

HENRY KNOX (continued)

RECOMMENDATIONS EDW. LeROYdeFOREST, A.B.

Reels: If there was some way they could change the reel system for the lines, that is the lines on the lifeboats. I believe it would be to an advantage if they would.

Sails: The sails definitely should be in a fireproof bag, and if possible, made of fire proof material.

TIMOTHY PICKERING 7-13-43

CHAS. DEERING, 2nd Asst. Eng.

L.P. Stowage: There should be life jackets placed at convenient stations, both forward and aft of the deck because in cases of this type people don't have time to get their life jackets. The men go off with or without.

Port Holes: The portholes should be enlarged to the point where they accommodate a man of any size. I suggest 18 inches at least. I saw men stuck in the portholes at the hips and burned to death as a result.

Emergency Escapes: Yes, off the saloon or off the alleyway, port and starboard both. In a case of this kind when the flame has its source back aft and is coming back through the alleyways, which is a case very likely to happen in case the ship is hit, you have a deep tank of oil right aft the deck house, the alleyways are blocked up, and there is no access to the deck at all.

Machine Space Ladders: The escape ladders in the engine and fire room be secured to the floor plates and adequate means taken to prevent breakage due to a jar by the instruction of a tension device, spring tension device.

BUSHROD WASHINGTON 9-14-43

11-27-43  
E.V. SCHAEFER, Chf. Mate.

Emergency Escapes: The fire in #4 hold caused so much smoke and heat there in the after end of the midships house that the men didn't think they could get out that way. Of course the smoke was pouring into the midships house and the midships house had been filled with steam and there were approximately 10 men that for a short time believed themselves trapped in their rooms and the fire in #4 was temporarily controlled and the men were able to get out through the after doorway. The bomb explosion caused the midships house main deck to buckle in, closing off both side exits and the men aft of the athwartship alleyways on the main deck in the midships house were temporarily trapped in their quarters.



## RECOMMENDATIONS

11-27-43

BUSHROD WASHINGTON- 9-14-43

E. V. SCHAEFER, Chf. Mate

Port Holes: My recommendation is to have portholes enlarged.

Davits: I would recommend that ships be fitted with gravity davits instead of the present screw type.

BUSHROD WASHINGTON

JONATHAN WAINWRIGHT, Capt.

Boat Stowage: The bumpers used to fend the lifeboat off the side of the ship when tripped in an outward position are not satisfactory, especially in heavy weather and as to the straight damage which it causes to metal boats. I recommend the pudding spars be used and placed in a position as high as possible, preferably one-third or one-half of the height from the base of the davit.

Gravity Davits: I also recommend that the use of gravity davits be made in lieu of the present installation, ready for immediate lowering and may be operated solely by one man from the deck. I believe these boats, when carried in gravity davits, would be a sufficient height above the boat deck to protect them from external explosion.

Alarm Bells: I also recommend that there be an alarm bell on the forward deck and on the after deck out in the open and also one down in the forepeak.

Float Stowage: I noticed that the doughnut float that is placed alongside the bridge, I should say under the bridge, on the boat deck is inboard of the rail in hangars. I was going to have mine changed to outboard of the rail with maybe one or even two toggles.

Provisions: Vessels going unescorted, I believe that men's lives in many cases could be saved by the use of a case or two of mixed, canned vegetables.

Portholes: I would suggest that we have port holes in the deck house be at least of the size of those now in the officers' salon which are approximately fourteen inches.

Crew, Additional: I suggest that three more men be carried in the deck department in order to provide another man on each watch which would then take care of the question of relief and also the question of performing necessary maintenance duties while at sea. On Liberty type of ship operating as a troop carrier on invasions and in the theater of war, I might suggest that it carry a fourth mate.