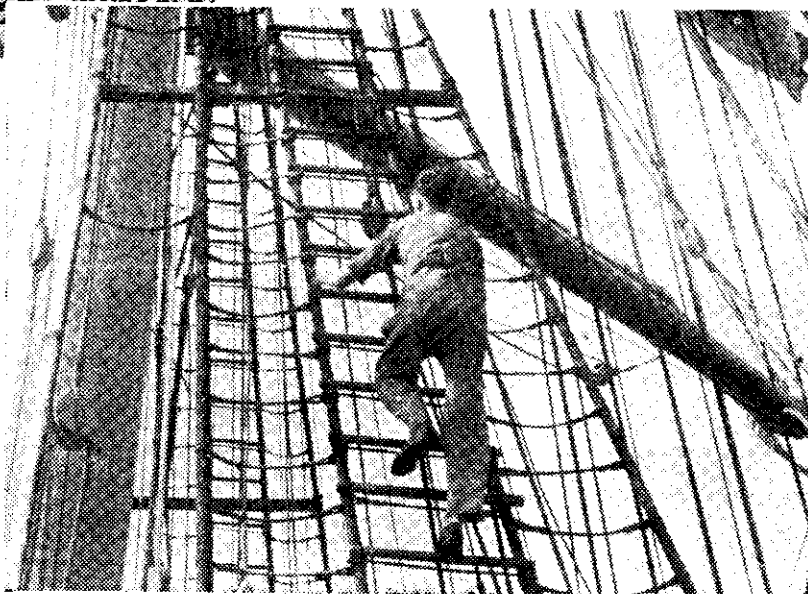


# AWAY FROM IT ALL

## Life On A Pacific Windjammer

THE NBS has received from the American Office of War Information a recording of a programme broadcast from the decks of the sailing ship Pamir, in an American West Coast port. This programme, which will be heard from 2YD, Wellington, at 8.5 p.m. on Thursday, July 22, was prepared with the assistance of a New Zealander, F. Martyn Renner, who was in the Pamir's crew, and included the singing of shanties by the crew, and music played by the U.S. Merchant Marine Cadet School Band, directed by the famous American dance orchestra leader, Ted Weems. We print below an interview with Mr. Renner, together with some official U.S. Office of War Information photographs taken on the occasion of the broadcast. The photographs showing the crew aloft were taken by the New Zealand National Film Unit before the Pamir left New Zealand.



National Film Unit photos

that would remind you of the war. Power comes from a generator driven by a kerosene engine, and there's a freezer on board to keep meat for the voyage. You get fresh vegetables for about a fortnight, and then tinned stuff. After the blackout comes on, you use the kerosene lamps."

### Isolated But Exciting

Life on a sailing ship, Mr. Renner went on, is a "truly co-operative community; your isolation is more nearly complete than it is in a liner; you are away from the ordinary associations of the modern world, and beyond a little bit of news by Morse, you know nothing of what is going on elsewhere.

"But there are plenty of exciting events in the world of the elements—we saw extraordinary electric storms in the Pacific, and once a thunderstorm passed directly over the ship; it sounded like canvas ripping, with huge detonations; someone saw a fireball that night, too. Another night I was up in the rigging and there was a brush discharge—I think that's the name—there was no thunder, but everywhere at once the sky was covered with forked lightning, and I could see the whole outline of the ship below.

"We had a near shave once from being run down—I'd better not tell you where. We were blacked out, of course, and so was the other ship, when she

(Continued on next page)

Captured by the Allies at Teneriffe, she was allocated to Italy by the terms of Versailles, but Laetz subsequently bought her back, and she resumed her old trade, carrying guano from Chile to Europe.

According to Mr. Renner, she is the finest ship of her kind afloat.

"The wind doesn't blow that can harm the Pamir," he said. "On the other hand, she has a great capacity for sailing well

in light winds. Her 6000 tons of dead weight—ship and cargo, that is—will get under way at six knots, when you could walk around the deck with a lighted candle."

Explaining why she had electric light bulbs side by side with kerosene lamps in gimbals, Mr. Renner said that the electric lights were on only in the early morning. "Then the blackout comes on—the only thing while you're at sea



AMERICAN AND NEW ZEALAND OFFICERS AND SAILORS exchange greetings at the wheel during the actual radio show broadcast from the Pamir while docked at a U.S. port. Left to right (front row): Lieut. S. Delaplane (U.S. Maritime Service); Lieut.-Commander E. E. Thorne (U.S.N.R.); Captain Christopher Stanish (skipper of the Pamir). Back row: Bo'n Mate A. Keyworth (Wellington); Ordinary Seaman Alan Francis Jenkins (Wellington); Chief Officer A. G. Taylor (Wellington).



THREE PARTICIPANTS IN THE BROADCAST. Left to right: Lieut.-Commander E. E. Thorne (U.S.N.R.); Miss Emily Sanchez (representing U.S. Office of War Information); Captain Christopher Stanish (skipper of the Pamir).