

Mrs E.K. Haviland

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of the family? It was an occasion, I was loading at Mukilteo, and had some business at Seattle. So I took the Great Northern train. Several of these stopped at Mukilteo daily. The train skirted Lake Union before we arrived at Seattle Station. A multitude of wooden hulls in all stages of construction moored closely side by side covered a great part of the Lake. Some were nearly ready to go to sea and others were just hulls without any super structures. A man sitting alongside made this remark "The citizens of Seattle have some consolation, they have something to show for their Liberty Bonds --- Look at these" said he pointing towards those wooden hulls --- There they are" But I was sure, it took many more bonds than sold in Seattle, to pay for these now obsolete hulls. To be burned for the metal in them later on.

In the fall of 1918 I took charge of my first command the Chinese bark "Chin Pu" of Shanghai, she had been before this the "Kaishin Maru" of Daren Manchuria, and before that the "Bare dine Osiria" of Batavia and was built as the "Amstel" of Rotterdam. Near the ship was a motorship, the "Stasia" she had returned a couple of times with damaged rudder and machinery. Captain Swenson was in command, and I saw him frequently at the Oriental Hotel where he resided while in port. His son was Chief Mate "Mr Karl Kortum" knows his whereabouts. A skipmate of mine Nickolaizen was second mate (At least he claimed to be I knew him as a notorious liar) Well at any rate, it may have been before the Armistice was declared the "Stasia" got away, and this time she managed to make Shanghai, where the French owner was waiting. I heard this later while at anchor the ship caught fire, it was impossible to extinguish the fire, and a British gunboat had to sink her by gunfire. I am sure no one shed a tear, and for all concerned it may have been the best that could have happened.

The "Monterey" Ex Adrian Baden made a trip to the Fiji Islands. The cylinder heads of her Winton Engines gave away, and so she laid at Suva in the Fijis for several months awaiting new heads from the US. They finally arrived and were installed, and now they found out that some engineer by mistake had piped out the best Diesel oil those days was not easy to be gotten. There was none.

