

NUMBER

CAMERA CAPTION SHEET

EDITORIAL OFFICES

Paramount News

544 WEST 43RD STREET
NEW YORK CITY

DATE SHIPPED

9-26

CAMERAMAN HENRY DESIENA SOUNDMAN WESTBROOK
 STORY COVERED SHIP WRECK CREW OF S.S.GREENVILLE LENGTH EXPOSED _____
 PLACE OF EVENT NEW YORK CITY DATE OF EVENT _____
 REMARKS _____
 CREDITS _____ STOCK USED SAFETY # 2 EMULSION NO. _____
(TO BE AVOIDED IF POSSIBLE)

IMPORTANT: SPELL OUT CORRECT PRONUNCIATION OF NAMES OF PLACES AND PEOPLE.
 EXAMPLE: WALTHAM — PRONOUNCE "WALL-THAM," NOT "WALL-TH'M";
 HENRY L. EMES — PRONOUNCE "EEMS," NOT "EMZ".

| CAN NUMBERS | SCENE LISTS AND INFORMATION FOR OFFSTAGE. N.B —BE SURE TO NUMBER YOUR CANS; LIST SCENES ACCORDING TO CAN NUMBERS. | CAMERA USED (GIVE NUMBER) | LENS USED | LIGHT COND. |
|-------------|--|------------------------------|-----------|-------------|
| 1 | FRENCH CREW WHO RESCUED SURVIVORS | | | |
| 2 | GUY ARNOUX WHO LEAD RESCUE CREW | | | |
| 3 | CLOSE UP OF FRENCH CREW | | | |
| 4 | GENERAL VIEW OF SURVIVORS | | | |
| 5 | RADIO MAN OF GREENVILLE TALKING # 4 ON ATTACHED LIST | | | |
| 6 | CLOSEUP OF # 14 TALKING | | | |
| 7 | CAPT. OF ILLE DE FRANCE AND RADIO MAN OF SUNKEN SHIP | | | |
| 8 | CLOSEUP OF CAPT ILLE DE FRANCE TALKING IN FRENCH & ENGLISH | | | |
| | THESE FILMS ARE TO BE SERVICED KOMA ALL LONDON REELS PATHE WILL SERVICE PARIS INCLUDING ACTUALITIES FRANCAISES | | | |

INSTRUCTIONS: SEND IN BOTH THE ORIGINAL AND DUPLICATE IN CAN WITH THE NEGATIVE.

RESTRICTIONS—STATE IF ANY AFFECTING USE OF NAMES, PLACE, ETC.

TO BE CENSORED? YES NO
BY WHOM? _____

ROTA? WE PRINT FOR _____
WE RECEIVE FROM _____

WHICH OTHER NEWS REELS COVERED STORY? ALL
DID A.P. COVER? _____

IMPORTANT: ATTACH NEWSPAPER CLIPS, PROGRAMS, SPEECH COPIES ETC., TO THIS SHEET.

NUMBER

CAMERA CAPTION SHEET
 EDITORIAL OFFICES
Paramount News
 544 WEST 43RD STREET
 NEW YORK CITY

Sept. 23/53

DATE SHIPPED

CAMERAMAN *W. C. Fargo* SOUNDMAN *Westcott*
 STORY COVERED *Ship Wreck near Greenville* LENGTH EXPOSED *900*
 PLACE OF EVENT *N.Y. City* DATE OF EVENT _____
 REMARKS _____
 CREDITS (TO BE AVOIDED IF POSSIBLE) _____ STOCK USED *Safety 2* EMULSION NO. _____

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|-------------|--|------------------------------|-----------|-------------|
| 1- | French crew who rescued Survivors | | | |
| 2- | Guy Arnoux who lead rescue crew | | | |
| 3- | Close ups of French crew | | | |
| 4- | General view of Survivors | | | |
| 5- | Radioman of Greenville talking # 4 on list. | | | |
| 6- | Close up of # 14 - talking | | | |
| 7- | Capt. of S.S. De France and Radioman of surker ship | | | |
| 8- | Close up of Capt. forgot his name of S.S. S.S. De France talking in French and English - | | | |
| | (John Wright said all of Film goes to London un developed for foot set up) | | | |

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 BY WHOM? _____

ROTA? WE PRINT FOR _____
 WE RECEIVE FROM _____

WHICH OTHER NEWS REELS COVERED STORY? *all*
 DID A.P. COVER? _____

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0475440

INFORMATION CONCERNING THE S S "GREENVILLE" WHOSE CREW HAS BEEN RESCUED BY THE SS "ILE DE FRANCE"

SEPTEMBER 21, 1953

S S "GREENVILLE" OF THE WORLDWIDE S S CO FROM MONROVIA (REPUBLIC OF LIBERIA).

MASTER DIMITRIOS POTAMINOS WAS CARRYING A 9,000 TONNS OF CARGO OF WHEAT FROM TENNISSE MONTREAL TO LIVERPOOL.

gross Nett
TONNAGE: 6543Ts. 3958 Ts.

WIND:

during the storm 85M/H
during the rescue 50m/h

WAVES:

during the storm 50 feet
during the rescue 20feet

BAROMETRIC PRESSURE:

during the storm 28,41 inches
during the rescue 29,82 inches

First S.O.S. Heard at 3.55 PM G.MT on Sept 20, 1953
Spotted on radar screen at 308AM GMT(14 nautical miles that is 16 miles).
Reached at about 4.15AM GMT on Sept 21st.

Rescue operations:

From 1PM to 6PM on Sept 21st 1953

1 Whale boat making 3 trips
1st trip rescued: 5
2nd trip rescued: 6
3rd trip rescued: 1
1 motor boat trip-1 trip rescued 12 rescued
rescuers: 30 men.

"Greenville" crew was 26men.

Rescued: 24
Dead before arrival: 1 (first officer)
Drowned: 1 (Messboy 19 years old)

Crew of the life-boats for the rescue
S S "Greenville" September 21st 1953

Whale boat-1st trip

| | | | |
|--------------|------------|---------------|----------------|
| ➔ Armoux | Guy | Mate | 5434 Rouen |
| Bonny | Robert | " | 15696 La Havre |
| Bauchat | Erancisque | 2nd Boatswain | 20788 Lannion |
| Batoge | Pierre | " | 926 Paimpol |
| Baron | Henri | Deckhand | 15251 Fecamp |
| Colin | Jean | " | 22527 Brest |
| La Chevalier | Bernard | " | 15001 La Havre |
| Masson | Georges | " | 23440 Rouen |

2nd trip

| | | | |
|---------|---------|---------------|----------------|
| Armoux | Guy | Mate | 5434 Rouen |
| Bonny | Robert | " | 15696 La Havre |
| Caro | Ives | 2nd Carpenter | 2638 Morlaix |
| Landrin | Auguste | Deckhand | 15112 La Havre |
| Brohy | Jackie | " | 16205 La Havre |

| | | | |
|---------------|----------|-----------------|--------------------|
| Palvadeau | Georges | Deckhand | 4497 Noirmoutiers |
| Saus | Lionel | " | 16115 La Havre |
| LE Briand | Jean | " | 22215 Treguir |
| 3rd Trip | | | |
| Becker | Jean | Mate | 15739 La Havre |
| Defossez | Edgar | " | 16672 La Harve |
| Perrot | Henri | Deckhand | 7157 Douarnenez |
| Le Pape | Francois | " | 13553 La Gullvinec |
| Henri | Rene | " | 15553 La Havre |
| Le Goff | Luwien | " | 16559 Le Havre |
| Adam | Edouard | " | 14174 Le Havre |
| Urvoas | Andre | " | 16973 Le Havre |
| Cecordan | Sarge | Gymnast | 8938 Le Havre |
| Guegan | Jean | Fire-patrol | 17029 Le Havre |
| Motor Boat | | | |
| Gicquel | Louis | Asst Engineer | 2x4042 Le Havre |
| Dubourne | Edouard | Deckhand Bassun | 756 Paimpol |
| Salvin | Jean | Fire -patrol | 21003 Brest |
| Durand | Jean | " " | 15760 Le Gullvinec |
| Chapelle | Andre | Cilor | 18229 Fecamp |
| Le Guehenness | Rodger | " | 168 0 Le Havre |

CREW LIST OF THE SS "GREENVILLE"

| Nos | Name & Surname | Rank | age | Nationality |
|------|----------------------------------|----------------|-------------|-------------|
| 1 | Potamianos Dimitrios | Master | 55 | Greek |
| 2 | Voyas Charalambos | Chief Officer | 63(dead) | " |
| 3 | Vlachos Emmanuel | 2nd officer | 47 | " |
| → 4 | Theodossiou Basil | Radio Officer | 25 | " |
| 5 | Domvros Constantinos | Chief Engineer | 61 | " |
| 6 | Petamianos Photios | 2nd Engineer | 30 | " |
| 7 | Drossos Simeon | 3rd " | 28 | " |
| 8 | Tsikrivanis Michel | " " | 41 | " |
| 9 | Chryssolouris Costantinos | Bossum | 61 | " |
| 10 | Livanios Costantinos | A.B. | 26 | " |
| 11 | Zygouris Athanassios | A.B. | 43 | " |
| 12 | Damoulianos Eleftherios | A.B. | 35 | " |
| 13 | Kritkos Theodoros | A.B. | 61 | " |
| → 14 | Vorgias Constantinos | A.B. | 25 | " |
| 15 | Korakis Alexandros | A.B. | 21 | " |
| 16 | Abdul Mogeith Mohamed | Deck Boy | 33 | Egyptian |
| 17 | Messolordas Athanassios | Donkeyman | 38 | Greek |
| 18 | Deligiannis Nicolas | Greaser | 58 | British |
| 19 | Kalipetis Stavros | " | 24 | Greek |
| 20 | Georgiou George | Fireman | 29 | " |
| 21 | Tsourouflis Anastassios | " | 36 | " |
| 22 | Abdelhalim Abdel Racham Adbullah | " | 31 | Egyptian |
| 23 | Merambeliotis John | Chief Steward | 26 | Greek |
| 24 | Mandarakas Micheal | Cook | 27 | " |
| 25 | Mandarakas Nicolas | Messboy | 19(drowned) | " |
| 26 | Mitchell Patrick | apprentice | 17 | British |

K-F-50440

COMPAGNIE GENERALE TRANSATLANTIQUE
S S " ILE DE FRANCE "

COPIE DUX RAPPORT DE MER DU CAPITAINE LE HAVRE/SOUTHAMPTON

NEW YORK

Quitte Le Havre le 18 September 1955 a 14 h 00. Passe les jetees a 14 h 20, débarque le pilote a 14 h 40 et passe le Bateau-Feu a 15 h 57 et mouille a Mether Bank a 19 h 16. Appareille a 22 h 24 avec 1.188 passagers et 578 tonnes de marchandises, toutes precautions prises pour la mer. Débarque le pilote a 22 h 58.

Le 19 September,, passe St. Catherine a 0 h 02. Start Point a 4 h 10. lizart a 6 h 58 at Bishop a 9 h 07 vents de S.W. a W.N.W.,

de bonne brise a coup de vent, margresse a tres greese, fort tanage embruns paquets, coups de ballast, reduit l' allure a 210 tours a 21 h 45 a 205 tours a 23 h 06.

Le 20 September, vant de S.W. a S.S.W. frais a 4 h 00, coup de vant a 8 h 00, templete a 9h 00, ouragan a 11 h 00: mer tres grasse devanant enorme a 11 h 00. Visibility tres mediocre. Tanage violent forts paquet sur tours les pentes allure reduits progressivement jusque puis reduits jusqu'a 170 tours a 11 h 55. Pris toutes precautions de gros mauvais temps a 11 h 28 reduit allure a 160 tours a 150 tours a 12 h 45 ne venu sur la guache apres saute de vent au W.N.W. de 12 h 30 a 13 h 34. A 15 h 55 requ S.O.S. du SS. Greenville position tres approximately 50.01 N, 22.50 W, notre position approximately 50.08 N 22.40 W fait route aussitot sur Greenville apres relevment genie tres apprximate Vent force tempete a ouragan mauvaise visibility deux bordees de veille sur la passerelle Routes diverses suivant mauvais genies et eches radar. A 19 h 04, reconne au Scott le City of Chicago a pendant a l orientation des lames . A 19 h 14, le Greenville neus releve au 31.5 ou 211.5 fait route a l W au Sud, puis au 30a in d'explorer au radar la zone la plus e'tendue possible comprenant l,axe du genie. A partir de 20 h 02 les appels au Greenville restent sans reponse . A 22h 00, le S.S. Mapledore releve au 268 signals qu'il entend le S.S. Mapledore releve a 268 signals qu'il entend Greenville fait route sur Mapledore" qui se rapproche du Greenville fait route sur Mapledore " qui se rapproche qui neus n entendehs pas encore . A partxxx A partir de 23 h 30 enveys deux fusees toutes les 1/2 heures apres avoir inferme Greenville . 23 h 53 eche radar a 19 milles au 240; 23 h 10 (regle) genie Mapledore 271: 23 h 30 regle deuzieme eche radar a 23 h 55 identifie Mapledore "

Le 21 Septembre a 0 h 07 communique par scott avec "Mapledore" et " City of Chicago". A 0 h 10, releve " Greenville" au genie, fait route au 290 a l'allure maximum permise par la mer, 160 tours. Continue a lancer deux fusees toutes les 1/2 miles; a 2 h 08 apercu un echec radar a 14 miles: a 2 h 25 lance trois fuses; echec radar a 10 miles; a 2 h 43 apercu in feu freit defant: a 2 h 46 ~~repondre~~ pas de reponse a 2 h 45 le navire lance une fusée repondu par une fusée a 3 h 02 mis les machines en manoeuvre a 3 h 34 arrive a hauteur du "Greenville" 0 Milie 3 par babord manoeuvre ensuite pour se tenir de I a 1 mille 5 du " Greenville" qui fait tres lentement route a tous les caps/.Amelioration du temps au jour rectifie la position a 5 h 30. Echange de te, egrammes avec le " Greenville" en attendant sa decision "Mapledore" et City of Chicago" ne sent plus a l'ecoute 11 h 55 " Greenville" decide d'abandonner et signale qu'il est pret a 12 h 27 machines stoppes attendu sa position d'equilibre pour se presenter a courte distancesans erre et comparer avec la netre. A 13 h 02, eyant "Greenville" a centre bord par babord, amener, la baleiniere sous la vent a Baberd; a 14 h 03, la Baleiniere ~~ramene~~ 5 hommes. ?amceaque possible pour ~~xx~~ avoir "Greenville" a baberd, au vent ~~xx~~ t aussi pres que ses besseirs a 16 h 05 manque accostage baleiniere a baberd a 16 h 50 elle reussit a débarquer 6 hommes. De 17h 08 a 17 h 30, dernier homme du " Greenville" Le Corps du 2eme Capitaine decede le 19 est laisse a berd du "Greenville" le garcen de carrie s est neye le long du berd avant de pouvoir etre secouru A 17 h 45, hisse la haleiniere salue operatio de sauvetage vent quelques brisants reutes et allutres tres diverses pour placer aux moments veulus baleiniere ou "Greenville" a l'abri Dans la seiree tempete de W.S.W. visibilitle mediecre tangage reuils paquets allure reduite a 210 tours vers. 2 h 00 ~~xx~~ mile 22 Septembre saute au N.W. et amelioration progressive: beau temps l'aptes-midi. ~~xx~~

Le 23 ptembre, brume brune et pluie.

Le 24 Septembre vent grand frais a coup de vent avec amelioration l'apresmidi