

STRANDED STEAMSHIP SAVED BY CARD INDEX SYSTEM

Up to Date Wrecking Methods Used to Get the Queen Louise Off the Sands Near Sea Girt

NEW YORKERS have a good many reasons for being interested in the salving of the British freighter Queen Louise, which stranded recently near Sea Girt, N. J. The refloating of the ship was a triumph for the card index system and up to date methods generally in the wrecking business besides being a proof of the strikingly abundant resources of this port.

the Queen Louise off the beach at Manasquan and back into deep water. There used to be a little revenue cutter in this district of the name of Forward. She was sold at public auction and the late John Arbuckle bought her and refitted her for salvage work. Her home station is right here. The Forward, unlike most of the other salvage craft, is provided with a wireless outfit. The revenue cutter near the Queen Louise was also fitted with a wireless installation. Now what hap-

pened when the representative of the freighter could not get any information from the first salvors on the scene? He was in a quandary and naturally hesitated about closing a deal for the wrecking or refloating of the steamer. He told an officer of a rival salvage enterprise as much. The official was alive to the crisis and promptly volunteered to get him all the information he desired. "But can you, man?" the agent of the ship owners asked. "You can't communicate with the people aboard the Queen Louise and we can't reach the salvage vessel standing by the ship."

Now here is where the port facilities of New York came into the game. The little Forward is merely the nucleus of a salvage enterprise. In the office of this particular wrecking company, and in the single drawer of a card-index system, are slips that tell where tugs and lighters of different capacities can be quickly recruited and also, where skilful artisans or longshoremen can be had at a moment's notice and just how much the services

of the capacity sometimes urgently required. In short, their working plant is something of a compromise. The late John Arbuckle was too wise to follow the old order of things. He wanted to have the best of everything available without paying for these facilities in the idle periods, and he wanted just those things that would meet the



Lowering away the lifeboat.

Another important feature of the case was the clash between the commander of the revenue cutter Itasca and the wrecking master who represented the first of the salvage companies on the scene. According to the official report, the skipper of the cutter was given to understand that the services of his ship were not needed, and the Itasca was temporarily withdrawn, the Queen Louise being left in a critical position with the prospect that her ultimate refloating would become a much harder and more costly proposition for her owners. The wrecking master belonged to the old school.

Perhaps you have never run foul of salvors of the older sort, who are convinced that some gift of nature has made them singularly fit for their tasks and think that information is about the last thing that underwriters, ship owners and the public are entitled to. With a wave of the hand they dismiss all queries and announce that they will get the ship off no matter what the conditions may be. Just the same the owners or their representatives may be very much concerned about these conditions, because knowledge of the circumstances will control their action and the agreements they will make for the handling of the distressed craft. Now let us see how modern methods operated in the case of the Queen Louise. The result is evidence of the farseeing shrewdness of the late John Arbuckle.

Mr. Arbuckle believed that the salving of ships could be made a profitable venture only by recourse to up to date business methods, and this meant, as he saw it, using the best of facilities speedily and making his charges persuasively reasonable. The reason for this lay largely in the fact that the revenue cutter service has for years been doing splendid work in helping distressed vessels and incidentally saving the lives of those in danger upon the sea. Its assistance is of course rendered gratuitously.

Recently, so it is said, one of the local wrecking companies made an effort to have the navigation laws so amended as to prevent revenue cutters from rendering their services when commercial salvors were in charge of salvage operations. In opposing such a change friends of the revenue cutter service pointed out reasons why the rendering of assistance to distressed vessels should not be left to commercial interests altogether.

Thus only the other day several sailing vessels were driven ashore and the lives of those aboard, as far as possible, were saved either by coast guards or by the prompt action of revenue cutters. Sailing ships are seldom of great value and the salving of them and their cargoes is not commonly an alluring proposition for the average wrecking concern. This has been the situation for years.

The Government therefore found it necessary to keep the revenue cutters in constant readiness in time of stormy weather so that they might hasten to the relief of any vessel in distress, and many hundreds of lives and millions of dollars worth of property have thus been saved without a single charge being levied upon the beneficiaries. Indeed, this service has developed an esprit de corps among the officers and men of the revenue cutters which has spurred them on to action many times in the face of rigorous conditions that have held the commercial wreckers back. This explanation of the situation will make it possible to understand better just what happened when the facilities of the port were asked to get

of any or all of these facilities will cost. As soon as it was known just what had to be done in the case of the Queen Louise telephone calls were jingling in a dozen or more directions and the necessary operative force of tugs, light-

ers and men was being mustered and prepared for despatch to the scene of action. There are all sorts of tugs and all sorts of lighters here in the harbor. prohibitive expense. Wrecking companies that maintain a regular working force have few of these men upon their payroll; they have laborers of a lower grade and their lighters are not

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situation best as it developed at the moment of demand. He found it much cheaper and far more satisfactory to have a good card catalogue of responsible men and outfits than to maintain a second rate plant that would eat up

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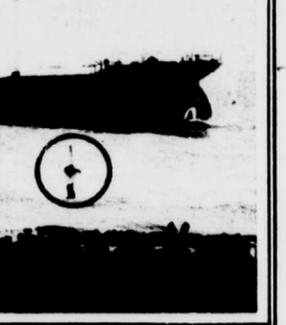
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Running the massive blocks and tackle.

in a pretty bad fix, and the sand was gathering about her and doing its worst to pile up against her and hold her in its grip. Worse than that, she was lying nearly broadside to the beach.

The salvors had to move quickly. The immediate problem, when the tugs and the two revenue cutters failed to budge her, was to lighten as much as possible of her cargo of tin. She had 3,400 tons of this aboard, and tin is a commodity that has to be handled carefully and protected from the sea water. About a quarter of her cargo of tin was taken out of the vessel and fully \$20,000 worth placed upon a single big lighter which the owners of the Forward had summoned to the scene. Because of the size of this particular lighter and of the very skilful work of the men employed that precious cargo was brought out of the breakers and delivered in good condition here. In fact, so well was the work done that the boxes were as little harmed as though the ship had unburdened herself right alongside of the dock. Unfortunately, such was not the good luck in the case of one of the smaller lighters. This vessel was flooded and the tin aboard was damaged.

While the longshoremen were busy getting freight out of the Queen Louise's hold the wreckers were equally busy running lines to the waiting tugs and revenue cutters and also leading lines to anchors by which the freighter's own hoisting engines could be used to help get her off. Finally, when enough of her cargo had been taken out of her, the tugs and the cutters were arranged in two strings and their engines driven at their utmost to draw upon the connecting hawsers.

The revenue cutters Seneca and Itasca were connected up in tandem and assisted by the tug Donouac. On the other line were three more tugs, with the little Forward lying near by and between them and the revenue cutters. Here is where the Forward's wireless outfit showed its value. When the Itasca was called back to the scene to lend her aid and the cutter Seneca also arrived a wireless equipment was hastily extemporized for the Queen Louise by one of the cutters. It was a makeshift affair. For energy, recourse was had to a few dry batteries, and bell wire answered for the antenna. Some operative details were missing, but the wireless man from the

Itasca bridged this difficulty by his scientific knowledge and his ready adaptability. This is what happened: By means of this crude plant the people aboard the freighter were able to communicate directly with the wireless outfits on the two revenue cutters and also with the Forward, similarly provided. The Forward, in turn, telephoned instructions to the tugs on her flank, and in this fashion all of the salvage vessels worked in unison and in just the right way. Their well directed efforts, after some hours of struggling, finally got the Queen Louise free so that she could come on to New York unassisted.

While the salvage of the ship was in no wise the work of the life savers at Manasquan, still those men did help to get some of the salvors onto the freighter, and they also got a line to the ship and ran a breeches buoy to her so that the first details of her situation and her needs could be sent on to New York. But for their prompt action the ship might have been left unaided long enough to be unfloatable. The life savers and the revenue cutters both did yeoman service; they did it without thought of reward; and in the end it was the long pull and the strong pull of the Itasca and Seneca that weighed most against the suction of the sand and made the refloating of the freighter possible.

It is just this kind of service that some of the wreckers want to have withheld from stranded ships. It was this friendly rivalry on the part of the Government with which the late John Arbuckle sought to compete, depending for success upon an organization of a novel sort, one flexible enough to meet any situation. In short, he believed it would be worth his while to go to the aid of well nigh any craft—something that has not commonly inspired the average wrecking company.

It was only natural that the neglected rich folk should at last demand philanthropic attention. Until now philanthropists have had the poor in mind to the exclusion of the deserving rich. But this has been remedied. An organization whose purpose is to benefit those who have wealth has come into existence. Its announcement card explains its purpose. Here it is:

Association for Improving the Condition of the Poor

OPUS B. WOODWARD, President, Meets and Talks Wednesdays at 7 P. M.

Brother and Sister Humanitarians Welcome. No Collection. Table D'Hotel Dinner 25 cents.

Saturdays, same place, 8 P. M. meet- ing of Societies for the Suppression of Art and Grand Opera.

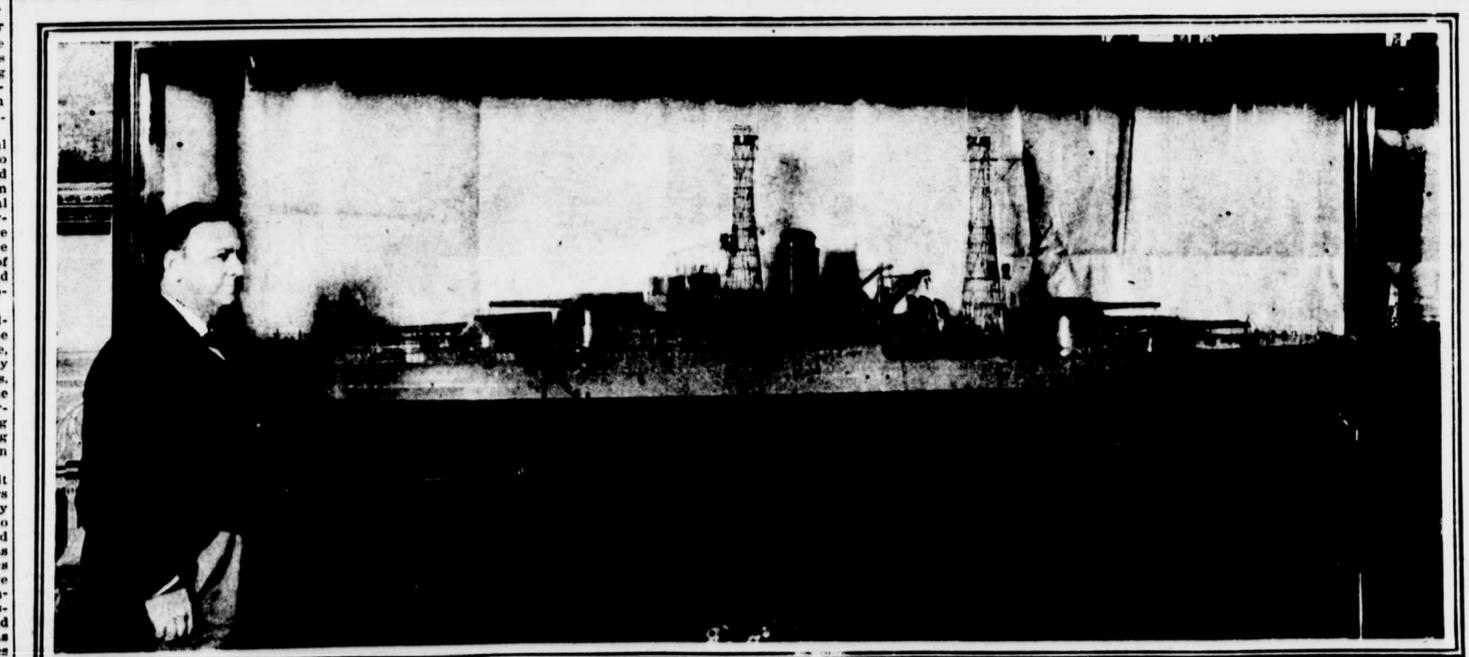
At a recent meeting of the association there were reported present two poets, four magazine writers, an anarchist, five suffragettes and a miscellaneous residue representing every known angle of social, political and artistic analysis in which mankind is interested. The general feeling at table seemed to be that the way organized Poorman was rushing things Richman was backed up against the boards and was in a fair way to become a permanent nonentity.

What to do with the mere man of wealth the organization holds to be the worrisome task of the moment. Every time the rich man makes a move the organization for his improvement points out that he is putting his foot in it. Labor organizations afford all kinds of opportunity for the poor man to let off steam. The more he organizes the more he improves individually.

On the contrary the rich man has nothing to join as a rich man. The association for improving his condition plans to take up the problem seriously and map out how he can take hold of things and make his activities yield something individually as well as collectively, the same as in the case of the poor man.

At the last meeting of the organization Burton Braxley, poet and writer, recited "We're Making Your Dream Come True." The improvers rose to the thought and applauding commendation came from every seat at the board. One of the members has proposed that the big wealthy men be notified of the organization's purposes and that if they are willing to be improved they be admitted to a qualified affiliation.

MODEL OF THE BIGGEST BATTLESHIP SOON TO BE LAUNCHED



Secretary of the Navy Josephus Daniels inspecting the model of the battleship Oklahoma, which has just been completed and placed in his office in the Navy Department. The Oklahoma and her sister ship, the Nevada, will be launched, in a few weeks and when afloat will be the best and largest in the Navy. They embody distinct advances in battleship construction, especially with regard to efficiency of armor plate, underwater protection and water tight subdivisions. Each will have a displacement of 27,500 tons. The armament of these ships will consist of ten 14-inch guns and secondary battery of twenty-one 5-inch guns. One of the features of this ship will be the placing of three 14-inch guns in each of the fore and aft turrets.