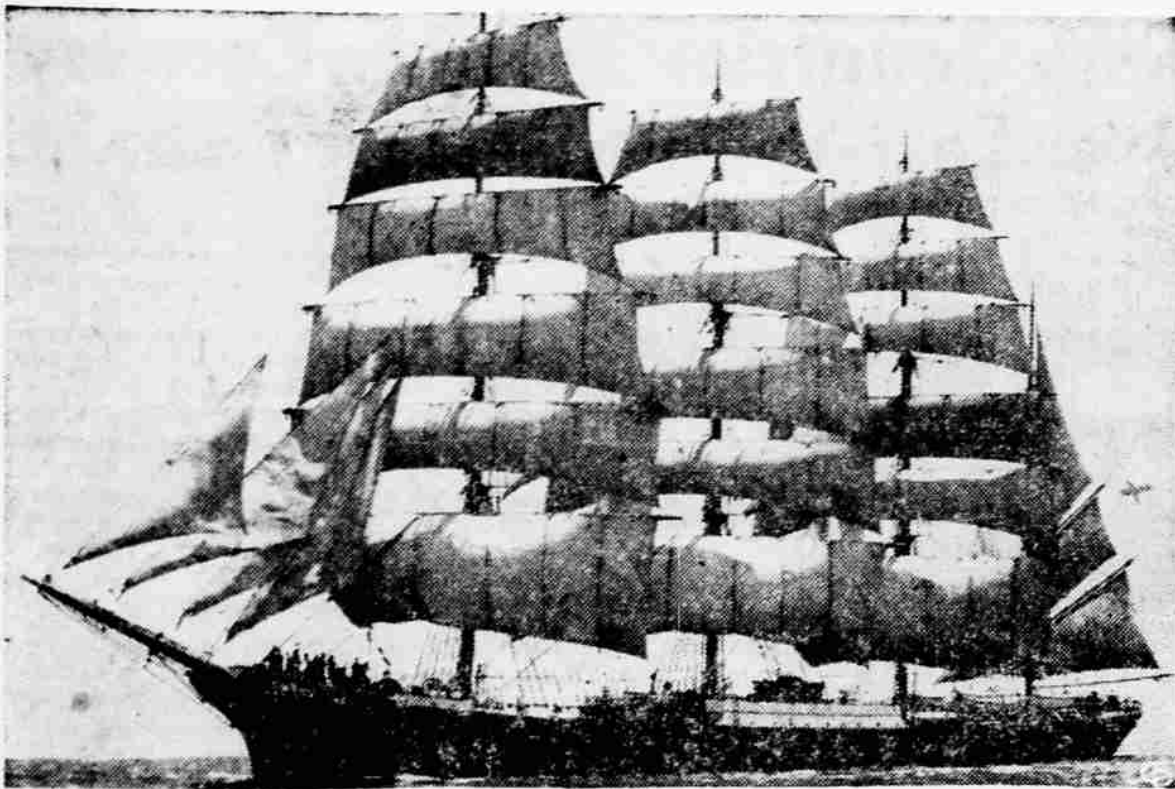




CARRYING FULL CANVASS — The four-masted German bark Pamir is shown before it was lost in an Atlantic gale recently 500 miles off the Azores. It was being used as a training ship for German merchant marine cadets, Hans Jepsen, 74, of 534 Hamilton st., Medford, still remembers her as the ship he

helped build in Hamburg, Germany, and on which he later sailed. She became one of the famous "P-liners" with her sister ship, the Parma. (So named because their names began with "P.") The pair set records in the famous "Cape Horn Grain-Ship race" in 1932.

Medford Man One of Builders of German Windjammer Pamir

By JOE COWLEY
Mail Tribune Staff Writer
As the world anxiously awaited word of the stricken German windjammer Pamir one of the more worried over was Hans Jepsen, 74, of 534 Hamilton st., Medford.

To Jepsen it was "a great shock" to hear the ship he had helped build in Germany and had sailed on many years ago was struck by a hurricane Saturday.

"I was really fond of that old baby," he remarked in his guttural Danish accent. "I know every grease cup, every spar and every timber on her."

Jepsen helped build the four-masted bark at the Blohm and Voss shipyards in Hamburg in 1905. He had just returned from a trip abroad another sailing ship in 1906, when the captain who knew him personally asked him to sign aboard his ship. He sailed as shipsmith and donkeyman. His main job on the Pamir was operation and care of the large diesel powered winches, and any metal work which was needed.

Trip to Chile
The voyage Jepsen made aboard her took the Pamir from Germany to Chile for a cargo of nitrate. There was no Panama canal in those days, Jepsen said. The trip was made in approximately 86 days. Top speed was 16 knots.

The Pamir was one of the famous "P-liners" which, with other sailing ships in the early 1900's, was used to haul nitrate and grain since it was considered a cheaper way to transport it. Often the sail-powered vessels would beat the steamers, Jepsen said.

Asked about life aboard the bark, Jepsen replied, "It wasn't so easy in those days. Just like they say, their blood was tar and their hair rope yarn—the men who worked the old ships." "The old man (captain) said he'd either make a seaman out of a man or break him. By the time a man left the Pamir he was a seaman, that I can assure you."

Stand Watches
"Every man had to stand his trick at the wheel and take his turn as fockle watch. Men also went aloft in all kinds of weather. Mainmast of the ship rises 175 feet above decks. The crew kept their balance on the foot-ropes, laying on the yardarms with their stomachs and keeping their hands free. They laughed at you if you used the hand-ropes."

After working with the stiff canvass and lines often the novice sailor's hands would be raw and bloody. Then one of the older men would take him to the galley where his hands would be plunged into a bucket of salt brine to both cure and harden them Jepsen said.

"Plenty of times we had nothing more to eat than salt-horse and hardtack biscuits," the old mariner said. "Instead of the comfortable quarters for crews aboard the modern steamers, the quarters in the forecastles of the old sailing ships would often be ankle deep in water. The stink of body sweat and drying clothing always filled the cramped space."

Teaching a Seaman
"You can't teach a man to be a seaman aboard a steamer," Jepsen said. "Only aboard the ships like the Pamir can a man be taught how to handle and splice cables and lines. The German Navy still trains its men aboard windjammers."

This is probably why the Pamir was being used by the German merchant marine in which to train cadets. Cadets

RESEARCH CHEMIST DIES
New York — Dr. David Spence, 75, a research chemist who developed important processes in the rubber field, died Tuesday.

Disability Insurance Law Discussed by SS Officer

Disability insurance benefits at the age 50 under the Social Security program are for the insured worker and no one else. W. V. Nusbaum, manager of the Medford office of the Social Security administration, explained today.

Nusbaum said inquirers at the Medford office show a tendency to believe that benefit payments also are made for members of the family. However, this is not the case. In this respect these payments differ from those made to a retired worker at age 65. In the case of retirement benefits, payments may be made to a wife or dependent husband, children under 18, or disabled children more than 18, he said.

When a person drawing disability insurance benefits reaches age 65, those payments will stop and will normally be replaced, without interruption, by old-age insurance benefits. At that point, the family members—wives, husbands, and children,

may qualify for monthly checks along with the worker. Nusbaum noted. The monthly payments for disabled children are for such children of a worker who has qualified for payments himself, by reason of age, or who has died. Those children do not gain the right to payments by reason of the parent's disability.

The amount of a disability in-

urance benefit is the same as the benefit at 65 for that same worker, he pointed out. The same computation is used for both.

Occasionally, Nusbaum reported, the Medford Social Security office comes across the case of an old-age insurance beneficiary more than 65 who is under a disability which came on before age 65. In those instances, an ap-

Salem Man Killed In Mill Operation

Willamina, Ore.—Everet Yount, 54, Salem, head loader at the Associated Plywood Mill here, was killed Wednesday when a cable broke, dropping an unloading boom on him.

Yount was unloading logs from a railroad car into a millpond when the accident occurred. He is survived by his mother, a brother and a sister.

Suspect Sought in Truck Driver's Death

Elko, Nev.—Nevada and Utah law enforcement officers today sought a young man, identified only as Earl L. Steward, for questioning in the apparent murder-robbery of an Iowa moving van driver.

District Attorney Grant Sawyer said it had been learned Steward, aged 25 to 35 years, had helped the victim, Thomas R. Jepsen, 55, Jamaica, Iowa, unload some furniture in the Elko shortly after he left Salt Lake City for Oakland, Calif., Sept. 4.

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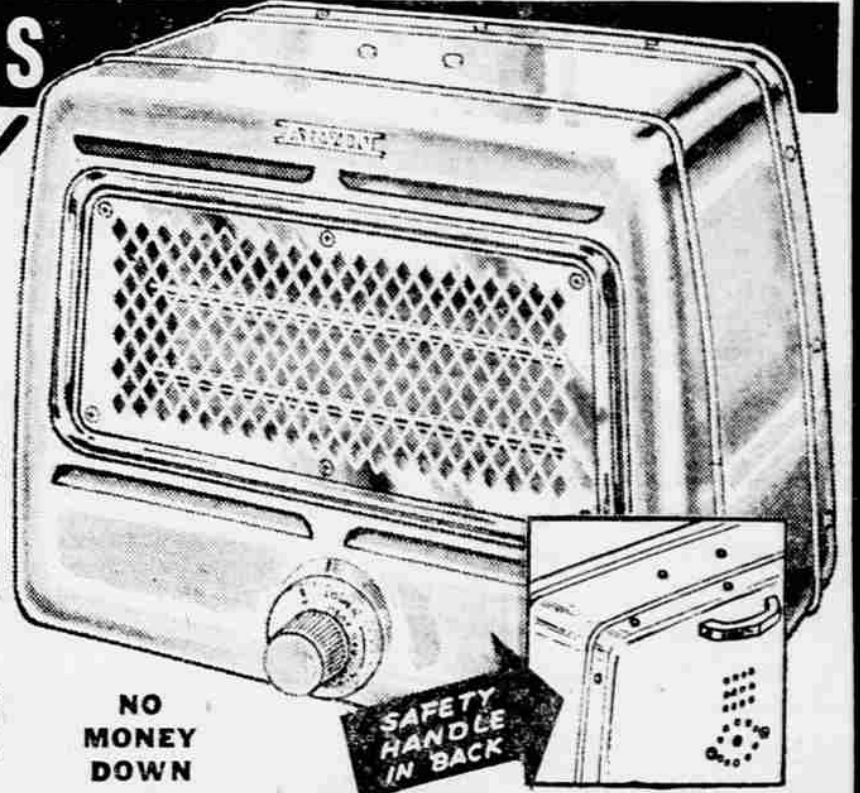
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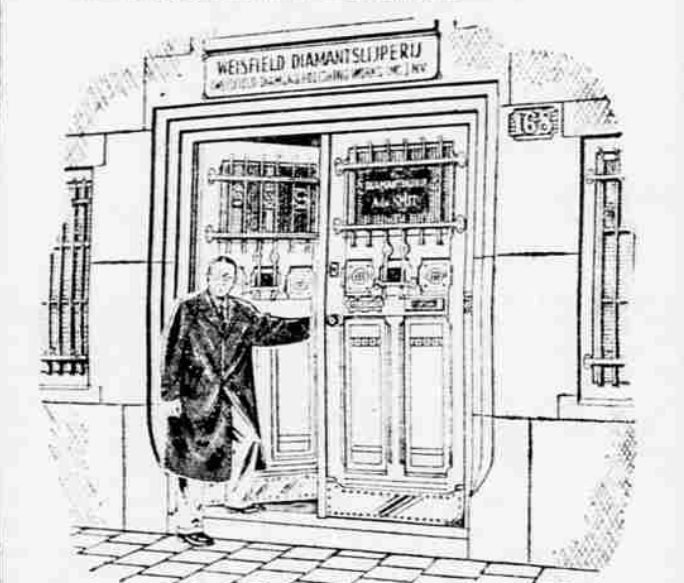
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