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**San Francisco Call, Volume 111, Number 119, 28 March 1912 — CRIPPLED LINER 15 TOWED INTO PORT [ARTICLE]**

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# CRIPPLED LINER IS TOWED INTO PORT

Enterprise Returns to San Francisco to Replace Tailshaft Broken at Sea

The disabled steamer Enterprise was towed into port yesterday by the Matson liner Lurline, which picked up the cripple about 370 miles off this port.

The tailshaft of the Enterprise was broken but the propeller was saved. The saving of the wheel was due to the good seamanship of Captain Youngren, master of the Enterprise, and J. Reid, chief officer, whose work was highly commended by the underwriters and by Captain Matson, head of the Matson Navigation company.

The Enterprise left here Saturday for Hilo with a large cargo of freight, and was making good headway, when, early Monday morning, the tailshaft broke. The jar awoke all hands. Until word was received from the engine room it was supposed that the vessel had been

was supposed that the vessel had been shaken by a submarine earthquake. Captain Youngren at once directed the wireless operator to report the trouble to San Francisco and to get into communication with the Lurline.

#### **LURLINE HEARS CALL**

H. B. Meyer, purser and wireless operator on the Lurline, heard the Enterprise calling. The Lurline changed its course and headed for the Enterprise.

The sea was smooth when the Lurline reached the Enterprise, and after a little careful maneuvering Captain Weeden was able to run his steamer close enough to the Enterprise for a heaving line to be thrown from one ship to the other. In less than an hour after sighting each other the ships were on their way to San Francisco.

When the tailshaft broke, Captain Youngren's first concern, after his passengers' safety, was to try to save the propeller. The only way to insure this was to lash it, and lashing a propeller that was 15 feet below the surface of a surging sea offered difficulties that to any one but a sailor might have seemed insurmountable.

#### **INGENUITY SAVES DAY**

The first lashings slipped away, and the propeller was not made fast until Chief Officer Reid conceived the idea of floating a piece of wood, with a line attached, through the propeller well. Every time the ship dived the wood was floated in under the stern, and finally it was caught in the suction and pulled through the well. A wire hawser replaced the heaving line and, in a few hours the propeller was lashed securely.

The Enterprise discharged part of its cargo last night and will be drydocked

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