

called me and told me that the painter had parted. We cut down the sail and we rode back and secured all three boats. It was raining and quite nasty. We put out the sea anchor, and told them to stand watches, and it rained all night long. We had to get up and take turns sailing. On Saturday morning, it broke, overcast. About 8:00, the wind worked out to southwest and the seas were running about 10 feet high, I had the boat on the painters and my boat had the sea anchor out, and so we issued crackers and water to whoever wanted it. Then we went through the usual routine of massaging each other and pounding each over. It helped a lot.

"At 11:00, we heard airplanes and we spotted a big giant, one of the Catalinas coming towards us, and we shot up a flare and he came down and spotted us and he stayed there from 11:00 in the morning until 4:40 in the afternoon. The wind now was to the westward and the vessel was running good. At 2:00, another plane came along and they left at 4:40, so we set watches for the night. It was too rough to row and sail, and my sea anchor carried away. I lashed a couple of oars and stuck them with the sea anchor, and it kept up pretty good. I made the boys row once in a while so they wouldn't get stiff. At 7:00, the third mate had the watch and he hollered that he sighted a searchlight, and at 8:20, all the hands were aboard a Coast Guard cutter and the boats were cast adrift. It was too rough and too dark to bother with sinking them. All hands were taken aboard without any injury or anything.

"I wish to say though one thing I forgot which goes back in the first part. On the first night we sighted a vessel coming from the south with a masthead light and two side lights, and we shot up a parachute flare, but he immediately vanished in thin air. We didn't see him no more. That is the only thing we sighted until the Navy seaplanes picked us up."

PAN MASSACHUSETTS (Feb. 19, 1942)

Forced to jump overboard with life preservers and swim away from burning vessel. In water about two hours and picked up by another vessel. Some held on to ring buoys; witness had a ventilator plug. Most were held up only by life preservers.

She was aflame and when they managed to swim clear sea was icy cold. Most were badly burned. "looked as if they had been grilled" said rescuer.

All praised action of rescue ship which dared a similar fate. Lost men were burned to death on ship.

DELPLATA (Feb. 20, 1942)

It appears that the jamming of the whistle and its continuous blowing precluded the giving of verbal orders and thus contributed to the