



Hallowe'en Party
1921





Ceylon



Colombo



The Quest
Capetown



Europe's River



"Suveric" 1922



"Suveric"





"Rosetta" Easter Day



"Polaris"
"Harmonides"
"Hypatia"





S.S. HATARA NĀ



"Orteric"



"Bron Te"



Prospect Park Brooklyn, August 1922



S.S. Maner



Sretinos, Idomeneus, Halocrates



City of
Shanghai



J. Wilson



Indian Prince



Eumaeus







Port Alma

Miss Smith
Miss Elliman
Mrs. Franklin





Archimedes



city of Manila



Yokohama



SS. STEEL EXPORTER



S.S. Steel Exporter



Brisbane River



Sincerely Yours
A. M. DeGroot
April 1923



W. Shepherd
S. S. Serbino
15/12/22



Serbino

SHIP'S STEEL DRUM KILLS TWO IN STORM

1923
Nineteen of 28 in Crew of
Freighter Valencia Hurt in
Fight for Their Lives.

CABLE COIL BREAKS LOOSE

Plunges Below and Wrecks
Cabins and Stairs, While
Men Battle in the Dark.

How twenty-eight petty officers, sailors and firemen fought for their lives for twenty minutes in darkness in four feet of water, while a steel drum with 150 fathoms of steel cable, weighing more than a ton, dashed from side to side of the ship, killing two men and injuring nineteen others, was told yesterday when the Cunard freighter Valencia arrived at Pier 54, North River, with ventilators bent and twisted and her forward breakwater and bulwarks torn and battered by the fury of the sea. Looking at the havoc created below decks, it seemed marvellous that any of the twenty-eight, who were in their quarters at the time, escaped.

Captain Michael Doyle, master of the ship, said that he had encountered strong west and northwesterly gales with high seas from the north.

At the time the Valencia left London Dec. 27 until she reached Sandy Hook there was a northwesterly gale blowing at hurricane force and what the Captain described as a mountainous sea running.

The first dogwatch had just been relieved, and there were two watches of firemen and one watch of seamen, with the petty officers, down below in the foc'sle having their supper. The Captain was having his supper in the dining saloon under the bridge.

Suddenly the bow of the steamship yawed up on a big sea and then dived under another monster wave which swept over the windlass on deck and tore away the wire winch with the steel drum on which the 150 fathoms of steel mooring cable was wound and hurled it bodily through the iron scuttle leading to the foc'sle. The wide wooden ladder which led to the shelter deck was smashed to fragments as the drum went down with a terrific crash, followed by tons of water, which flooded the foc'sle and the cabins of the petty officers on either side fully four feet deep.

Rescue Men in Darkness.

Directly he heard what had happened Captain Doyle said he put the ship off and ran before the seas while all hands were re-piped to rescue the men who had been caught in a trap by the giant wave. The lights had gone out, the Captain said, as the electric light cables were piped to rescue the men who had five rolls of the drum across the deck, and the woodwork and bunks were smashed to pieces.

"The wave tumbling into the men's quarters with such force," said Captain Doyle, "overwhelmed them and swept them off their feet. They clung tenaciously to the iron beams of the foc'sle deck above them and manager to get underneath the smashed scuttle so that we could haul them up on deck out of danger. After a few minutes we got a Jacob's ladder down. There were twelve men so seriously injured that they had to be helped up by their shipmates. Some had severe cuts on shins, arms and body, and one or two had received injuries to their ribs, but no bones were broken. The men could not call out as they were too exhausted with their struggles in the water.

"When the crew was mustered there were two men missing, Arthur Hassett, storekeeper, and Charles Tippett, a coal trimmer, both veterans of the great war. We shouted their names several times down the scuttle after the injured men had been hauled up, but there was no reply. The only sound was the surging of the water against the side of the ship as she rolled over with the drum crossing and recrossing the deck. The engineers then took the rivets out of the iron bulkhead and the No. 1 hatch to let the water out, so that men could go down and look for Hassett and Tippett and make fast the drum before it did any serious damage to the hull of the ship.

Officers' Cabins Wrecked.

"When we finally got below, there was not a single piece of woodwork left intact in the cabins of the petty officers on each side of the firemen or sailors' foc'sle. The bunks, settees, tables and wooden bulkheads had been reduced to matchwood, and all the clothing belonging to the men torn to pieces with the terrific pounding of the drum. Strong leather seaboots were torn and twisted in a most incredible manner. I have never seen anything like it.

"We finally found the bodies of the two poor missing men lying under a heap of debris with nearly all their bones broken. The bodies were taken up on deck and laid on the hatch to be sewn up in canvas for burial next morning. While the officers were below with the crew securing the drum and the cable, I dressed the wounds of the injured men. Twelve were badly hurt and seven received severe bruises and contusions."

The hull of the Valencia will be examined today by Lloyd's surveyors to see what damage has been done and whether it will be necessary to have repairs done in New York.



Valacia









Slavic Prince



Burutu



Dacre Castle



Trinidad



10 VISTA PARCIAL DA EXPOSIÇÃO

7-9-1922

RIO DE JANEIRO.





Mayaro

Harmodius



Bereby





Bereby



Indian Prince

Comeric





Cometic



Lingfield