WVOA, WRE, URTA, Member OOTC(A) AWA, PTC, OX5
Dedicated in promoting WIRELESS PIONEERS in to a real "going" organization

Brown, Robert P. 92-P(S) BV
1484 Elm Ave., "Bob" (Marnell)
Long Beach, Calif. 90813
SS: CHESTNUT CASTLE ZAN - 1923,
CQD/ER: EDW. LOCKENBACK - Jan. 10/30,
"Bob" has 30 ship assignments listed
Anyone with more?

Broyles, Hubert D. 39-P(S) HB
"OWN"-415 Prince Crossing Road
West Chicago, Ill. 60185 "Sparky"
Tph: 312-2251-0565. (Gene)
SS: GRAND ISLAND - 1923, WADE
Ham: AARL, WVOA, 111. FON-NEI,

Burrhop, Harold J. 29-P(S)
D-Wich, Michigan 49724 (Mail add.)
Has ham rig in Airstream and in tvl.
status most of the year. (5 trips Mexico etc).
Ham Call: W8EL. Spent 44 years in radio. Listed MARCONI HONOR ROLL
March 1919.

Burns, James F. 156-P(S) JB
2705 Gibbons Ave., "Jim" (Juhe)
Balitmore, Maryland, 21214.
Tph: nil.
SHIP: WCD - 1918.
Ham: GOTO, WVOA, AARL, CROS, QCWA, WA, IARL.
Went: W3KOU
Jim was at "WST" New London with ITW.

Byars, Lloyd J. 123-V(S) LA
2510 Lamourc Avenue,
Salt Lake City, Utah, 84109 (Helen)
Tph: 485-3220.
SHIP: SS KYVACH - 1927
Ham: W6VE.
M: ARLO, OOTC, QCWA, NM.
Lloyd served in CAA 1936-1947 Communications.
Now enjoying status of "Professional Loafer".

C

Cadu, Ern K. "En" 54-P(S) "CH"
2530 Roosevelt Ave.,
Redwood City, Calif. 94061
Tph: 415-360-1209
SS: SALVAGE TUG - HOMER KUNG - 1922
CQD/ER: SS WILLIAMETTE - 1922.
Solid service - 1922 to 1945. Many status at "KPS" CO, Mgr. etc.

Caldwell, Jim (Jim) 10-P(S) RN
6279 East Roosevelt,
(Edith)
Tucson, Arizona, 85711
Tph: 602-20-2827
Ham: W7CC
M: ARRL, OOTC, QCWA, CD, X-WVQA, OPAC
(First Ham Call 1915 - FS)
SS: PRESIDENT (WCP) 1920
Jim has been collector of early day wireless equipment. Thinks the WIRELESS PIONEERS PB...Given much help.

Camensic, Frank C. 147-SG(S) --
P.O. Box 414
(Esmer)
San Anselmo, Calif. 94960
Tph: 415-453-3090
Ham: W6DXA
(early status: "PCN - 1911"
M: ARRL, WVOA, Marin Radio Amateurs.
SS: PARISO "WW" - 1914
(60$ Coast & EC Ships to 1919)

Cannon, Clifford E., Sr., 17-(RI)
2651 Barcelles Ave.,
Santa Clara, Calif. 95051
Tph: 408-296-6093
Ham: W6TR. QCWA (NR)

Chambers, James T. "Jim" 136-P(S) JC
603 Tomkins Ave.,
San Francisco, Calif. 94110
Tph: 415-175-4470
Ham: W6DFI First
Call 61K-1914, M: QCWA, ARA.
SHIP: SS YALE "WHY" - 1917
CQD/ER: SS AGAS - 1917.
Recalls Ray Farrell with him on SS City of Paris. Many years till retirement ITT. Doing RF relief on ships (on SS Liner as this furnished)

Every Member Get a Member
CHASE, RALPH N. 109-P(S) QR 11776 Auburn Avenue (Vista) Yuccaipa, Calif. 92399 TPH: 714/797-4226, HAM K6IX (QR-1912) M: ARRIL. HILLCREST - KPH - Dec. 20 1917, KPH under control USN when assigned (first met R.J., Frank Shaw, etc.), Then NPR WHICH Handled com.1/2 wpm on Arc. Was Chief Radioman on USS NEW YORK (NCC). Received last ticket 1915. Walter Maynes and Chase rjd A. W. Martin Jr and Wally Leland on the S.F. Lightship.


COBERT, R. L. "TKE" 91-SGP(S) RC 501 South Hart St., Hemet, Cali.92343 Tph: 658-8703 EOB: 1912 - SS SANTA CLARA "WR" followed by many ships, then Coast Station KSE 1924/25. HAM: W6DJI. First W6BLK 1928 M: QCA, ARRIL, ITT Ham Club Spent 10 days on Mackay after KSE. Sends "293" to all his old friends.

COMBS, LESLIE "LES" 31-P P.O. Box 21, Whittier, Calif. 90016 DECREASED: JUNE 15 1968. Wife ELLEN still lives in Whittier 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 and send note. 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 1916 to about 1964. Lee welcomed and aboard the SUMIDA MARU in Kobe - April 1960, I was on ATW trip. He was on SS CANADA BEAR.

EVERY MEMBER GET A MEMBER


COPP, GODFREED SAM "SAM" 29-SGP(S)REX P.O. Box 308, Wrightwood, California 92397, (1012 Angeles Crest Hwy at Eim), TPH: 714/249-3268. (WILDR) HAM: W6LHi (Old Calls "GUS, KCC" 1909 M: QCA, ARRIL, ITT Ham Club COS: "CERTIFICATE OF SKILL" 1911. EOB: SS CARL H. PETERSON - 1111-NC "P5" Naval San Pedro Station May 1912-13, 2 yrs Inst. U.S. Signal Corps WW-1. Recall Harold Hayes who started YWCA Radio SCHOOL LA 1912, Old Sam sez..."I'm ud u, cum hell or Hu Water." Enjoyed Cottet and it was a long one. (We enjoyed you & YXL also Sam). Sam recalls a Pioneer Wireless Opr Ass'n, in Milwaukee abt 1930 (folded due silent days). Old Sam - Active in radio since 1900 Retired, Loved & Suspected by all!!


CREECE, ALFRED S. "AL" 122-SGP(S) AC 479-2 Bakersfield, Calif. 1911 - "WIRELESS AGE" Vol.6, Oct 1918, ... VERY INTERESTING. Al was on Steamer "OWASCO" between Gibraltar and Gana when torpedoed by a German submarine. We hope to reprint Al's story in an early edition of "FORTE'S Call." (Two sinnings for Al's sure to place in our OUSD'S CLUB.)

Al Graduated from Philadelphia School of Wireless 1914, then on Merchant & Miner Ships.Pham, W.5, Miami, Comanches, Gulfstream, Edia, etc.

CRONKITE, C.L. "ROY" 59-P(S) CL 5776 Shaw Street, San Diego, Calif. 92114 TPH: 617/234-1910, HAM - W6AO - held since 1922. M: ARRIL. EOB: 1917 - USAT SHERMAN - KXX. Roy was formerly at Mutual Radio's KIX at WLI in Kewaskum, WI where the Marine Wireless Operators in the Trans-Pacific Run - only competition was from "WAE" Kavan Point, Canada. Roy had his ham ticket prior to 1917 when he was receiving WA 7J. Wants to thank us for... "piping him aboard the WIRELESS PIONEERS." (Roy also served at KIS & KET)

DALTON, ROBERT E. "BOD" 84-PH 253 Jonathan Cape Cod Mass., 02631 TPH: 417/293-3190, HAM: KZIFL. EOB: SS MARGARET - 1922 Canadian. Bob is a correspondent to "Dale & Dashes" of Int'l. Morse Telegraph Club. Served in "Banana Navy" UPC for several years "Tropical Radio Tramps." Says with tutle of Capt. Grant and Patrick O'Keefe he became a journalist and with NBC assigned network coverage of Big Bands, Ky, Derby, etc. Says we Good luck and 73's to old friends.

DAYS, WILLIAM S. "BILL" 19-(P) 255 Cambridge Ave., (RI) Berkeley, Calif. 94708 TPH: 415/526-6651 HAM: W6YS. Bill was unable attend Cotati meeting due scheduled departure for the Far East of SS Bearegard May 6th - 3rd ship in 8 months, Wants us to send dope sheets and will keep in touch and QSO upon return. Bill, Hope your in for the Picnic Aug. 17th.

DEMERITT, LOREN G. 100-V(S) LD 410 Grindell Drive (Betty) Sebastopol, Cali. 95477 TPH: 707/829-4640, HAM: W6RAS. (Early W6ED0) 1927. ARRL: EOB: 1929 - SS ADMIRAL SCLERY - W5CI Ships - SS C.D. JOHNSON ITT ED, MERIDIO R. WITTIG, KDD, 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, Willow, Conn. ONAIR, TPH: 203/762-7489. (Ruth) HAM: First call (W6ACZ) in 1921 and KNAD Molonola Radio ship for the Far East of SS Bearegard May 6th - 3rd ship in 8 months. Wants us to send dope sheets and will keep in touch and QSO upon return. Bill, Hope your in for the Picnic Aug. 17th.

39 WIRELESS PIONEERS
DICKOW, HENRY W. "DICK" 3-SGP(S) DO
225 Buckingham Way, Apt. 503 (Betty) San Francisco, Calif. 94112
TPH: 415/586-0475, HAM: N11. ("DO" in 1907)
EOD: 1913 - SS FIFIELD - WFR.
CQ/S: S.S. PECAN - Aug. 1914 (Union Oil Tanker) Struck reef in Santa Barbara Channel. 7 Ships then to MARCONI Co. (Const.) Started PACIFIC TELEGRAPH NEWS 1918 with Fenner, Fassett, Radford & D.B. McGown. Navy at EIE then KKK. Radio Inspector USSB. "RADIO" 21-37. Now working "TALES OF THE WIRELESS PIONEERS," Dick's eyes have been giving him much trouble of late due so doubt overwork. Illness prevents nights at out setting cigarettes 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
3242 Ninth Ave., (Kathleen) San Francisco, Calif. 94116
EOD: 1912 - SS IQUITOS.
Logs show Charley served on 36 ships and perhaps a few more rjgling. Says he thinks he has put two million knots at sea... perhaps more.
Charley was on the old Cost Rica in 1912 - working for "Hungry Pederson" - already 60 years old - every joint in the ship creaked. The Equip. was United Wireless (7) non-sync, coffin-trimmer, which carried away from bulkhead spreading coal oil over everything - quite a mess. He was on the Salvage ship Homer to retrieve what they could from the SS Cost Rica which went on rocks at San Miguel Island same night all destroyers smashed on beach - despite radio compass warnings. Charlie was told it did get to Costa Rica. We enjoyed having you ON.

E 2 1 0

ERICH, WILLIAM J. "BILL" 107-SGP(S) CZ
Private Home Bag, Debora, Fiji Islands South Pacific.
HAM: W6AL & V8EYK. (First - CZ - 1908)
EOD: 1912 - SS MARGAREE 91. Bill has served on SS China, Honolulu, Ventura, Maui and Lurline. Our Sr, Vesp. Earle Kohlers rpd visiting Bill on their, San Mariposa trip. Tells of the fine "spread" Bill owns at "Vanilla Ville", (reported loss of wife short time ago.
Bill says sorry unable make Cotati, but invites all WIRELESS PIONEERS if possible way to let him know - would like to see him. He is located just 35 miles from Suva on the Queens Highway. Sends 73's to all old frnds.

ERICSON, ARTHUR E. "AINE" 70-SGP(S) DN
P.O. Box 212, (7 Felger Ave.) Beverly, Mass. 01915 (Dolly)
TPH: 612/922-0915, HAM: WINEP - 1910 to date. (First: "EZ" 1902 (1902-1911)
CODER: SS KORDA NEFF 1911.
Art was Radio Inspector for IWT Boston 1919 with Harry Chetaha as Supt. Harry passed on years ago. Art holds two patents on radio controlled torpedoes. Was stationed at USN Radio Station Treasure, Treasure Co. WW-1, copied 300 to 600 code groups on WJ at NARY daily. Reported about 20 SOS by ships torpedoed in Atlantic. Ham story on THE SILENT CNUM VON GERMANY DURING WW-1. Art is still working 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 stringing along. Best wishes to all his old sea-going friends.

ERICSON, EDO
HAM: W8EUEP, M: L.WUOA (Gave up due to health). Operated Shore Station 4024 N. Pioneer Club, QCWA On Lake Steamers, With Ill. State Police 26 years. Operated own business (Ericsson Electronics Co., Inc.) RI-NR.

ESTEP, GERALD A. 93-V(S)
2007 Venice St., San Diego, Calif. 92107

ESTEP, HAROLD A. 96. (S) RI-NR
1660 La Playa Way, (Margaret) Sacramento, Calif. 95825
TPH: 487-3309, HAM: W8EJU QCWA.
Harold retired as CMNR, USN.

ESTEP, RUSSEL A. "RUSS" 80-V(S) RE
25 Manor Court, (Helen) Redwood City, Calif. 94062
EOD: 1926 - SS POINT SURE - KUKD. Russi is Secretary NORTAL QCWA 1958 and Net Control. QCWA PICNIC. SEPT. 15th. SONOMA COUNTY CLUB.

G

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

GASKILL, WILLIAM W. 156-P(S) GS
202 Anglers Drive, Palm Bay, Florida. 32901
EOD: 1919 - SS LUOKIA - KLA.
M: ARRL, GTC.

GAZZANO, SAM "HAM" 106-P (RI)
332 Valley Avenue, (Marie) Cotati, Calif. 94928
TPH: 924-1214, HAM: NR.
EOD: 1921 - NR.

GEISEL, FRANK "FO" 3-P(S) "FO"
AIRCREEK Drive Brook Park, Ohio. (Harry) Walnut Creek, Calif. 94592
TPH: 415/933-3481. FG lives in ROSSMOR "Leisure World".
EOD: 1916 - SS BOWMAN W 1921.
CODER: SS L4 SPWON 1920.
DIEP: 1916 - SS ALASKA.
K Lịch, Charlie Watson, Kingsbury, Dodd, then to KPH. Frank retired from KPH after 43 years, the last 12 as Manager. M: OTC(1); APECA, World Ship Soc. VWOA.
Frank and wife spent month recently in Arizona. They have made arrangements with WIRELESS PIONEERS on Aug 17th at Walnut Creek, also visit to KPH on Sept. 5th. 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) SIG
7051 Colton Blvd., (Bessie) Oakland, Calif. 94611
TPH: 505-5501, HAM: W6BG (Early "6GE - 1911") M: ARRL, MVC, QCWA.
COS/CERTIFICATE OF SKILL - 1911 EOD: 1913 - SS CITY OF TOPEKA then SS NIE. VKR. Started as Telegraph Op on Sacto Div SP 1908-9, SF in 1908 with Postal (Main Ofc).
Bill has one of the experimental Marconi receiving Coherer 1899 and a section of first electric Cable with phototatic inscription by Cyrus W. Field, a Hurdock Spark Gap and LooseCoupler. "Three front teeth" went haywire just at Con at Allentown and Bill had to forge. Be looking for you Bill at Walnut Creek!

GOULAT, MANUEL "Mike" 16-P(S) AG/MG
2031 East Walnut Street, (Edith H) Springfield, Missouri, 65802.
EOD: 1916 - SS IQUITOS - OYB 1918-19 at NAF - Newport R.I. when they copied boost of 5 from Trans-Atlantic ships. Mentions "Deka" Green (now in Fla.) Says WP ... just wonderful ! (Fine code man - that's MG)
ASS, SYDNEY JULIAN “SYD” 25-SGP(S) MU 40 Vice-KC, Berkeley, Calif. 94705

EOD: 415-843-7733, HAM: W6FIE (Fraternal: "MI") 1908 M: ARRJ, OOTC, QCWA.

G: CERTIFICATE OF SKILL - May 17, 1911.

EOD: 1911 - SS FALCON, San Juan, Wash
town, Lansing, Geo. W. Elder, USS OAKLAND, USS MEXICO, Rose City, WW-I 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 from their home in USA. A wonderful humanitarian credit. Syd attended our Centennial meeting. Wonderful fellow

FASSETT, LEE O. "SPIGOT" 37-SGP(S) -- 72 Longview Ave (Missie)

San Anselmo, Calif. 94960

EOD: 453-9617, HAM: none at present (Old call "JO" 1909);

EOD: 1913 - 80-SP(S) VT, Ships: Santa Rita, Yasmine, Hanify Alliance, Marcolini shops 1913-16; WW-I USS Cuyama, R - Lieut. (jg); Instructor Radio Institute of America, Salem, and Maybery Co. Elec. Inspector, Marine Surveyor, Sales Eng etc. (see item elsewhere). We are glad to have this old time "brass-rimmed" as one of our first Directors in the Society.

FENNER, PAUL R. 43-SGP(S) RI

4545 Sierra Drive, Honolulu, Hawaii, 96816

EOD: 774-1323, HAM: KH6SL.

Paul was listed in the San Francisco Radio Club, circa 1916 as member. He was also an associate of Henry Diskin in publishing "Pacific Radio News".

(NE)

Ferguson, Chester Ray "BUD" 134-SGP(S) FI

F.O. Box 534

Half Moon Bay, Calif. 94049


EOD: 1924 - SS CATHWOOD - EUC.

BIG CREEK KIDW, Star of England, vinyls, etc.

2028 - 1968 Federal Telegraph/Mackay Radio and ITT (Still pounding brass)

FERNANDEZ, JOSEPH J. "JOE" 56-SGP(S) JO

40 26th Street, Oakland, Calif. 94609

EOD: 1910, HAM: W6EC (Old "FU"

EOD: 1939, HAM: W6YC (Old "MULTON"

"Joe" reports he is away most of the time traveling.

FREEMAN, David H. "DAVE" 14-P(S) NJ

5619 Locust Street, (Widivated)

Kanaka City 110

EOD: 401-2/0-2398, HAM: N11L (Old "W7BU"

EOD: 1939, HAM: W6IOA (Old "KHK"

"Joe" reports he is away most of the time traveling.

HARTMAN, O. FRANK 74-P(S) NU

208/WE-2 0086 HAM: none.

EOD: 1915 - SS ANNE W (Tag) SHIPS:

City of Seattle, Popek, President, Humboldt, WW-1 (call on SS Engineer, 1922 KCP - Seattle, Washin

HAYTON, William N. "Bill" 151-P(S) WH

3000 Don Antonio Ave., (Helen)

Riverhead (Long Island) N.Y. 11791

EOD: 1520 45th Avenue "A", (Allen)

Seattle, Washin


EOD: 1915 - SS ANNE W (Tag) SHIPS:

City of Seattle, Popek, President, Humboldt, WW-1 (call on SS Engineer, 1922 KCP - Seattle, Washin

HAYTON, William N. "Bill" 151-P(S) WH

54 Grove Lane, XYL-Allice

Novato, Calif. 94947

EOD: 1520 45th Avenue "A", (Allen)

Seattle, Washin


EOD: 1915 - SS ANNE W (Tag) SHIPS:

City of Seattle, Popek, President, Humboldt, WW-1 (call on SS Engineer, 1922 KCP - Seattle, Washin

HAYTON, William N. "Bill" 151-P(S) WH

54 Grove Lane, XYL-Allice

Novato, Calif. 94947

EOD: 1922 800-3005, HAM: W7BU (Old "WB0U"

EOD: 1940 - SS ALCOA MASTER - KJLM SHIPS:

PCC/HD/San Juan, P.R.

WEC 1092 - WC/PM Pittsburg Pa

KSE, LA, Calif. WM/Calit. (up)
**HURDARE, RALPH L.** 11-P (RI)  
644 South Ebb St., YL:  
Lincoln City, Oregon, 97367.  

TIP: 503/994-5449.  
HAM: E7AG.  

Ralph has about 35 years of sea-going experience and more with (now) PAW in the Communications Branch. He is a member of VIKET and has made 2 or 3 trips a year 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.** 116-SGP(S)  
P.O. Box 256, 217 Home Ave.,  
Alamo, Calif., 94507.  

TIP: 415/857-6247.  
HAM: KDKX (old 1952).  

KOS: CERTIFICATE OF SKILL 1912.  
EOD: SS WILAMETTE - WMA.  
Ships: SS Yale, Loreline, USS SATURN USP FOX.  
M: QCWW, Oakland Radio Club, MARS WACRS.  
Note, Corwin's COS taken on "Slaby Arco" equip't by R.M. Pawel at Mare Island, Calif.

**HENRY, EUGENE G.** "EV" 121-P(S) (EV)  
4 Foxhall Court, YL: (Charlotte) Silver Spring, Maryland, 20906.  

TIP: 301/953-2075.  
HAM: W3LK, Old 75A  
EOD: 1922 - SS ROBIN GRAY - KOTK  
SHIPS: Adm. Farragut, Wavatoma, West Kady, Dewey, West O'Rowa, Santa Pla, Pla, plus many more, including "KOK" Portland Radio and from 1938 to date with F.C.C. in Washington D.C. (With Bell Tbp Labs NY 2 years).

**HOPFMAN, WILLIAM HOLLIS "HOLLIS" 128-SGP  
(128-SGP(S) WH. YL: (Kaye)  
740 Kresson Road,  
Cherry Hill, New Jersey, 08034.  

TIP: 609/429-8181.  
HAM: W2SM (old 1957)  
EOD: 1913 - SS INDIAN - KKI  
Ships: SS Toledo, Rescue, El Rio,  
WAY (Virginia Beach) WW-1 Listening station at Bu & St.  
1913-14 Svc Atlantic & Gulf Mexican Merchant & Miners ships.

**HOKHE, VERGEN L.** 88-P(S) (WO  
3418 Marietta St., YL: (Fran)  
Petalsuma, Calif., 94952.  

TIP: 707/762-6101.  
HAM: W6HS (Old  
W6K - 1927).  

EOD: 1917 - SS ADMIRAL DEWEY - WAY.  
Ships: Adm Farragut, Evans, El Segun-  
do, City of Los Angeles (KOCZ) Pre.  
Berce. Formerly in charge FCC monitoring Station Pt. Loma near.  
Junipero, CA.  
Verges attended our Cotati meeting and one of our distingui- 
sed members.

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**JACOBY, ARTHUR C.** "ARTY" 62-P(S) AC  
136 Spanish Bay Road, YL: (Lorraine) Lancaster, Pennsylvania, 17603  
TIP: 717/302-9093.  
HAM: W3OY (Old 30V - 1914)  
ARL, OOTC, QCWA.  
EOD: 1918 - SS ARK  
CODER: March 25 1919 - MS SANTA  
Isabel on rocks at Punta Cola Peru,  
about 90 mi. SE of Mollendo, Peru.  
Many ships incl: SS Nueces, Eaton Rees, Sailing Ships, etc.  
(ja Tp 32)  
WIRELESS PIONEERS
Fred B. MANGELSDFORF (continued)

Fred will be remembered by most of the old timers as the very wonderful contact man and representative of the SORS-INC had in charge of their San Francisco office. Personalized, pleasant and above all, we all felt he was a "squares 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). Had an interesting visit with him and a nice drive around OAHU. Says Paul looks well but a little thin. Fred was one of those attending Cotsit and was very enthusiastic about our new organization.

MARTIN, RONALD G. "RONNIE" 81-( ) FI "RO"

1973 Baywood Lane, Napa, Calif. 94558
TTH: 224-8860, HAM WZP M: SARD.
EOD: 1925 - SS JOHN STANTON
Service with Dollar Lines. Chief, Mgr. & Supt, of Hearst "KUP" San Francisco.

MATTES, ARTHUR S. 132-V(5) "ART"

1618 13th Street, Port Arthur, Texas, 77640
TTH: 719-9416-1849. HAM: WSJX. (3 JD in 1924)
M: WWM, ODET, DC. XYL: Edna
EOD: 1926 - SS GLOUCESTER - KQG.

Ships: Penna State Patrol, Reading Pa., SS Ontario, Vassal, Oplein, 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. (Ed drank water out of the Perdenalles last year too but it didn't do anything for him) Come again ON.

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MYERS, RAYMOND E. "RAY" 89-SGP ( ) "Heinie"

717 Anderson Way (Mail - Box 164)
San Gabriel, California, 91778 XYL: Marge
TTH: 282-0614. HAM: W8DLE (Old 291/WKGJS, 1910)
M: ARRL, AFR, D.P. KELLOGG, ODET, 1000, O.B., ARNS, AOHOG, MTC. (Ed Note: Looks like a jumper boy (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... quite a switch for a communications man. Ray has had so much experience it would fill many books (and pages of POC) ... and being an operator at "KPH"... one of those activities that stem from the old field of the wireless men. Ray has done just about "everything" and been an operator at "KPH" included. Ray's latest activities - big APECA 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)

861 36th Ave., San Francisco, Calif. 94121
TTH: SK-1-4777. HAM: W1l at present ("WJ") in 1907
EOD: 1913 - SS FITFIELD MGR.
CS: CERTIFICATE OF SKILL 1912.


In 1917 Jack went to the Marconi shop and was doing installation work etc., then he was appointed Manager of the "WJ"... then he attended 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 Cotsit meeting.

MITCHELL, WALTER L. "WALT" 80-SGP(S)

5049 - 37th Ave., N.E., Seattle, Wash., 98105
TTH: 205/L32-5500. HAM: WWI (Old 79W - 1915)
EOD: 1919 - SS PRESIDENT - WGP. Ships: West Ina Falls, Los Vegas Victory. (Continued next page)

DRAWN BY WILLIAM A. BRENIMAN
"Walt" reports that after 40 years he retired from Northern Life and while fishing for bass in the North Fork of the Skagit River near LaConner, he had a nervous attack and was taken by boat to the hospital. At the Elks Hospital in Everett he was well taken care of and is now back at home.

MARK B. "BOB" 149-P(S) BV

431 South Old Ranch Road, XYL: Audrey Arceaat, Calif. 92086

EOD: TAG - SEA LION - 1923, KOJOJ
Ships/Sta: China Arrow, Colusa, Willhelmia, City of Panama, USAC Dayton, Police Radio, Dayton Ohio and then Bde, Sta... "WHIO".

MORENUS, CHARLIE M. "CHARLIE" 30-P(S)NS

Star Route 1, Box 111, XYL: TONY Hernando, Florida, 32642

TPH: 251/461-2271. M: K4X. 1919-1920
EOD: 1916 - SS SPOKANE - WGE
Ships/Sta: Columbia, Umatilla, Rose City, City of Seattle, Hvalli, Acme, Santa Cruz, Nile, City of Los Angeles City of Honolulu, Maloie - and about 20 others. Was at "KSE" for some time then joined the Bureau Air Commerce - with communications, engineerin 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 1a-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.

COOPER: SANTA CRISTIANA - 1919
(cought fire, became a hulacocot so had to abandon - picked up by fishing boats.

MULLINIX, GEORGE H. 55-PL(S) NX

501 - 60 Maupark Way, XYL: RL, Mountain View, Calif. 94040
Continued at top right.

TPH: 415/968-7587. HAM: WE6QD (Old WE6U - 1925) M: ARRL. DUTC.
EOD: 1915 WQG
Ships/Sta: Klaman, Colusa, Makiakai (RJ)
Bill Brennan on K2ZM President, Lurline, Lakeside, Wt with PGKE in 1925 and worked for them 20 years, mostly at Altoona. Now in business for self with Auto Elec. & Battery Shop, Roseville, Calif, 5yeanes. With Ampex for 5 years electrical supervision etc. Attached to meetings and meeting at Cotati where many old timers were glad to see you George.

MURPHY, RUDOLPH C. 44 (-) RI

812 Beachwood Drive, Colma, Calif. 94015

TPH: WY2-4200 HAM: NR.

NEWBY, RAY "NUBE" 49-SGP(S) RN

610 Sharon Ave, Santa, Calif. 95505

EOD: 1910 - SS ATLAS - WTT
Ships/Sta: "FN" 6XE (KQW) San Jose; Atlas Alaska, Persia, "PH" HILLCREST, W.S. Porter, Mariposa, Maui, Yacht I dalia since 1960 has been a Yacht-broker & Surveyor. (See Page 14 re "NUBE").

NEWMAN, DONALD P.

84 Madison Street, Seattle, Washington, 98104

TPH: 35/295-1645 HAM: NR. M: WVOA, QCWA.
EOD: 1928 - SS ALASKA, Field Manager RCA SFO (Moving in January this year) Served at "KFA" Seattle, also KFT at Everett. With Argonaut and Isthman Lines, Net.

NICHOLS, CLINTON T. "NICK" 30-SGP(S)NS

77-014 California Ave, XYL:Sylvia Palm Desert, Calif. 92260
TPH: 714/345-1138. HAM: WE6FZC (Old W6FPC 1932)

EOD: 1913 - SS YOSEMITE - WQY
Ships/Sta: Barge 91, Northland, Buckman, Chanalor, Whirge timber, Great Northern, Kroonland, Matsonia, China, Newport, Yale (this as troop trans) and with no leak in hurricane.

NICHOLS CLIFTON T. "NICK" 39-SGP(S)NI

513/213/214 Second Ave., West, Seattle, Washington, 98104

EOD: 1928 - SS ALASKA, Field Manager RCA SFO (Moving in January this year) Served at "KFA" Seattle, also KFT at Everett. With Argonaut and Isthman Lines, Net.

NICHOLS CLIFTON T. "NICK" 39-SGP(S)NI

513/213/214 Second Ave., West, Seattle, Washington, 98104

EOD: 1928 - SS ALASKA, Field Manager RCA SFO (Moving in January this year) Served at "KFA" Seattle, also KFT at Everett. With Argonaut and Isthman Lines, Net.
"The WIRELESS PIONEERS' sounds good to me. The sea-going radio men (wireless men) who pioneered, are getting old and their skills and achievements should be perpetuated. They made the early crude equipment work and improved on it. They were a dedicated lot often standing excruciatingly .... 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 OK.

PEEK, LOYD 45-P(S) LP
11044 Durland N.E. 45-P(S) LP
SEATTLE, WA 98125


EOD: 1917 - SS ADMIRAL PARRAGUT - WAP

Cod#: SS UMATILLA - March 1918

Peek reached near Choshi Japan 3/5/18, ship to tender 4/13.

SHIPS/STNS: Capt. A.F. Lucas, Umatilla City of Seattle, Raveliak, Spokane, WW-1, USN, teaching code at Officer's training school, Univ. of Washington.

EOD: 1917 - SS PRESIDENT - WBP


PRICE, EUGENE H. 79-() RI
332 Rio Del Mar Blvd., Anac, Calif. 95003

TPH: 688-3456, HAM: NR -

PYLE, HOWARD S. 50-P(S) YB
3434 - 74th S. E.

Vernon City, Washington, 98040


EOD: 1924 - SS OREGON - WGP

SHIPS/STNS: Capt. Tobey, Hearst.+

WSS Eastern Chief, City of Seattle, Ketchikan, Alaska (NBY) Puget Sound (NFC) SS Lake Winthrop. 1923-24

Radio licenses. Also other services including Great Lakes, NC on Alex boats (all). KPT - Everett etc. Ye Ed worked with Howard in the Seattle NC of a very fine gentleman who really knew his radio ...." after all -- he has published some 8 or 9 books on the subject, plus contributed articles and while retired - he is still hammering them out. His monthly "RANDOM RADIATIONS" FB. He is 87. W. THEN with some 200

WIRELESS PIONEERS.
THE PROFESSIONALS

SLATER, JOHN L. "JACK" 5-P(SL) 24/76 Johnson Place, XYL: Ruth Santa Clara, Calif. 95050

EOD: 1915 - SS MELTOMOR - WAA

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 fellowes are not here in person and are not eligible for membership in ham clubs".

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

SPAGNA, MARIO J. "SPAG" 67-SQP(S) N 4070 - 19th Street, San Francisco, Calif. 94114

EOD: 1912 - SS CAMINO - SHIPS: Tanfield, 13th Ave., Seattle, Harvery, San Jose, City of Para, Eucader, Newport. (several times on same).

"Spag" says he was only 17 when he first heard the name SS Camino and Op @ $55.00 per month. Incidentally his first wireless license was dated the first day the law went into effect. He tells of how he was sent over 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 Mansionay's PM2, Kiel Tower Paris. Spag left operating in 1921 and was with Standard Oil for some 36 years. Involved in much civic work in S. F. etc.

Spag attended our CMI meeting - said it was ... wonderful!

SPATAPORE, JOSEPH "JOE" 23-P(KD) 4711 "U" Street, XYL: Irene H. Somersford Court, 92167

EOD: 916/695-2776. HAM: K8ER (Old SPG - 1915) QMCA, PD WET, RD KDO SVC OUTC.
EOD: 1917 - GREAT NORTHERN - WES
S&S: Matsonia, Kinmount, Manoa, Cellio Royal Arrow, Quindec, Sylvan Arrow, Williamette, Annette Rolph, Lake Elicot, West Akeley, Social Edition 1 & Big Creek (KPPA) (Geo, Kamosdn there also) (Ditto Leslie Combs),

STAGHARD, JOHN A. "STAG" 87-P(S) 30 2506 Vanarana Drive, XYL: Mary La Creuse, Calif. 92715

EOD: 1925 - SS CELLO - WPH.
S&S: Records lost but BZ and WJ have vouched. Says he has lost c.t all old timers he know back in original WJ days.ellow with WJ. WESTERN PIONEERS should make it possible to renew many old acquaintances.

SOMETIMES - THE OLD FRIENDS ARE THE BEST FRIENDS!

John now with ARC ....HIGH ATOP MOUNT AIRY ON AT KATV 7/FM.

Glad to have you with us "Stag".

STEPFEN, CARROLL Y.N. 75-P (8) 2819 Park Blvd., Oakland, Calif. 94610

EOD: 415/452-3466. HAM: KXAT-M.
S&S: SAWO, BVE-1950). We were old Marine Ops. NR. More recent with Bell Teleco.

TAGGARD, STANLEY G. "STAN" 65-P(S) 1107 Keith Ave., XYL: Josephine Bertha, Capt. bertha, Portland, OR 97205

EOD: 1919 - SS IIDAHO - WOO
S&S: Mazalain, R.J.Hanna, W.S.
S&S: Retired in 1941 with SC. Came back in 1949 retired after 41/2 years SOCO.

Stan said sorry to miss Cotati - think the boys are doing a fine job - more power to you all on 73's.

THOMPSON, W.C. "TOM" 48-SQP(S) RC 340 Rainbow Drive, XYL: Minna Beal Longm, Calif. 90005

EOD: 356 - 8525. HAM: GHR (Old WPG) - 1918. M: ABBY.
EOD: 1914 - SS ELLADO - KTH
S&S: City of Mancos, Nuegla, El Dina, Esperanza, Radiant, Standard Arrow, Great Northern, Tiger
USN: NYP - Marshall Oregon (GW to ships, Neere to LL.
Aeronautical ground stations, Fresno SPO, Kingman, Alhambra.

THORNE, F. H. "PHIL" 64-P (R) RE PT 4040 Golden Gate Dr., Oakland, Calif. 94002

EOD: 551-3118. HAM: SS MULTOMAR - WAA - 1918
Phil attended our CMI meetings and fellow enjoyed seeing you again after all these years on 73's.

VETTER, W.A. "BILL" 40-SQP(S) ** 4731 17th St., San Francisco, Calif. 94117

EOD: 1908 - BO. BARGE 91 - "GB"

STATIONS: "PD" Portland; KE St.Helena "PD" Eureka, Calif. then SS Rose City - WR

With United Wireless, 420 Market St. Morcini Wireless, 30 Main St. SF RCA - 109, Carver St. SF.
Radio Engr. with Union Iron Works, Asst Instructor PACIFIC RADIO SCHOOL, 74 New Montgomery St.

VETERAN 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.

VARNICK, ARCHIE D. "Arch" 120-P(S) WA 353-5 Avenida Sevilla, XYL: Edith Laguna Hills, Calif. 92653

EOD: 1915 SS IOWAN - WJH
S&S: Kansas, Virginia, Nebraska, Oregon, Mexican, WW-I (With USA - Post Office Morrisville, France); then USACT Tersendskold and USN NG Ship NORTHFOLK, Stanley Dollar, West Baton - Left the Sea 1921 Bde Stn. EPhB. NBC Radio Station Civic Center S.F. and Mare Island (Savperisor on "F" watch until discharge 1945 Came home with some im. health lately....we all hope POMSAT.

WERN, MAN L., SR. 63-(-) RI 6630 Burma Road, Palo Alto, Calif. 95030

EOD: 988-2213. NR.

WESTERLING, H.S. "WES" 83-P(S) WE 842 N. 116th St., XYL: Mary M. Glenfield, Seattle, WA 98168

S&S: The lips KJ1T, NAD, Lurline, Pomona, CAA at WWR. Wes says it is a little far to Cotati but sends 73's to all old friends, especially Bill Warnock who he hopes to see one of these days we can start a Chapter in Florida..well we have a start DM! Happy about organizational efforts for our WESTERN PIONEERS.

WHITE, LAWRENCE V. 46-(-) RI 1710 Evergreen St., Walla Walla, Washington 99362

EOD: 454-4583. NR.

WHITAKER, GERALD A. "JERRY" 8-P(S) SW PO Box 2184 (Mail) XYL: Widge 5441 Pepperwood Road (Home) Santa Rosa, California, 95405

EOD: 707/539-2590. HAM: (Old WPG) - 1929): M: AKEL, Sonoma City 
EOD: 1923 USCG - GRESHAM - NRG
S&S: City of Sidney, Yate, Newport, Capt. A.P. Lacy, Com., Adm. Evans, Sutner, Suduff, Pres McKinley (With Geo. Spare) Alaska Standard, Bde. Stn. WRRS (SPU) EJ, Seattle, La. Marced, Nassau Rock Station SF. Port Herbert, Alaska (KOH) Santa Ines, W.R. Chamberlin Jr. Dorothy Alexander, Adm. Watson Thomsen for 5 years, the last 25 in supervisory positions, also top Administrator of Communications for Alaska Region with some 500 people under him in Division. "Jerry" retired 1960 - toured USA with XYL Widge and finally decided "Luther Burbank" had "something" when he chose. Santa Rosa, anchored here with WPP with a plan he says to tell his old friends...... "I'm mean as ever!" (Tok Tok). Jerry & Norge drove 104 miles to Ohio, Mich, Iowa etc. returning in early July. Will go to Pac, Nw in August but HOP's be back in time for the big picnic at Walnut Creek on Aug. 17th. FB.

WIRELESS PIONEERS

Page 37
WILSONSTOWN, ERNEST R. 126-P(S) W4
1772 E. La Pas Road, Altadena, Calif. 91001

TPH: ST4-2800, HAM: W6KMA - 1940
(WX 1936 - SS KLAHATI - W6X
EOD: 1920 - SS KLAMATH - WX
S68: Schley, Williams, Rose, Faguratt, Montebello, Levitt Arrow, Hollywood, 9th St. Los Angeles, Calif. City of L.A. Male, ....... and K8P. (K8P of K8P assignments RJ over rough periods and from Chief of the Maleos). Add '1. Scc thru K8P radio station in Stockton, Calif. 1923 selling "Radioles", UV 199 tubes - $6.00 each. Ernest followed Ye Ed on CW, K8P, recalls others: Verne Tachner, Al Lusey, Ben Star- ley, Dave Kennedy (D); Pet Hendrix Ray Ferguson, Tom Watson, Ray Wall- low, the late, and Bill Klein - still at K8W, Recalls "POP" Dent - Chief at K8E, Willie (Monroe G.) Sommers, Leon Cameron, Richard Oliver, others. Since - see going days .... NBC SF & NY, WPL 1936, KFI 1936-1952 and at KFJ-TV 1952-62. Brings back some of the old timers and memories on K8W. Sommers died about 10 years ago.

WIDEHANN, GROVER W. 72-P(S) W5
735 Hollywood Drive, XVL Emma Newfield, North Jersey, 08225

EOD: 1921 - SS VANANAG (Tanker) S58: El Rio, Comache, Montrey, Mexico, City 1 California. Still hold Extra Class Amateur License.

WOLCOTT, ERNEST E. "Kenny" 32-P(S)
R-1, Box 180-R, XLY: Elinor
Friday Harbor, Wash. 98250

EOD: 1918 - SS HUMBOLDT - WX
CODER: SSS GOVERNOR - Apr 21, 1921
sink in collision with SS West Harland in Puget Sound. We hope to have more on this issue.
S&S: Cello, Gold Shell, Adm. Dew, Governor, Curacao, Hermosa, Queen Anuncion, (others). Since we can't get all the minutes as "didn't fit", Ernest hopes we can produce a large number of East Coast men to also join our profession and the group. We have suggested a "Roster of Members" .... so here it is OM. Recalls Geo. Werner, Thayle Harris, Verne Boke, etc. Sends 73's from "WILD ISLANDS".

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 heavy and that we produce 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 - or recipients of your COMPLI- ments (and so marked), at near cost. You suggest you send fifty cents each to cover postage and part of printing. MANY THANKS & 73
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 "PC" 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, and will not allow such mix in common as 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 fraternality. 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 "ate 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 notdim 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 work we are doing and 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.

- 30 -
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. HISTORICAL & 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 IV. 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" Pioneers, Pioneer or Veteran members of the Society, in good standing, i.e.: 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, i.e.: 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 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.
SECTION 7. FOUNDING MEMBERS

The founding officers who were instrumental in establishing the Society will become "Emeritus Members" and shall be carried on the rolls of the Society and its roster in such manner, waving 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 for 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 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 insubstantial to the Society's welfare. Vote by the Board of Directors shall not be held until the 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 cannot 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 cannot 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 his vote is required. 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's activities in the broad sense.
2. Appoints nominating committee.
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 Spaceship 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.
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 commemoration 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.

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 most of 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 bulletin 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 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 shall be forwarded to the President or Senior Vice President for approval who will forward 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. Maintains 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.

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 sends 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, 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 on 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 ACTIVITY/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 library 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(4) EDITOR IN CHIEF - CONTINUED

1. Works in close cooperation with Executive 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 new-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 release.
(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. Notice shall be given to the 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 the work 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 at least 30 days before the scheduled meeting.

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 for any expense. Incidental expenses to attend meetings such as travel costs, lodging, meals, etc., shall be paid for by each member from personal funds. There may be certain "out-of-pocket" expenses that will be reimbursed 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 "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.

SECTION - 7(b) ORDER OF BUSINESS OF ANNUAL MEETINGS

1. Call to order.
2. Roll Call.
3. Reading of minutes of preceding annual meeting and/or special meetings.
4. Unfinished business.
5. Communications.
6. Admission of new Chapters to the Society.
13. Discussion of next meeting site.
15. New Business.
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

There shall be a nominating committee consisting of three sustaining members of the Board of Directors, in a vote taken by its Chairman, 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 shall be submitted by the Executive Director at least 30-days prior to the May "business" meeting to all members. Members may nominate for those nominated by this committee or add 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 the 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) - THIRTEEN MEMBERS.
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 520, Santa Rosa, California - 95402. The Board of Directors may change this address and/or establish a legal address to suit 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 the 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, although 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, i.e.: 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 voter-teller and will advise the President and the Executive Vice President of the outcome of such vote.

END - SK - "30"

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 Gubser, 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. Gubser 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.