

RECOMMENDATIONS

12 August, 1943

JAMES ROBERTSON 7-7-43

HENRY R. POTTS, 3rd Mate

Reels: Regarding the after fall of No. 4 lifeboat being jammed I believe that the reel on which the fall was stowed must have been jammed as a result of the explosion.

Releasing Gear: Regarding the releasing gear not letting go from the after fall I don't know what happened there. The mate had the handle and tripped the releasing gear but the after hook failed to let go from its fall.

Rafts: The raft dropped about 3 feet when it was hung off by the painter which had been made fast to a cleat and as the raft had dropped about 3 feet it caused the standing part of the painter to be jammed under the turns around the cleat and we couldn't get the raft any further down.

Care of Equipment: I believe that we should spend more time at sea overhauling the lifeboat equipment and keeping it well greased and lubricated for efficient instant operation. Particularly I believe that the crank handles on the davit screws should be kept rigged in position; boat fall blocks, the pins should be backed out and sheaves greased; the releasing gear on the boats worked and kept well greased. The pelican hooks on the rafts should be kept greased; also the turn buckle well greased since the pelican hook does not release without being struck with something heavy. The painters on the rafts should be free and not made fast to the vessel and as you tell me now, the rules require that they be free.

Releasing Gears: Well I found out the after-fall had jammed on the reel and he wanted to get in the boat and release the boat 20 feet from the water. He did release it but it only released from the foreward fall and it fell, bow down throwing the Eng. Cadet out and the Chief Mate was in the middle. I was trying to release the hook but it would not release, so I tried to get the hatchet but it was lashed with 2 half hitches and I couldn't get it out in time so the boat was almost straight up and down.