

It appears from the testimony of the third assistant that there was some trouble in the unhooking of the falls from the No. 3 boat after it was in the water because the fellows were all standing on the gear and, therefore, the falls were cut with an ax.

First assistant engineer stated that orders were transmitted between the bridge and engine room by word of mouth by the chief officer.

Chief steward recommended that various kinds of concentrated food and juice should be carried in the lifeboats.

ABSAROKA (Dec. 24, 1941)

Christian M. Bierrum, third mate, suggested chocolate for lifeboats. Louis Prendle, master suggested possibly blankets for lifeboats, also a case or two of condensed milk (not evaporated) on deck, also extra water on deck of boat, and extra rags on boat deck for plugging holes in lifeboats. The object of these suggestions was to have supplies handy "in case you had to abandon good distance from the shore, and according to circumstances. Sometimes boat might be filled with men and room only for regulations supplies. Sometimes all boats might get clear and have plenty of extra room available."

The third mate stated that they all took to the lifeboats because they were afraid the boilers would explode. Engineers shut the engines down, no thought of sending a message to the bridge for orders and likewise apparently the bridge sent no message to the engine room other than the initial signal to stop at the moment the vessel was struck. Everybody had life preservers. Plain hooks on lifeboat falls. One lifeboat turned over in launching. The testimony did not elicit the cause of the lifeboat turning over.

RUTH ALEXANDER (Dec. 31, 1941)

The second cook was killed by bomb explosion when the vessel was attacked. The remaining 48 of the complement of 49 were saved. The master apparently disobeyed orders in leaving Corregidor without orders. The master claimed extenuating circumstances and no doubt the Navy Department is carrying on its own investigation into this phase of the matter.

LOOKOUTS Master states one man was stationed in the crow's nest, one man on the bridge, and a day man of the deck Department, the purser, and the assistant purser, were placed on watch on the aft end of the vessel, on the poop deck. Recommends the following arrangements for lookouts, which he stated he would carry out on his next ship: