Chief Engineer also recommended more cubic space per person in the lifeboats, stating that the additional equipment now required leaves the boats with very little freeboard.

Chief Engineer also had some criticism to make of the "fire bill put out by the Maritime Commission."

Chief stated that the smothering lines were left open at all times to the cargo tanks, and the pumpmen on the vessel instructed that, in case of fire, they were to open the master valve at once. The main cargo pumps were also set ready to pump over the side at any time, while loaded or in ballast.

He also recommended that reach rods be installed on the suction valve, so that these valves could be opened or closed from the deck, in order to keep the ship from listing and to maintain her trim and buoyancy, regardless of whether there was a fire in the vicinity of the valves on deck.

Mate recommended vessel should be so equipped with rafts that they could be launched by one man, even though the ship were listed in the opposite direction.

The First Assistant Engineer recommended that safety valves be set for 20 or 30 pounds more than they are now allowed, so that extra steam might be available for emergency use.

The Master and the Chief Engineer also stated that they had an excellent opportunity of sinking the submarine, had the vessel been equipped with a gun.

Radio operator testified that the radio transmitter was faulty because of its age, and a copy of his testimony has been forwarded to the Federal Communications Commission.

Quartermaster said he wished they had life-saving suits, because he understood they keep them dry in the water.

CITY OF NEW YORK (March 29, 1942)

The vessel was struck by a torpedo on the port side, directly under thebridge, the explosion of which wrecked and carried away the No. 2 (motor) lifeboat and sent up into the air a large column of water, some of which came down into the other port side lifeboats (No. 4 and No. 6 boats), filling them to the gunwales. The explosion also destroyed the communications between the bridge and the engine room and caused considerable damage in the radio room, breaking the sending key connection. The radio operator succeeded in reconnecting the sending key and transmitting an SOS call. In the meantime, the alarm was sounded by the gun crew and the ship's engines were stopped. The alarm was also sounded for abandoning ship. An endeavor was being made to lower the remaining

lifeboats when the vessel was struck by a second torpedo on the starboard side, the explosion of which capsized No. 1 lifeboat. The Master jumped into the water as the sea came up to the level of the lower bridge. Before leaving, he had time to note that four lifeboats, all seemingly well filled, and two rafts, both occupied, were afloat and well clear of the ship.

Master stated the passengers and crew went to their boat stations in a calm and orderly manner, and that the boats were well handled in loading and lowering. A slight delay was occasioned on the port side, due to No. 4 and No. 6 boats being filled with water by the explosion of the first torpedo. These two boats were promptly bailed out. The casualties to No. 2 boat and No. 1 boat were due to the torpedo explosions. Out of a total complement of 133, 110 were successfully disembarked within the space of about 10 minutes.

The following is quoted directly from the Master's statement:

"Q. Suggestions of any kind?
"A. No, I can't say. I wouldn't like to make any. In regard to the lifeboat equipment, if there could be a light canvas to cover over the entire boat at night, patterned in such a way that the oars could be used, so that the people would be sheltered from the spray—I don't mean the boat cover, that is rather thick and heavy, but a light canvas, consisting of a sail cloth. The people in the boat would be protected in the boat from the wind also.

"Mr. Smith: That has already been taken care of."

"Q. From your experience of the torpedo or explosion filling up the boats, 4 and 6, (with water) you are under the impression that it would be better to leave the covers on these boats?
"A. I am under the impression that it would be better to leave the covers on the boats."

Ensign Reed:

"Q. What would be your opinion of the watches, four hours on and four hours off for the crew?
"A. I think that for the purpose of lookout, that would be a little too rigid. I don't think the man would be very good as lookout man standing continually as one who is shortly relieved. As far as the routine work of the ship is concerned, it would be quite all right. It has been done before. I think that a man coming on lookout, being posted as lookout for a great length of time begins to get stale. He should be fresh. A two hour period is quite long enough."

Mr. Smith:

"Q. How were the lifeboats being carried?
"A. All the lifeboats were stood on the chocks, but they were uncovered and the painters were let out and secured."

Ensign Reed:

"Q. In regard to the lookouts, captain, did each man have a particular sector of the horizon or did each one look over the whole? A. Each lookout was posted to cover a particular sector and instructed only to watch in that sector.

"Q. The sector being approximately the same?
"A. The sector would be so arranged to overlap over all; they cover the whole area about the ship.

"Q. About how many degrees did they overlap?
"A. Overlapped about 10 degrees."

The gun crew opened fire on the periscope without effect in the interval between the first and second torpedoes striking the vessel.

Three rafts were used.

Master stated that, in his boat, a 37-person boat, they had 30 persons and it was rather crowded, making it difficult to row. Additional provisions were added to the boats during the voyage, prior to the torpedoing. The extra provisions placed in the lifeboats consisted of fruit juices and canned tomatoes, prune juice, condensed milk, and an extra breaker of water in each boat. The boats were also provided with blankets.

PRUSA (December 19, 1941)
(Additional testimony)

Fourth Mate made the following recommendations:

1. That lifeboat biscuits be put up in smaller containers, similar to the type used by the New Zealand Navy, namely, 5-pound containers, the reason for this being that there is less chance of the biscuits being damaged by salt water through the container being holed by shells or projectiles if they are in several containers.

2. That the lifeboats be provided with tools and material for patching same, such as sheet metal patches, corner screws, saws, hammers, nails, cold chisel, hacksaw, etc. In this boat, the plates began to crack longitudinally, and the plugs were not of any use for this type of hole.

OTHO (April 3, 1942)

Second Officer stated that the force of the explosion when the torpedo struck the vessel wrecked No. 3 lifeboat.

He stated that Nos. 1, 2 and 4 lifeboats were used, and he also saw three rafts in the water, one with six men on it. He had 16 men in his boat