

VWOA NEWSLETTER

Email Issue #67

Francis T. Cassidy Editor

2012



VWOA MEMORIAL MONUMENT AS PREVIOUSLY
INSTALLED IN NYC BATTERY PARK

In Email Issue #65 of the VWOA Newsletter we reported on one of the many requests for information by a foreign visitor to New York City about a possible relative of their family who might be listed in the VWOA Archive. That request dealt with Paul Conaty, Radio Officer on the S. S. Elma Tres, who was listed on the VWOA Wireless Monument in the New York City Battery Park. His ship went down in the Atlantic Ocean in November 26, 1981. The task of investigation has been made more difficult with the fact that the entire VWOA Wireless Memorial has been placed in a temporary storage location by the New York City Conservatory Group, who is renovating the NYC Battery Park location for the past few years.

The Emails and Photos provided to those Internet Surfers of the VWOA Web Site has resulted in a great deal of historical information being provided to those making the inquiry by the diligent efforts of your elected VWOA Directors.

Your Editor has accumulated some additional Monument stories and photos for your review in this VWOA Newsletter so that the Members might appreciate the effort involved in providing answers to these many requests.

From: John Hogger

Subject: Query about historic records

Hi:

I wonder if you can help me please.

A close ancestor of mine, Charles Hogger (1875 - 1970), is mentioned in the following extract from the NY Times of 1939, which reports on a VWOA dinner. He was clearly a well-regarded radio operator and was awarded an honor scroll by your organization. It doesn't say if he was a member of the VWOA though.

In your collections of historic information do you have any further information about him or his career? And are there any records which detail the award from the Czar of Russia or the other medals which are mentioned in the article?

If there are any photos of Charles, the award ceremony or the dinner which is reported in the NY Times that would be really great. He immigrated to the US in about 1899 and I have come to a dead end with researching UK records.

I appreciate that it may take a little time to search through your records but I would be extremely grateful for any assistance you can give me in researching this professional radio operator.

If your organization doesn't hold any such records, please could you advise where else I might enquire?

Very many thanks, in anticipation of your assistance.

Have a great Christmas.

John Hogger

Northumberland, England

The New York Times, 12 February 1939
SEA CAPTAINS MEET LONG AFTER CRASH
Masters of the Republic and Florida
Introduced 30 Years After Vessels Collided

GUESTS OF WIRELESS MEN: David Sarnoff, Lee de Forest, T. D. Haubner and Jack Binns
Receive Awards (text removed)

The occasion was the fourteenth annual dinner of the Veteran Wireless Operators Association at the Hotel Astor. (text removed)

Honor scrolls went to and also to Charles Hogger, a much-honored operator once personally decorated by the Czar of Russia. Mr. Hogger, his lapel heavy with medals, was a guest.

From: Francis T Cassidy

Sent: Tuesday, December 20, 2011 4:01 PM

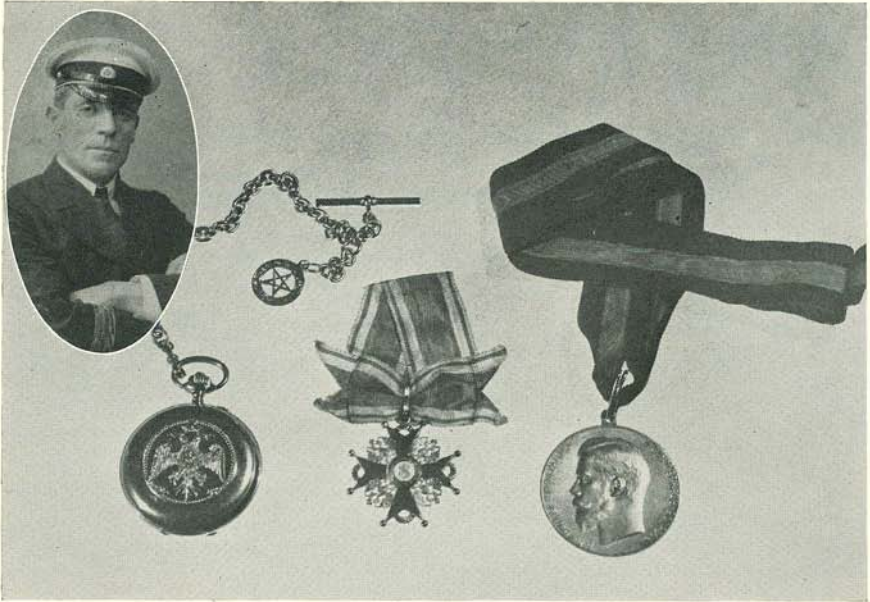
To: John Hogger

Subject: Re: Query about historic records

I have reviewed the archive files and determined that we have no record of VWOA Membership for Charles Hogger (1875 1970).

We do have records showing that your relative Charles Hogger was awarded the Marconi Memorial Scroll of Honor and I have not been able to find a copy of the actual Award, but have attached a MARCONI SCROLL OF HONOR as an Adobe PDF file showing the Award which was bestowed on him in 1939 in conjunction with the Fourteenth Annual Dinner and Cruise of the Veteran Wireless Operators Association.

A VETERAN BRASS-POUNDER



CHARLES HOGGER, radio operator; lower left: Watch presented in person by Czar Nicholas; center: The order of St. Stanislaus; right: medal received for valor in war service.

NOT every radio operator owns a Hope Diamond, or a platinum mine, but there is at least one who carries around several pounds of solid gold—or so it appears on casual examination. His name is Charles Hogger, an old-time American brass pounder dating back thirty-one years, and after a colorful career all over the world, including a bit of experience in Russia during the War, he is back in service in the United States.

He began life as a seaman. His first experience in wireless was in 1906, on the *S. S. Heliopolis*, when, as quartermaster, he helped install the antenna. While on the bridge, he studied the code, by listening in to "press."

En route, the ship passed a French vessel which had lost her propeller. The *Heliopolis* was a mail ship, and could not stop to give assistance, but she sent a wireless to the injured ship's owners and a tug came out to the rescue. This was in 1907, and is an early example of the use of wireless for rescue purposes.

Hogger then took a course in a private telegraph school in London, and was sent to Russia for service on the Russian American line. Four of the vessels of this company were immigrant ships, sailing from Russia to Brooklyn.

Hogger's first appearance in the limelight was in 1913, when he was on the *S. S. Tzar*, of the Russian-American line, en route from the United States to Russia. The *S. S. Volturno* had caught fire in mid-ocean, and although four liners were standing by, none of them could launch boats on account of the high seas. The *Tzar*, however, dared the waves and launched three boats, the last of which was manned by operator Hogger after the First and Second Officer of the ship had refused to make a third attempt to reach the vessel. For the part he played in rescuing forty-three children in this last rescue party, Hogger was given, in person, a solid gold watch, by Czar Nicholas of Russia.

During the War, Hogger served in the Russian Navy, and was given a gold medal, bearing the countenance of the Czar, for valor. He also received the Order of St. Stanislaus, for his special service in recovering a radio code-book thrown overboard from the wrecked German cruiser *Magdeburg*.

For similar special service in wireless, Hogger also received a silver medal from the Czarina, who was at the head of the Russian "Saving of Life at Sea" committee. Were Hogger to wear all his medals while enroute to the San Francisco Fair by air, he would have to pay quite a little extra for excess baggage!

Operator Hogger became a citizen of the United States in 1898, the first time he came to the United States, and kept his citizenship throughout his experiences in Russia. Around 1909 he met J. B. Duffy, at the United station at 42 Broadway, forming a friendship which has lasted since that time. After the World War, he came to the United States permanently, and is now an operator for the Radiomarine Corporation.

Mr. Hogger receives a testimonial at this 14th Annual Cruise of the V. W. O. A., for his many acts of bravery and for saving of life by means of wireless telegraphy.

Attached is another Charles Hogger Adobe PDF file with a picture of Charles Hogger and the Awards given to him by Czar Nicholas, including a write up of the VWOA testimonial given to Radio Officer Charles Hogger at the February 11, 1939 Annual Meeting. Hope this adds to the information you presently have on Charles Hogger.

We at VWOA wish you a Merry Christmas and a Happy New Year.

Francis T. Cassidy
VWOA Chairman of the Board

From: John Hogger
Sent: Thursday, December 22, 2011 2:20 PM
To: Francis T Cassidy
Subject: Re: Fw: Query about historic records Marconi Scroll of Honor

Dear Francis
Thank you so very much.

Firstly, for responding so quickly to my enquiry and secondly for finding, extracting and sending me such revealing information about Charles Hogger.

How wonderful to read the citation for his VWOA scroll, and to see a picture of him and his awards. I could not have hoped for better! It seems as though he was quite something - a dedicated, professional radio operator who was recognized as such amongst his peers; and also a very brave man for helping to rescue people from the Volturno.

I will forward the information to another descendant of his that I am in touch with. She will also be absolutely delighted!

Thank you again.
Warmest wishes for Christmas and all the best for 2012.

kind regards...

John Hogger

From: Douglas Stivison
Sent: Friday, February 03, 2012 11:56 AM
To: Frank Cassidy ; wenben@nyc.rr.com ; 'Ehrlich Alan'
Subject: FW: In Search of Ferdinand J. Kühn (Kuehn)!

Gentlemen,
Yet another amazing contact that we have received through our web site. If I could ask one of you to take care of the follow up with Ludo. Thanks and 73,
Doug

From: Ludo Delpire
Sent: Friday, February 03, 2012 11:32 AM
To: Douglas Stivison
Subject: FW: In Search of Ferdinand J. Kühn (Kuehn)!

From: ludodelpire
To: stivison
Subject: In Search of Ferdinand J. Kühn

(Kuehn)!

Date: Thu, 6 Oct 2011 16:13:52 +0200

Hi Mr. Stivison,

Family evenings in the 1950's, there was no T.V., it was family stories telling time. With the foto family album open, I was waiting for the hero story to come. It was about the son of Lidie Marie Delpire sister of my grandfather Ferdinand Delpire and Hubert Eberhardt Kuehn's wife.

Dad called him Ferdy, wireless operator on the S.S. Monroe; he gave his life preserver to a woman and went to his death when the ship sank.

The first time 1971, I was in NY on a mission for ITT, assisting installation of telephone equipment at Ted Bates advertising agency located Times Square. During free time I went looking for Ferdy's name on the Stones around the Eagle in Battery Park, not aware of the fact that those were army heroes. That there existed a separate monument for VWO's.

I started my family tree, found FamilySearch.org, and planned on returning to NY. So 40 years later in company of my son I was back last august, 8 till august, 25. Visited Mr. & Mrs. Daelebout of FamilySearh.org, LDS Church, Columbus Ave, . I was always looking up Kûhn but he was able to present me a copy of the Twelfth census of the United States dated June, 4th 1900, Borough of Bronx, NY, NY.

On the list father Kuehn Eberhardt from Germany, mother Kuehn Lidia from Belgium and son Kuehn Ferdinand born in NY.

The information of Ferdy being "marconist" on the Monroe and saving a lady by donating his life preserver, resulted in the date of the collision with the Nantucket January 30th, 1914. And the tip "marconist" resulted in a link to VWOA showing the monument on page 9 of your 2010 magazine.

Walking back to the Iroquois hotel, talking about the info, I told my son this must have been news, we looked it up at the NY Times on the internet. And yes two articles showed up. The first one telling "WIRELESS HERO, A NEW YORK BOY" with a picture, the same picture my father showed, published January 31, 1914. The second article telling "PRAISE FOR WIRELESS HERO" Memorial Service Held for Kuehn of the Ill-Fated Monroe, published: March 2, 1914.

The names are a little bit twisted, it should be Eberhardt and not Abraham, the sister is Virginia and not Victoria, she is 10 years old not 12. Ferdinand was 19 and not 20 years of age.

Popular Mechanics issue of 1929 on page 650 showed up on screen with a picture from Ferdinand presenting his home-made apparatus on which he learned telegraphy.

There is still more to tell about our search (the stored monument). If you are interested, for now I have to go. Starting to look up the children of Virginia Kühn, six remaining alive in Germany, knew them all being a guest around Carnival in Aachen.

Attachment: Family Kühn-Delpire.

If God is willing, I like to return in 2014, a century later, to honour Ferdinand in front of the re-instated monument.

Sincerely Yours,
Ludo Delpire.

- From: Ludo Delpire

Sent: Wed, February 08, 2012 10:16 AM
Subject: RE: RO Ferdinand J. Kuehn of the S.S. Monroe

Good Day Gentlemen,

I got stuck in continuing my NY story since the only answer I received was a computer reply from Arthur Brisbane at NYT.

This changed on receiving your message.

Asap my story is finished I'll forward a copy.

The idea was to revive 100 years later remembrances in 2012 of the Titanic. And naturally going on to the Monroe in 2014. My family tree with Ferdinand J. Kuehn (Kühn), including pictures, is on the internet, GeneaNet (geneanet.org) username ldelpire1. On the homepage of GeneaNet (in USA similar to Ancestry.com) just type in the person you like

to find, I suggest Delpire to look for Ferdinand's mother Lidie Marie Delpire.

Happy search.

Thank you very much for putting me on the mailing list and 73.

Ludo Delpire.

To: ftcassidy@optonline.net;

Subject: Re: RO Ferdinand J. Kuehn of the S.S. Monroe

From: mdmacmahon

Date: Fri, 3 Feb 2012 17:59:27 -0500

Hi:

Here is the link to a web page of the article about the monument written by Willa Cather a classic American writer.

Mouse Click on the URL below or Copy it into the address slot.

Note the paragraphs near the end. As a matter a fact read the whole piece. It is a great tribute

and I would suggest a reading of it at the re-dedication ceremony and publishing it in the WWOA Newsletter.

<http://cather.unl.edu/cat.nf013/cat.nf013.001.jpg>

Best regards,

WWOA Director Miles D. MacMahon

To: ludodelpire

Subject: Re: RO Ferdinand J. Kuehn of the S.S. Monroe

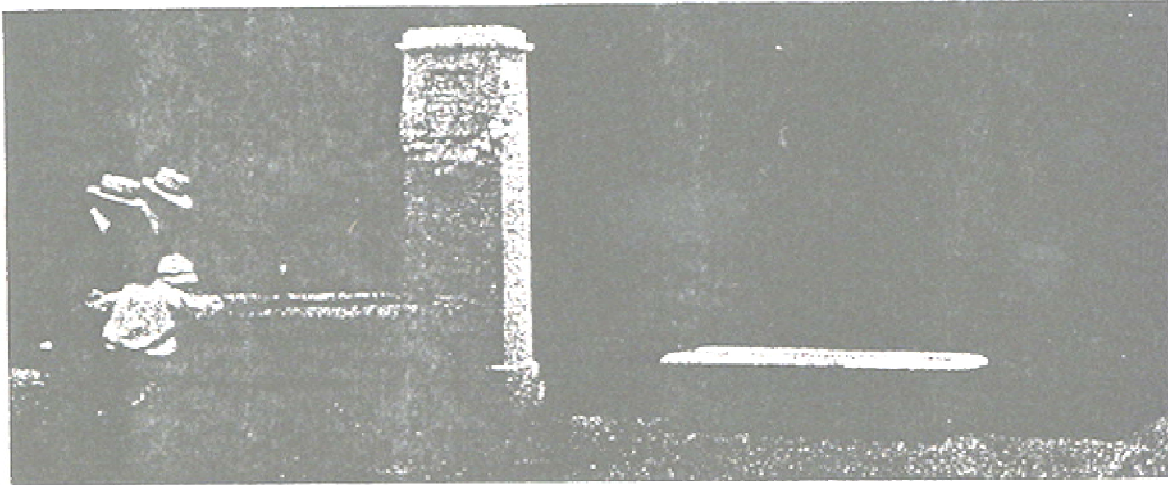
Photo is a close-up of the Kuehn engraving.

Former Honorary
WVOA President and
radio pioneer, Dr. Lee
DeForest, SK at the
Wireless Operators
Monument



Wireless Boys Who Went Down with Their Ships

By WILLA SIBERT CATHER



On this monument are the names of ten young wireless operators who, in the midst of storm and terror, stuck to their post of duty and went down with their ships. In nearly every case, not a soul on board would have been saved but for the courage and faithfulness of the wireless operator.

ON the twelfth day of May a monument was unveiled in Battery Park, New York, to commemorate the courage of the ten wireless operators who have perished in waters about the American continent.

THE most familiar name on the monument is that of Jack Phillips, who went down on the *Titanic*, and who stood over his instrument until every life-boat was gone, sending to the *Carpathia* directions as to how to reach the sinking vessel. But for his courage and persistence, the death list of the *Titanic* would have been 2,350 instead of 1,595.

Harold Bride, the assistant operator, was among those of the crew picked up by the *Carpathia*, and his story of Phillips' end was printed in the New York *Times* when the *Carpathia* arrived. Bride had been asleep in the cabin behind the operating-room, and had come in his nightclothes to relieve Phillips. Neither Bride or Phillips had felt a jar or shock of any kind, when Captain Smith appeared at the door of the wireless house and said: "We've struck an iceberg. I'm having an inspection made to see how much we are damaged. Be ready to send a call for assistance." Then he disappeared, leaving the two operators astonished. In ten minutes he returned, stuck his head into the operating-room, and merely said: "Send out the call for assistance."

Phillips began to send the C. Q. D. Bride jokingly told him to send the new call, S. O. S., as it might be the last chance he would get to use it. Phillips laughed and changed the call. He got the *Frankford*, and told them the *Titanic* was sinking by the head. By this time the list forward was perceptible. Then Phillips got the *Carpathia*, who said she was putting about and making for them. Phillips sent Bride to tell the Captain the *Carpathia* was coming. When Bride came back, he heard Phillips giving the *Carpathia* directions as to where to find the *Titanic*. He told Bride to get his clothes on, and Bride realized for the first time that he was in his nightclothes. He dressed, put on an overcoat, and brought another overcoat and put it around Phillips' shoulders as he worked. Captain Smith came to the door again, and told Phillips to send the *Carpathia* word that the engine-room was taking water and the dynamos couldn't last.

The life-boats had been going off for some time now. The deck was in a turmoil, and for the last fifteen minutes Phillips sent under a terrible strain, amid the general scramble. Bride got a life-belt for himself, and strapped one around Philips, who was still standing at his instrument, urging on and directing the *Carpathia*. He told Bride to see if there were any life-boats left. Bride went out and helped some men launch the last collapsible, then came back and told Phillips that the last boat was gone. The Captain came and told them to abandon the operating-room, and take care of themselves if they could. Phillips kept sending for ten minutes after the Captain had released him, answering questions from the *Carpathia*. Bride saw a stoker steal up behind Phillips and try to get his life-belt off him. He rushed out of the inner cabin and knocked the fellow senseless. The water began pouring into the operating-room, and the two operators went on deck just as the *Titanic* made her final plunge, and Bride never saw Phillips again.

CLIFTON J. FLEMING and Harry Fred Otto were lost in the three-masted lumber schooner *Francis J. Leggett* last September, sixty miles out at sea from the mouth of the Columbia River. In this wreck eighty persons were drowned, and there were only two survivors. One of the two survivors caught a piece of lumber, and hung to it for ten hours in the icy water before he was rescued. He said one of the wireless men swam up and caught the same tie to which he was clinging, and hung there for several hours, but was so exhausted and so benumbed by the cold that he finally let go and sank.

STEPHEN SCZEPANEK, a Pole from Worcester, Massachusetts, went down when the *Pere Marquette*, flagship of the fleet of five car ferries owned by the Pere Marquette Railroad, sank in four hundred feet of water in Lake Michigan, twenty miles from land. He sat at his desk flashing, "Car ferry 18 sinking—help," until the boat sank under him. His message was caught by the station at Ludington, and another car ferry was sent out and saved thirty-three passengers.

ADOLPH J. SVENDSON, a Scandinavian, went out under more terrible circumstances when the schooner *Hanalei*, last November, struck Duxbury Reef, off the coast of California. Life-savers came from Fort Point life station, brought a mortar and lines, and tried to reach her. They sent out line after line; but each one fell short, and the boat was breaking to pieces. The life-savers were so

wrought up by their failures that they put in a double charge—and burst the mortar. They sent out a life-boat, but it was smashed in the breakers and the volunteer crew drowned. A brave sailor from the *Hanalei* tried to swim ashore with a line. He made a wonderful swim of it, but when he reached the breakers he disappeared. Fifty-eight passengers and all of the crew were lost.

WALTER REKER was lost in Puget Sound last August, on the *Admiral Sampson*. The steamship was rammed in a fog by a Canadian vessel, the *Princess Victoria*. The bow of the *Victoria* entered the hull of the *Sampson* just at the point where a large amount of fuel oil was stored, crushed several of the containers, and set them on fire. In a few moments both vessels were wrapped in flames. The *Victoria* drew off, put out the fire, and lay by to pick up the boats from the *Admiral Sampson*. All the passengers and most of the crew were saved. Reker, the wireless operator, the Captain, and the chief engineer were the last to leave the ship; and they went down while they were trying to launch the last life-boat.

DONALD C. PERKINS perished in the wreck of the steamship *State of California*, two years ago. The steamer, running at full speed, struck an uncharted rock in Gambier Bay, ninety miles south of Juneau, Alaska. The entire bottom of the vessel was torn off, and she filled and sank in three minutes. Within that three minutes Perkins got out his call for help several times, otherwise there would not have been a single survivor. As it was, twenty-five passengers were drowned, and seven of the crew. Of these seven, the wireless operator was one.

LAWRENCE PRUDHUNT, wireless operator on the oil-tank steamer *Rosecrans*, was drowned when the steamer was sunk on Peacock Split, in the mouth of the Columbia River, in January, 1913. The tank-boat was caught in a sixty-mile gale with 18,000 gallons of oil on board. The Weather Bureau station at Northead picked up Prudhunt's C. Q. D. He said the steamer was being driven toward the shore by currents and a terrific gale. His second message was interrupted. Nothing more was ever heard or seen of the vessel, except two men, lashed to the upper rigging, who were lost in the end.

GEORGE C. ECCLES was lost on the steamship *Ohio*, sunk off Steep Point, near Ketchikan, Alaska, August 26, 1909. Wireless Operator Booth was sitting in his operating-room at the wireless station at Ketchikan, with his receiver on his ears, and had just finished talking with Eccles of the *Ohio*. He was amazed when he suddenly got a C. Q. D. call from Eccles. He answered it, and got from Eccles the following:

Ohio struck rock. Steamer sinking fast. Send aid immediately or everybody will be lost. CAPTAIN.

Booth was dazed for a moment. Just then the steamships *Humboldt* and *Rupert* called the *Ohio*, and asked for her latitude. Booth heard the call, and he heard Eccles flash back the answer. In a few moments Booth heard Eccles again, and this time he said:

Ohio sinking fast. Can not hold out. Passengers are being taken off in small boats. Captain and crew will stick till last.

Humboldt and *Rupert* both replied they were making for the *Ohio* at their utmost speed and would pick up passengers. Eccles flashed back another message:

Passengers off and adrift in small boats. Captain and crew going off in last boat, waiting for me now. My God! I'm——

The message was never finished. Operator Booth sent call after call to the *Ohio*, but got no answer. The *Ohio* had suddenly broken loose from the rock on which she had been hanging. She sank instantly, and Eccles was trapped in his wireless house.

FREDERICK J. KUEHN, a New York boy, only twenty years old, one of the youngest men in the wireless service, gave his life to save a woman, when the Old Dominion coast liner *Monroe* was rammed and sunk by the *Nantucket* off the Virginia Capes.

The accident happened at two in the morning. Kuehn stayed at his instrument until he was told to go; then he snapped off his call and adjusted his life-preserver. He left the wireless house and went to boat 3, which was just being launched. A woman came running along the slanting deck, crying. Kuehn asked her where her life-belt was, and then said: "Here, take this. I'll get another." He took off his life-preserver. Just as he finished buckling it around her body, the *Monroe* took its long downward plunge, and those who were still on deck were swept into the sea. Thirty-nine were drowned; the *Nantucket* saved 101. Kuehn was never seen again.

The pleasant fountain, the seats, and the monolith in Battery Park are a reminder of all these stories, and bring together the names of these men who never saw one another, but who possessed one common quality. Probably not one of them ever intended to be a hero. They were all young men, and went into wireless because it was a new and exciting business and appealed to the imagination. In a new form of service they found an old opportunity. They met it in such a way that, though this profession is less than a dozen years old, it has already a fine tradition.



Ferdinand J. Kühn (Kuehn)!



When the "Monroe" was in a collision off the coast of Virginia, in January of 1914, Ferdinand J. Kuehn stayed in the wireless room flashing out calls for help until he was sure that assistance was coming. As he went on deck to assist in loading the small boats, he met a woman crying for help. Since she had no life preserver, he gave her his own and helped her into a lifeboat. There, by the davits, his foot slipped and he fell into the water, never to be seen again.

GEORGE C. ECCLES
S. S. OHIO
AUGUST 26, 1909
PACIFIC COAST

JACK PHILLIPS
S. S. TITANIC
APRIL 15, 1912
ATLANTIC OCEAN

DONALD C. PERKINS
S. S. STATE OF CALIFORNIA
AUGUST 18, 1913
PACIFIC COAST

WALTER E. BEKER
S. S. ADMIRAL SAMPSON
AUGUST 25, 1914
PUGET SOUND

CLIFTON J. FLEMING
S. S. FRANCIS H. LEGGETT
SEPTEMBER 18, 1914
PACIFIC COAST

GEORGE A. GEARE
BARK MANGA REVA
NOVEMBER, 1916
ATLANTIC OCEAN

STEPHEN E. SCZEPANEK
S. S. PERE MARQUETTE
SEPTEMBER 9, 1910
LAKE MICHIGAN

LAWRENCE PRUDHUNT
S. S. ROSE GRANS
JANUARY 7, 1913
PACIFIC OCEAN

FERDINAND J. KUEHN
S. S. MONROE
JANUARY 30, 1914
ATLANTIC COAST

HARRY F. OTTO
S. S. FRANCIS H. LEGGETT
SEPTEMBER 18, 1914
PACIFIC COAST

ADOLPH J. SVENSON
S. S. HANALEI
NOVEMBER 23, 1914
PACIFIC COAST

JAMES J. CURRAN
S. S. MORENO
JUNE 12, 1917
OFF AZORES

WENDELL'S NEWS CORNER

From: Fran Mason <
Date: February 16, 2012 11:05:07 AM EST
To: "Wendell R. Benson"
<wenben@nyc.rr.com>
Subject: Re: Inquiry
Reply-To: Fran Mason <

Hello Wendell,
To let you know that Carl Mason passed away during the night. I do not know the final plans at this time as his granddaughter is arranging that. As soon as I hear, I will email again as far as funeral home, etc. His granddaughter here in NC (George's daughter) has written an obituary that I will pass on or give you the email address to read.
Thank you for your concern,
Fran Mason

From: Wendell R. Benson
<wenben@nyc.rr.com>
To: Fran Mason <
Sent: Monday, February 13, 2012 10:35 PM
Subject: Re: Inquiry

Fran,
Very glad to hear from you but sorry to hear the bad news.
I had tried several different phone numbers on my file card but nothing seemed to be working. As I recall the last time I spoke to you in Georgia you were thinking of moving. Where are you

currently located? I did have an address in Belgrade for him but I noticed in the callbook they still had him in Belgrade but at a different address.

Yes, we would like further updates on Carl if you have the opportunity.

Our prayers are with you during this difficult time

73

Wendell



Carl Sam Mason - W1GHK SK

April 28, 1917 - February 16, 2012

Obituary Carl "Sam" Mason, 94
Augusta - Carl Leroy (Sam) Mason Jr. of Belgrade, ME, formerly of Pownal, ME, died Thursday, February 16, 2012 at Maine General Medical Center in Augusta. He was 94 years old.

Sam was born April 28th, 1917 to Vivia Rachel Sturtevant Mason and Carl Leroy Mason Sr. in Bridgton, ME. He graduated from Boston

Radio School and went to work for Pan American Airways, flying from Miami and New York to the Caribbean, South America and Western Europe.

He would thrill his grandchildren years later with stories of flying spies around the world leading up to the Second World War.

He married Marjorie Pearl Alward Mason on April 27, 1940 and lived in New York for a short time before returning to Pownal, where he would live most of his life.

He worked for WGAN radio and television, Public Broadcasting for the University of Maine system and retired from the University of Maine in 1982.

Sam was a lifelong Amateur Radio Operator, call sign W1GHK and was a member of the Society of Wireless Pioneers.

Sam enjoyed the outdoors and especially his camp in the woods. He loved snowshoeing, gardening and black powder firearms.

He spoke often of a favorite road trip to California with his granddaughter Vanessa, with whom he had been living in recent months.

Sam is survived by his son George and daughter-in-law Fran, of Siler City, North Carolina and daughter Kathyne Yamauchi of

Brunswick, ME. He will be missed greatly by his seven grandchildren and eight ½ great-grandchildren.

Sam was predeceased by his wife of 42 years, Marjorie, on July 1, 1982 and by younger brothers Gerald and Roger. Also by his constant companion, Muddy the Airedale.

Visiting hours will be at Lindquist Funeral Home, One Mayberry Lane, Yarmouth, on Thursday, February 23rd from 10am-12noon followed by a gathering for family and friends at Mallett Hall in Pownal.

Burial will be in Elmwood Cemetery in Pownal later this spring.

Please visit www.lindquistfuneralhome.com to view a video collage of Sam's life and to share your condolences, memories and tributes with his family.

In lieu of flowers and cards, Sam would prefer donations be made to the Pownal Historical and Preservation Society.

Donations may be sent to: Donna Boyles, 584 Poland Range Road, Pownal ME 04069-6225

73's
Dave

From: Walter Key W2DES
Date: March 10, 2012 5:23:08 PM EST
To: Wendell R Benson <wenben@nyc.rr.com>
Subject: LAST VWOA NEWS LETTER
Hi Wendell, See Cy has gone to his reward.
Age 93 not too shabby but do know he had major health issues in the past ten or fifteen years.

I would have to say that I am now the last surviving member of the Marine Bureau from the mid fifties. Original staff was J. Bossen, Mgr., Cora (don't remember her last name) was the telephone operator, John (Jack) Meighan Chief Operator, Cy Brill, Eugene McGuire the other two ops, B. Ladieu and G. Embelton, W. (Bill) Chapporo and myself the teletype operators all back in 1954.

I got my commercial second class by the end of that year and then McGuire retired and I was promoted to Coastal Station Operator full time. If I remember correctly, C. Cox was the mgr. when you joined us. Also believe a fellow by name of E. Colazzo took my place as teletype operator.

That was the old Marine Bureau on the Fourth floor of 67 Broad Street and there was a small restaurant just below us on the third floor.

High point there, other than operating and working the ICEH/SEJT SOS traffic was the evening that Beatrice Ladieu and I stretched a hose line in the hallway and put out a fire in the freight elevator. A big pile of rubbish in the back of it was really going good. Smoked up the place and that was how we discovered it. I had it all out by the time the fire department came on the scene.

Again, sitting here thinking about the marine bureau, You and I are probably the only ones left of the full time employees considering that we are both in our eighties.

All is well here. Hope the same for you.
73 Walter Key W2DES

Can you take some time out of your Daily Chores and submit something, short, medium or long.
We would prefer to hear from you by Email at:

ftcassidy@optonline.net

Or

wenben@nyc.rr.com