



NOT FOR LONG  
TUESDAY—Fair, colder.  
WEDNESDAY—Cloudy,  
late snow.  
(Full Report, Page 22)

# The Boston Daily Globe

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VOL. CLXXI No. 59 Copyright 1952 By THE GLOBE NEWSPAPER CO. BOSTON, TUESDAY MORNING, FEBRUARY 19, 1952 22 PAGES—FIVE CENTS

# 32 SAVED OFF TANKERS

## Coast Guard in Heroic Rescue Off Chatham

### Broken Bow of One Ship Sinks With 8 Men



SURVIVORS FROM TANKER PENDLETON are landed at Chatham by Coast Guard. (AP Wirephoto)

### List of Crew 46 in Peril on 2d Ship on Pendleton

On the forward half of the Pendleton and presumably lost were (Full names not available in all cases):  
Capt John J. Fitzgerald.  
First Mate Moe, Jacksonville, Fla.  
Second Mate Colgan, New Orleans.  
The Third Mate, name unknown, but known to be a resident of Jacksonville Beach, Fla., and making his second cruise.  
Radioman Greer, Buffalo, N. Y.  
Able-bodied Seaman Landry, New York city.  
Able-bodied Seaman Gatting, Jacksonville, Fla.  
Ordinary Seaman Billy Morgan, Corpus Christi, Tex.

Complete list of survivors of tanker Pendleton:  
Eldon Hannon, Ardmore, Ok.  
J. J. Hicks, Jacksonville, Fla.  
T. W. Southerland, Port Arthur, Tex.  
Raymond J. Sybert, Norfolk, Va.  
G. Russell, Columbiaville, Mich.  
E. Rolfe Kennison.  
M. Flores, New Orleans.  
C. W. Bridges, Baldwin, Fla.  
Ray Steele, New Orleans.  
J. E. Young, Galveston, Tex.  
E. C. Brown, Vincent, Ala.  
A. B. Ponsell (hospitalized).  
E. A. Gallagher, Orlando, Fla.  
Lorand Maillho, New Orleans.  
Vernon Collins, Brooklyn, N. Y.  
Frank Fauteux, Attleboro, Mass.  
Albert L. Johnson, Long Beach, Miss.  
Douglas B. Potts, Pasadena, Tex.  
Fred R. Brown, Portland, Me.  
Domingo F. Garcia, Corpus Christi, Tex.  
Joseph W. Zozotarski, Central Falls, R. I.  
Mike Faifus, San Francisco, Calif.  
Oliver Gendron, Chester, Penn.  
D. A. Brown, New York city.

### 2 Children, Man Die in Allston Apartment Fire

Two children and a retired Boston policeman died in a fire that raced through a four-story apartment at 1293 Commonwealth av., Allston, at 3:30 p. m. yesterday.  
Dead are:  
Theodore Sotir, 6, and his sister, Virginia, 2, the children of Mr. and Mrs. Arthur S. Sotir.  
Henry Pettit, 70, retired policeman.

### 46 in Peril on 2d Ship in Northwest Gale

#### Boston Captain Dies in Pendleton's Bow

### Fort Mercer, Split in Halves, Drifts Helplessly 30 Miles Out

#### Rescue Fleet Stands By, Plane Flares Light Area

By PAUL V. CRAIGUE  
CHATHAM, Feb. 18—The bow half of the broken tanker Pendleton sank under the eyes of helpless Coast Guardsmen tonight, carrying eight men, including the skipper, to death in the churning seas.

An hour before, 32 others had been plucked from the stern half in a daring rescue operation, carried out off perilous Chatham Bar in the teeth of a howling northwest gale. One man was lost in the rescue operation.

Forty-six other seamen on the tanker Fort Mercer, also broken in two and drifting helplessly 30 miles offshore, remained in imminent peril in towering seas, 40-mile winds and icy cold.

The bow of the Pendleton went down at 9 p. m., while four Coast Guardsmen in a 36-foot lifeboat stood by, unable to attempt a rescue because of the storm's terrific force.

Among those drowned were Capt John J. Fitzgerald of Boston and three of his officers.

Coast Guardsmen said one man leaped from the bow just before it went under. The others, apparently dazed and helpless from exposure, could make no attempt to reach the lifeboat.

The two tankers apparently broke up at almost the same time today off this little fishing port, where the treacherous seas and shifting sandbars have long been a graveyard for ships.

The rescued survivors of the Pendleton were taken off and brought ashore in a 36-foot open motor lifeboat commanded by Boatswain's Mate 1c Bernard C. Webber of Chatham.

The dazed, half-frozen seamen were brought to the town pier at 8:45, and several hundred townspeople gathered to watch the rescue, reached out eager hands to help them up the ice-coated ladders.

Webber, lashed to the wheel to keep from being washed overboard, piloted his lifeboat through 40-foot waves and right up under the towering stern of the doomed tanker.

The mere act of piloting the little craft over Chatham Bar, which at low tide is half-exposed, is considered an extraordinary feat of seamanship in such weather.

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COMMANDED PENDLETON—Capt John J. Fitzgerald.

### 350-Lb 'Tiny' Died a Hero in Rescue of Pendleton's Crew

By BM 1/C BERNARD C. WEBBER, CHATHAM  
(Coast Guardsman Webber was in charge of the 36-foot open motor life boat that plowed through mountainous seas to rescue the survivors off the tanker Pendleton.)

It was just a job until we got out to the bar. When we hit that bar I thought we had smashed up. We banged up the bottom quite a bit and smashed the windshield. I was strapped to the wheel.

After we lost the windshield, the snow was hitting my face so hard I could hardly keep my eyes open. I couldn't see much and had to steer mostly by instinct.

The other men were knocked to the deck time after time. I thought several times I had lost my whole crew. They looked like goners, but they managed to hang on.

(Members of the crew with Webber were MMM 2c Andrew Fitzgerald of Whitinsville, Seamen Richard Livesley of Wilmington and Irving Maske of Wisconsin.)

WEBBER Page 5

### 'We Had Light, Heat and Power—and Good Skipper'

Ray Steele, 24, of New Orleans, able-bodied seaman, gave this version of what happened on the after end of the stricken tanker Pendleton.

By RAY STEELE

We didn't have a radio in the after end of the ship but we were confident that the bow would send out an S. O. S. The bow had auxiliary power, but they must have lost it.

We had a little portable radio receiver and we kept hearing about the Mercer being in trouble.

Here we were—half a ship—out there and nobody seemed to know or to care about us. We didn't even know until we came ashore tonight that they thought we were part of the Mercer.



## Cape Codders Hear Rescue Messages on Short Wave Radios

All the drama and pathos of rescue operations at sea became living reality to many Cape Codders last night.

By means of short wave radios, they were able to sit in the warmth of their homes, safe from the howling winter winds outside, and listen to accounts of the heroic rescue operations off Pollock Rip.

There was no narrator to fill in the pauses, no commercial to change the tempo or relieve the scene.

Only the grim, terse messages of the Coast Guardsmen, risking their lives in mountainous seas to save the lives of others, came flickering through.

Listeners who sail these waters, in the warmth of Summer or the bleakness of Winter, knew how to interpret the messages, how to read between the lines.

### Most Left Unsaid

No one needed to tell them how tough the going was "out there."

"Appear to be eight or nine survivors on the bow of the Pendleton."

"The Chatham life boat alongside now."

"Will give lead to pump oil..."

That, in substance, was how the messages read as Coast Guardsmen communicated between rescue boats, shore stations and with planes, loaded with flares, circling overhead.

"It's not so much what they say as what they don't say that gives you an idea of how treacherous the going is," said Donald Burnham, 23, of Woods Hole, who with his wife, Martha, 22, had been glued to their short wave set all day.

"The Coast Guard, for example, doesn't mention how high the waves are. But you know the sea is really rough when you hear a rescue ship 150 yards off the broken bow of one of the sinking vessels, keeps losing sight of it."

"You also know it darn treacherous going when this happens despite the fact that the cutter McCulloch, which is standing by, is equipped with two 24-inch searchlights."

Burnham, who pilots a 33-footer for the Marine Biological Laboratory at Woods Hole Summers, says he and his wife always listen to their short wave set in rough weather.

And once they turn in on the kind of drama enacted last night, they never turn it off until the last survivor has been accounted for. "You can't get away from it," he explains simply.

"Nor can you forget what it means to the rescuers as well as the victims. For every time you hear one of those messages, you know darn well a Coast Guardsman is hanging on for dear life while talking on the phone."

## Two Survivors in 'Fair' Condition at Cape Hospital

Two survivors of the tanker Pendleton taken to the Cape Cod Hospital in Hyannis last night were reported suffering from immersion, but in "fair" condition.

They are Rollo Kennison, 22, of New Orleans, and A. B. Ponsell of Jacksonville, Fla.

## TANKERS

Continued from the First Page

"Try to get over the bar, and then see what you can do," was the final order to Webber from Daniel W. Cluff, who commands the Chatham Coast Guard Station.

### Seaman Crushed to Death

Once under the stern of the Pendleton, Webber fought to keep his lifeboat in position while the tanker's men were handed down, one by one. A half-dozen jumped into the rescue craft in their haste.

One man identified as George "Tiny" Myers, a 350-pound ordinary seaman from West Virginia, was washed out of the lifeboat and crushed to death against the side of the tanker.

The rescue was carried out in the eerie glare of red flares, dropped from a circling Coast Guard plane, and a small searchlight on the lifeboat.

The town was prepared to do its part in the rescue work. An emergency truck with cots and blankets stood by. Doctors were waiting at the Coast Guard station. Steaming coffee and food were ready.

Five of the first survivors helped ashore were rushed in waiting ambulances and private autos to hospitals for treatment.

The others, none of whom had eaten all day and all of whom had been exposed to the icy winds and wildly blowing salt spray since daylight, were fed and sheltered at the station while doctors examined them.

One of those brought ashore was Aguirol B. Oliveira, 47, of 5 Valentine st., Roxbury, father of three. Several other Greater Boston men were reported among the survivors.

They said the Pendleton was due in to Boston soon after daybreak this morning. Boston Light was in sight when one enormous wave cracked the vessel and rendered her helpless.

She drifted back down along the Cape's outer shore until she broke in two.

### Steered "By Instinct"

Working with Webber in the rescue craft were crewmen Andrew Fitzgerald of Whitinsville, Richard Livesly of Wilmington and Irving Maske of Wisconsin.

Webber said a huge wave smashed the windshield of the lifeboat just as she cleared Chatham Bar. From then on, blinded by snow and spray, he said he steered "mostly by instinct."

He lashed himself to the wheel. Waves knocked the other crewmen to the deck repeatedly, and several times he thought all three had been washed overboard, he said.

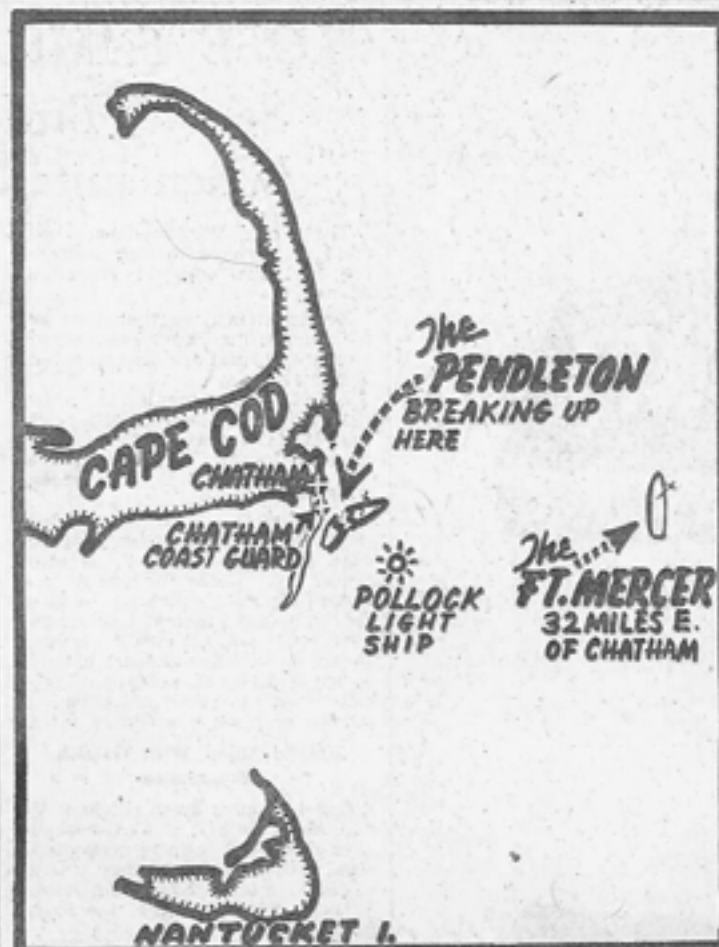
The 10,500-ton, 523-foot Pendleton had left Baton Rouge, La., for Boston Feb. 12. She was two days behind schedule, because of bad weather all the way up the coast, when disaster struck.

The bow of the Pendleton went down only a few yards from a 36-foot lifeboat skippered by Chief Boatswain's Mate Donald Banks of Scituate. His crew were Antonio Vallerini of East Boston, Emory Haynes of Chatham and Richard Ciccone of Providence.

Because of the force of the winds and the huge seas so far offshore, they were unable to maneuver the little boat close enough to the broken half of the tanker for rescue attempts.

And the gale made it impossible to put a line aboard.

Just before 9 p. m. the cutter McCulloch notified its station, "The



**WHERE TANKERS FOUNDERED**—Wreckage of tanker Pendleton, broken in two, was swept towards Chatham. Fort Mercer was reported awash and breaking up 32 miles east of Chatham.



**WEARY PENDLETON SURVIVORS**—Showing strain of their ordeal at sea are three crewmen of Pendleton. Left to right, D. A. Brown, New York city; Wallace Quirey, Millburn, Ok., and Gerald Russell, Columbiaville, Mich.

bow is sinking. We're going in to try for a rescue, with boats or life rafts."

But it was too late. The bow, with its helpless crew, slipped under the waves before any final attempt to take the men off could be made.

### Mercer's Bow Found

At almost the same time, the cutter Yakutat radioed it had made contact with the bow section of the broken Fort Mercer, 30 miles offshore, and was trying to put a line aboard.

The stern section was bobbing and twisting in the huge seas six miles away. Both sections were reported to have survivors aboard, but any rescue operation would be extremely hazardous.

The Mercer was believed to have a crew of 46 aboard. She is of the same type and size as the Pendleton, and was bound from the Gulf Coast to Portland, Me., when she broke up.

She had sent out an S.O.S. just after noon today, reporting she was "in a sinking condition." A Coast Guard plane spotted her later and reported her lifeboats were missing, indicating some of the crew had abandoned ship.

Disaster struck the Pendleton so suddenly she had no time even to flash an S.O.S. Her plight was unknown until a Coast Guard plane, seeking the Mercer, flew so low over her he could read her name.

Chief Engineer Raymond J. Sybert, 33, of Norfolk, Va., was senior officer on the stern end of the craft when she broke in two. "It was my first command," he said after being brought ashore, "and I sure made it the hard way."

"But if I ever have another one, I want to have the same crew with me as I had today."

The section he and the 32 other crewmen were on had lights, heat and power. They could keep the propeller turning enough to steer away from shore when the storm drove them in too close.

But they had no radio with which to make known their danger. The radio was on the bow end, but the men there had no power to send an S.O.S.

### Spotted by Orleans Woman

It was a woman in Orleans who first sighted the Pendleton early this afternoon. The vessel was still in one piece then. The woman notified the Nauset Coast Guard lifeboat station.

Boatswain's Mate First Class Roy Pickett with five men put out in an amphibious "Duck," but could not get near the stricken ship in his tiny craft.

He followed it, close in to shore, as far as Chatham and went to the Coast Guard station there to report. The Pendleton broke up about six

miles off the station there, at 3 p. m.

About the same time, Cluff, commanding the Chatham station, was monitoring the radar screen in the lookout tower when he saw what at first appeared to be two vessels offshore.

Through his binoculars, he discovered that it was actually two sections of a broken vessel, then drifting about two miles offshore.

He believed it was the Fort Mercer, which he knew had broken up in the same area. He radioed the position to a plane seeking the Mercer. It was the pilot of this plane who discovered the broken pieces were those of the Pendleton.

### Plane Drops Flares

The Mercer was first found by the United States Navy cargo ship Short Splice, which reported it had come alongside the stern section and was trying to get a line aboard.

The pilot of a Coast Guard amphibian plane which flew over reported he could see "dangling lines" from two lifeboat davits on the tanker.

He said it looked as though some of the crew had abandoned ship. The Mercer carried four lifeboats, but none were sighted during the afternoon or evening.

Alongside with the Short Splice was the cutter Yakutat, under Comdr. J. W. Naab of Yarmouth, Me., but the 70-foot waves and gale winds made rescue attempts almost impossible.

Fighting their way to the scene through the huge seas were all available Coast Guard rescue vessels along the coast, among them the cutters Unimak and Acushnet and the big ice-breaker Eastwind, from Boston.

The Coast Guard plane remained at the scene, circling the broken tanker, until relieved late in the afternoon by a B-17 from Floyd Bennett Field, N. Y., which began dropping flares to light the scene for possible rescue work.

Speed in this work was made doubly urgent by the weather forecast for tomorrow, which calls for increasing winds with gusts up to 75 miles an hour.

## Engineer Praises Coast Guard for Pendleton Rescue

Raymond Sybert of Norfolk, Va., engineer aboard the stricken tanker Pendleton was among the 32 crew members saved from the stern section in a dramatic rescue off Chatham Bar. His own story of the storm that shattered the vessel and the 14 hours he and his mates braved the elements on the tossing hulk follows.

By RAYMOND SYBERT  
As Told to the United Press

We were a lot of calm but scared men.

I know I was scared, and I was surprised at how calm the men of the Pendleton were when the tanker split in two this morning.

The ship broke suddenly when all the men were on duty either aft or amidships. We'd been riding through the storm all night, and there was no sign of a break-up before the ship split. It would be hard to say how it happened.

We lost one man and a couple were hurt and were taken to the hospital, but I think they'll be all right.

For the most part the boys came through in fine shape, and I must say the Coast Guard did a wonderful job. They brought us in here in a motor lifeboat after coming alongside the stern part of the boat where we were.

We didn't have to jump. The lifeboat came alongside and we climbed down ladders to get into it. It was rough and hard going. That's where we lost a man. . . . But it wasn't the Coast Guard's fault.

We were adrift for about 14 hours after the ship split but except for a helpless feeling we got along all right. We had food, coffee, light and heat. But all we could do was sit.

None of us on the stern could navigate and there was nothing we could do if we could. We were in strange waters on a strange coast. All we could do was stand by and ride it out.

I'm glad and thankful to be alive and I think all 32 of us who were rescued owe a lot to the Coast Guard. It was a tough, hazardous job and they did it well.

Thanks to them most of us got off with only a few minor injuries and some wet clothes.

## Cutter Trying to Shoot Lines to Wreckage

The U. S. S. Yakutat, Coast Guard cutter out of Portland, Me., was following the two sections of the tanker Fort Mercer late last night, trying to shoot a line aboard by catapult, the Boston Coast Guard office reported.

The Yakutat happened to be in Boston Harbor earlier today on sea maneuvers, and headed for Chatham on the first S.O.S.

Her skipper, Com. J. W. Naab Jr., of Bay View st., Yarmouth, reports that the halves of the Mercer are being illuminated by flares from a converted B-17 from Floyd Bennett Field, N. Y., and that the wind is pushing the parts southward at about two knots.

No report was made on the progress of rescue operations.

## Theories Given on Why Tanker Never Sent SOS

The tanker Pendleton crack-up occurred so suddenly that the radio operator probably had no time to send out an S. O. S. message, it was theorized last night by Coast Guard officials.

Another explanation offered for the lack of a radio distress call is the fact that on this type of cargo vessel only one radio operator is required and he may have been off duty. They usually work one hour on and one hour off.

It was also possible, officials said, that the radio shack is on the stern end of the vessel while the power plant is at the other end and when the vessel cracked up the power was cut off.

## WEBBER

Continued from the First Page

### "Tiny," 350 Pounds, Jumped

We pulled right up alongside the stern of the Pendleton. Most of the survivors were handed down to us by the other members of the tanker crew. The last three had to jump.

The very last was a big guy they called "Tiny."

(Tiny was later identified by shipmates as 350-pounder George Myers, "ordinary seaman and a hell of a good one.")

Myers got on our boat but fell off. Just then a wave caught us and we banged into him and smashed him against the side of a tanker.

He was crushed. We had to let him go to save anybody, but that guy died a hero. He handed down probably half of the survivors we did get.

The rest of it is pretty foggy. We headed back for the base like a horse going home, mostly by instinct.

It was as tough coming back as it was going out. The tide was on the ebb and there was even less water on the bar, but thank God we made it.

## Hundreds Drove to Shore to Rescue Effort

CHATHAM, Feb. 18.—Hundreds of motorists, braving ice and a howling gale, gathered here tonight to volunteer for operations on the broken tanker.

The stern half of the vessel was visible as it floated in Chatham Bar, less than two miles from shore. Flashlight signals came from some of the boats.

The other half of the vessel was visible as it floated in Chatham Bar, less than two miles from shore. Flashlight signals came from some of the boats.

Chatham Bar, graveyards of ships, has long been a menace to mariners as one of the most treacherous spots along the Atlantic Coast. Even in calm weather, the shifting sands of the bar are a menace to navigation.

As darkness fell, the light of the stars was visible as watchers along the shore kept their eyes to follow the rescue work.



## Englanders Aboard Mercer

There are nine New Englanders among the crew members of the tanker Fort Mercer. Here are sketches of the nine:

**WILLARD F. FAHRNER**, 32, 50 Pleasant st., Winthrop, and mate, has been aboard the tanker since shortly after Christmas.

At the time Fahrner signed the Mercer, he and his wife were living on their 65-foot cruiser, moored at Reid's yard at the Pleasant-st. pier.

The Fahrners returned last fall from Haiti where they had been for several years. During their stay there, the couple made the acquaintance of President Jose Arevalo, whom they had entertained aboard their ship.

Fahrner has written several articles for adventure magazines, the best known being a true account of a shipwreck in which he was involved.

### Veteran of 20 Years

**ALBERT J. MURPHY**, 48, of Alameda st., New Bedford, a 20-year Navy veteran, was transferred to the sea last June. He is a former water tender aboard the ship.

For the past four years he and his wife, a former Lawrence girl, operated a farm in the outskirts of New Bedford. They have one child, Wilfred.

**MUEL BARBOZA**, 38, of 28 Main st., New Bedford, has been aboard the Mercer for 10 years. A native of New Bedford, he has been following the sea for 18 years.

Before taking to the sea, Barboza worked in a New Bedford cotton mill. His wife, Palmira, had gone to New Bedford, Me., to meet him on his

arrival in port. They have no children.

**THOMAS J. GILL**, 31, second assistant engineer, resides at 131 Nashua st., Milford, N. H. He is formerly of Quincy.

His wife, Virginia, left for Portland yesterday, expecting to meet him there. The couple has two children, Peter, 5, and Susan, 4.

**BYRON L. MATHEWSON**, 28, of 112 Runford st., Concord, N. H., a wiper, had been in the Merchant Marine since last September. He was formerly employed as a stationary fireman at Concord (N. H.) Hospital.

Mathewson is married to the former Barbara Carrol Locke, daughter of Edson Locke of Ryne, N. H., and Mrs. Gretchen Smith of Lawrence. He is the son of Mr. and Mrs. Charles Mathewson of Providence, R. I.

The Mathewsons have four children, Carol, 9; Nancy, 8; Laura, 5, and Charles, 3. He is a World War II Army veteran. The family moved to Concord from Portsmouth, N. H., about five years ago.

**WILFRED J. HEROUX**, 57, boatswain, has followed the sea since he was 19. A member of the Naval Reserve, he retired from active duty after 33 years in the Navy. He is a veteran of both World Wars.

Heroux made his home with a sister, Mrs. Dolores R. Cotnoir of 407 Great road, North Smithfield, R. I. He is a native of Woonsocket, R. I., and attended Woonsocket schools before enlisting in the Navy.

He has four brothers, Rene, Adelard, Pierre Jr. and Lucien, and another sister, Mrs. Anita Beaudoin, all of Woonsocket. His father, Pierre, will be 85 in March. Heroux is unmarried.

**ALANSON S. WINN**, 40, of 112 Highland st., Marlboro, a wiper, went into the Army in 1941 when Company K of Marlboro, National Guard, was nationalized.

During his 5½ years of service he saw action at Guadalcanal and in the Solomons. He was in the Pacific war theatre for more than three years.

He has been in the merchant marine since he was discharged from the Army. His last trip, also aboard an oil tanker, was to Scandinavia. He makes his home with his mother, Mrs. Harriet M. Winn at the Marlboro address.

**THOMAS A. MCCOY**, 51, of Burnside st., Providence, a fireman water tender, has been shipping out of Providence on tankers for 20



BOATSWAIN Wilfred J. Heroux.



TANKER CREWMAN, Alanson S. Winn.

years. His family said that he planned to spend several weeks at home after this trip.

A native of Roxbury, he has made his home at Providence for many years. He has a wife and two children, Thomas Jr. and Eileen.

**LIONEL DUPUIS**, 28, of 9 Harbor terrace, Fall River, an oiler, has been in Merchant Marine service since 1941. He was last home Jan. 23.

He married Irene Hamer of Fall River nine years ago. They have three children, Caroline, 8; Dorian, 6, and James, 4. He is the son of Mr. and Mrs. Joseph Dupuis of 821 South Main st., Fall River.

A native of Fall River, Dupuis attended local schools and received his marine training at the Merchant Marine School at Staten Island, N. Y.

## Other Crewmen on Ft. Mercer

Other crewmen aboard the Fort Mercer included:

**F. C. C. Paetzel**, master, Houston, Tex.

**Jack T. Brewer**, chief mate, Nixon Park, N. J.

**Vincent A. Caldon**, third mate, Bayonne, N. J.

**John V. O'Reilly**, radio operator, Staten Island, N. Y.

**Edward E. Turner Jr.**, purser, New Gardens Hills, L. I.

**Teodoro Echeverria**, Brooklyn, N. Y.

**Julio Molina**, New York city.

**Luis D. Jomidad**, quartermaster, Baltimore.

**Hurley W. Newman**, quartermaster, Memphis.

**Louie Culver**, quartermaster, Corpus Christi, Tex.

**Ralph W. Jago**, New Orleans.

**Luis G. Gilces**, New York.

**Robert MacKenzie**, Houston, Tex., next-of-kin, sister, Mrs. Mary Scotton, 1510 Clinton st., Cambridge.

**Arthur J. Hendrichson**, San Diego.

**Ramon S. Rodriguez**, New York.

**Jerome C. Higgins**, Manitowish, Wis.

**Jesse L. Bushnell**, chief engineer, Pasadena, Tex.

**Howard S. Colby**, 1st asst. eng., Houston, Tex.

**Charles J. Duprey**, 3d asst. eng., Pontiac, Mich.

**Joseph Fink Jr.**, 3d asst. eng., Malakoff, Tex.

**Earl T. Smith**, electrician, Philadelphia.

**Tony Rovira**, chief pump man, New Orleans.

**Chester M. Brodacki**, 2d pump man, Houston, Tex.

**Jerald E. Rader**, oiler, San Francisco.

**Arthur M. Cunningham**, oiler, Camas, Wash.

**Michael Crawley**, Houston, Tex.

**Massie Hunt**, wiper, New Orleans.

**Vincente Aguirre**, chief cook, New Orleans.

**Vidal Luned**, second cook, New Orleans.

**Alphonse Chauvin**, galleyman, New York.

**Colt A. Howard**, messman, 429 North Main st., Bristol, Conn.

**Lawrence Whitley**, messman, New Orleans.

**C. W. Hindsley**, utilityman, Houston, Tex.

**John Brankis**, utilityman, Philadelphia.

## Tanker Crews Sign on 'Coastwise' Basis

Both the Fort Mercer and the Pendleton are of the type T-2 tanker, most common oil transporters along the North American coastline.

The crews of both are signed on on a "coastwise" basis. That is, they are not required to sign foreign articles which would enable the ship to make foreign ports.

Both ships are 503 feet long with 68-foot beams and 39-foot drafts. They displace 21,880 tons each.

They can carry 1460 tons of oil each outside of their own fuel requirements, and both are electrically driven from steam turbines.

The Fort Mercer was launched from Chester, Penn., and the Pendleton from Portland, Or. The National Bulk Carriers Company, N. Y., owns the Pendleton, and the Trinidad Company, N. Y., the Fort Mercer.



**TRICK OF THE TRADE**—Ballerina Mary Ellen Moylan, left, and Erik Bruhn show Ruth Granston of Wakefield a ballet trick backstage at Boston Opera House. Ruth and other members of Filene's Hi-School Fashion Board attended ballet opening in search of new Spring fashions for teen-agers.

## 'Never Thought They'd Make It' Hero Rescuers, Rescued Took Terrific Beating

"Wow! what a terrible beating they took. I never thought they would make it."

With these words, Boatswain Daniel W. Cluff informed newsmen and townspeople at the Coast Guard Life Boat Station at Chatham that the 36-foot open motor life boat had crossed the sand bar at the entrance of Old Harbor last night.

The boat was headed for the tanker Pendleton to remove surviving crew members from the stern of the stricken vessel.

It is a remarkable feat to put such a boat out into the harbor and even more of an outstanding show of seamanship to cross the sandbar and leave the harbor.

Only on rare occasions is an open life boat sent out in such rough seas. "Ducks" usually are used to cross the sand bar when the tide is low, as it was last night. But the waves were too high for the "Ducks."

When Boatswain Mate Bernard C. Webber of Chatham prepared to head out to sea, Cluff said, "I have loads of confidence in you, kid. Try and get out there. See what you can do for those poor guys."

**Confidence Well Founded**  
His confidence was well founded, for Webber and his three crewmen reached the Pendleton and returned with the survivors.

It was hard to distinguish between the rescued and rescuers when they finally arrived at the town fish pier. All were equally beaten up and tired. All were wearing orange Mae West life preserver vests.

About 200 townspeople, gathered at the pier, assisted the survivors from the lifeboat. Webber, who was in charge of the rescue boat, stayed until the last survivor was handed up to the pier. This was at 8:45, two hours and 40 minutes after they set out to the Pendleton.

The motor lifeboat used is all open, except for a small engineer's cockpit and a windshield up forward at the wheel.

The rescue operation took place two miles from the Coast Guard station with waves 30 to 40 feet high. It was a half-mile out from the sandbar, at the entrance to the harbor. Waves in the harbor were eight to 10 feet.

## Coast Guard Effort Recalls Operation in Sept. 1948, Gale

The Coast Guard's rescue operation in connection with the two disabled tankers was similar to an incident during the Sept. 15, 1948, hurricane 250 miles of Newfoundland.

At that time a fishing vessel, with a 40-man crew sent out an SOS when the vessel began to crack up from the heavy seas. The 40 men were taken off the three-masted schooner "Gaspar" by the Cutter Bibb, which made a 200-mile trip in 10 hours.

While this rescue operation was in progress, another call for help was received by the Coast Guard from the tanker Leicester, with 42 men aboard.

The tanker crew took to the lifeboats. The Coast Guard cutter Cecil W. Bean picked up 20 crewmen and the Cutter Propero rescued 18. Four men were lost.

## Bones of Rest on

Chatham Bar, graveyard ships, that claimed two masts and the lives of nine sailors last night, was the disaster of 78 years ago. Two other vessels were sundered in a wild gale.

In that tragedy of 1873 three-masted Peruvian iron bark Francis went down an hour. All 14 of the crew were lost, while 17 Francis were rescued. The iron bark is still visible bar at low water.

More than 70 ships were lost on Chatham Bar in the past 50 years, and better went down in these treacherous waters in the previous century, according to Edward Row

## STEELE

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The ship broke off just below the mainmast, one-third of the way from the bow to the stern. Two-thirds of a ship with kept seeing the other section it got dark.

It was the men who were on watch, except for the crew, that got trapped on the bow. And there were a men who had gone up to relieve the watch early.

It was blowing like snowing like Hell.

The seas were as high as ever seen—60 or 70 feet.

We had light, heat and the after end—and a good

(The senior officer on end of the ship was Chief Raymond J. Sybert, 33, of Va.)

We turned the screws several times to keep as far as we could and to keep bulkheads on the broken of the weather as much as could.

(This was Chief Engineer's reply to Seaman's praise.)

"I got to be skipper way. But if I ever get chance again, I would like the same crew. They had heads, got organized fast everything right.")