

RECOMMENDATIONS

PARISMINA (11-18-42) con't.

J. Scannell, 3rd Off.

Life suits - The rubber life suits are no good in their present state.

Painters - A statement made by the inspectors who made the last inspection of the PARISMINA at Boston said that the painters attached to the life rafts should be removed. This cost us three or four of our life rafts. I recommend that a notice be inserted in one of the bulletins to the effect that seaman shall be permitted to carry sheath knives, because the sheath knives were not allowed to be carried on our ship, and the knives that were in the life suits are unsatisfactory and not capable of doing any efficient work, that the life suits themselves aren't worth more than a fifty-fifty chance of living or dying. On the whole they were entirely unsatisfactory. The gloves on the life suits are too hard to work with, the zippers on the life suits come apart too easily, the collars on the life suits are too big, the hoods on the life suits are useless, the sides of the life suits are made entirely disproportionate to the men, and when the life suits are covered with oil, it's impossible for would-be rescuers to get a grip on the life suit or the man, and the man in a life suit is useless in a life boat. Do you know the name of the life suits which were used aboard the PARISMINA? Monar Life Saving Suit Mfg. Company.

(2) Weather heads and cloth to be secured outside of gunwale so that any PIERCE BUTLER (11-20-42) between cloth and gunwale. G. P. Moodie, Master.

Lifeboats - How did you manage to launch the Number 1 boat with a starboard list with it full of water? We didn't launch it. We found it afloat after the ship sank. It released itself. When I saw it there, I sent the motorboat back to examine in and see if it was all right, and we had the sail out, and as the boat was all right, I went into it myself with 16 other men so we would have more room in the boats. We had plenty of room and everything in our boats, but if we had to take the number of men that were supposed to go in these boats, I would say they would be overcrowded.

(3) Fairlead eyelets for tiller ropes on gunwale. YAKA (11-18-42) H. Brown, Jr. 2nd Mate

Gravity davits - that's the only thing I could say. There are many recommendations I think can be done for the betterment. To have a little heavier rig on the rudder as far as pintles and gudgeons are concerned. Seemed to break off very easily.

JEREMIAH WADSWORTH (11-27-42) A. Magnusdal, Master.

Lifeboats - I noted that No. 1 lifeboat had been carried away and was in the water foul of the net under No. 3 lifeboat. I instructed the chief officer to cut the foul boat clear. I then went back to my room, picked up a handbag which I kept handy at all times in case of an emergency. As the port boats hit the water, they were immediately swamped. We went to release No. 3 lifeboat. This boat was fouled. I took what men we had, pulled in the slack of the after fall, and cleared it, then lowered the boat into the water. This boat also immediately swamped. The reason for these boats swamping on being launched was due to the forward motion of the ship through the water. The ship was still going full speed.

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RECOMMENDATIONS

JEREMIAH WADSWORTH (11-27-42) cont'd.

A. Magnusdal, Master.

Rations - They didn't eat all they were given. They refused to eat crackers about the fifth day. They dry up in the mouth and they make your mouth all dry. The best ration we had was pemmican and chocolate.

Rubber suits - Three men used the rubber suits, four men, three gun crew and the chief officer, and the chief officer nearly drowned in his. He had to get his arm in out of the suit, get at the knife on the inside, rip in from the inside to get out. He had two life preservers that kept him up.

The only recommendations that I have is to take the knots out of the trapping lines, the lower knots. There is also one other thing I want to mention. The reels for holding the boat falls have a pin in them so that the rope won't unravel. I want that pin done away with. They jammed one of our cargo falls. I have some suggestions that I have given to Captain Gavitt as regard the lifeboats themselves.

The Captain has offered the following recommendations for lifeboats fitted aboard the Liberty ships:

- (1) Brackets from thwarts to gunwhales to be made "L" shape and all bolt heads and brackets to be flush with thwarts.
- (2) Weather hoods and cloth to be secured outside of gunwhale so that any wash will not get into boat between cloth and gunwhale.
- (3) Omit lower knots in trapping lines. These knots foul thwarts and gunwhale of boats.
- (4) On motorboat exhaust pipe to have a swing-check valve in it to keep sea water from backing into cylinders in case of boat being swamped.
- (5) Lifeboat rudders reinforced with strap irons just below tiller.
- (6) Lee boards to be provided for better sailing when working to the windward.
- (7) Forestay and shrouds properly fitted and means for securing same to gunwhale.
- (8) Tiller to be longer or in sections.
- (9) Fairlead eyelets for tiller ropes on gunwhale.
- (10) Small cleats inside gunwhale aft for securing sheat and jib.
- (11) Sea anchors made of heavier canvass.
- (12) Gunwhale inboard to be rounded off to make more comfortable seating.
- (13) Loose boards to be placed in boat so they can be laid between thwarts to allow some of the men to rest properly.

EKCELLO (11-13-42)

M. A. Kent, Master.

What caused the No. 1 boat to foul? The gripes.

The only one, number 3, additional equipment, there is plenty to say about that. How I lost my boat. The bridle you know which they have on boats in the Hog ships, they are swung out. The bridle makes fast down below shackles, comes over this way to a pelican hook (draws diagram on paper showing the manner in which the bridle is secured). The complaint in this case is that the sockets fitted for the side guards are considered as a menace. In launching No. 1 boat, the bridle became afoul of these sockets which are fitted on top of the gunwhale. I recommend that these sockets be removed and a recess made in the gunwhale for the side guards, doing away with any chance of fouling the bridle when the boat is to be launched. I further recommend that the bridles be of manila instead of the wire which is now used, and the reason that I offer this suggestion is that the manila can be cut in an emergency with knives that have been furnished