



Society Of Wireless Pioneers • 24

DEDICATED - to the men who "went down to sea in ships" as Wireless Telegraphers and all those who have earned their living "pounding brass" as wireless or radio ops since the day of Marconi.

Member Correspondence

Seattle, Wash.
25 July 1973

Dear Jerry:

Needless to say I was quite surprised to receive a letter that showed your return address on the envelope! Back to 1966 is quite a stretch, covering my final 5 years at Boeing prior to retirement (at 65) plus 2 years of retirement. Through the years I've had late replies, and a share of non-replies, so the experience is not unique.

I have Huycke's book "To Santa Rosalia Further and Back" and like it very much....the excellent illustrations add greatly to the book. The names Huycke and Raynaud are somewhat familiar, from the local press and I believe the former has been an occasional contributor to "Slop Chest" letters in SEA BREEZES. I don't think I could contribute much to their vast stores of knowledge, and their scholarly approach to ships and shipping doesn't include my limited area of Pacific coast ships of the '20s and '30s, and wireless lore of that period, so I'm not disappointed that I haven't met them.

Speaking of books, I have your "Ships of the Redwood Coast" and "Star of India," both of which I've enjoyed. I sailed in the fine little Chamberlin double ender BARBARA C. ex PACIFIC and relate to the steam schooners, but not to the Redwood Coast, as we never loaded south of Grays Harbor....two stevedore companies there operated their own radio stations, Grays Harbor Stevedores had KZE at Aberdeen, Twin Harbors had KJQ at Hoquiam, and they handled arrival and gang requirement messages. I went on a few binges with Ned Sanborn, operator at KZE.

I've had a continuing interest in Liberty ships, as a class, and only recently obtained "Liberty Ships" by John Gorley Bunker, a 1972 publication of Naval Institute Press. It is very good, all inclusive, with all Liberties listed by names and hull numbers. The photographs are, in my opinion, very inadequate: to me it would seem that a frontispiece showing a Liberty (any Liberty) would be most appropriate, but nowhere in the book does it show a full view of a Liberty. In addition to the frontispiece photo I would have included a Liberty tanker, and perhaps a radar picket ship, like the SCANNER or WATCHMAN, to show one of the Navy adaptations of the Liberty ship. Outside of the weak illustrations, it is a most commendable work.

Through the years I've dabbled a bit in ship photos, trying to place emphasis on the vintage tankers of the '20/'30s era, and while I cannot call my accumulation a collection, I feel I've had fairly good success. I have had my lumps trying to get a couple good Liberty tanker photos--these don't fall into the '20/'30 period, but my interest in Liberties in general makes these intriguing. A fellow with a Novice license back in Massachusetts has a tremendous negative file, including a couple Liberty tankers like JOHN STAGG and RICHARD J. CLEVELAND, and he has promised me prints when he next has a darkroom session, but as this was a year or more ago I find my hope waning!

