

"After we became pretty well dehydrated, I gave out half piece of lemon and about two ounces of potatoes to each man and I found that whenever they got that lemon, they picked up. The raving of some of the men stopped and general well being was quite pronounced after that. * * * I recommend that some kind of gear fork and rod be constructed with an off set which can be swung out and the oars laid into it so as to be out of the way."

MANINI (Dec. 17, 1941)

Master stated he profited from the Bulletin of the Bureau of Marine Inspection and Navigation and had prepared one air tank for rain water storage.

Master recommends:

"Q In reference to your sea anchor giving away, will you bring out what caused it and your recommendations in regard to it?

"A I believe in the future cases, from my experience in this open boat, that the following matter should be given attention. The material of the sea anchor is much too flimsy for rough sea. A boatload carrying twenty men, when the seas are so high, needs a sturdier piece of canvas and the size of the rope should be 2 3/4. The boat could easily carry an extra keg of water. There is plenty of room in the bow or stern for more provisions to be carried. I recommend that they double the capacity of the water supply. After you have been two or three days on the water and you have reached a stage where your mouth is dry, you cannot eat the pilot bread. It is advisable if you see a rain squall or shower coming to save water if you take the pilot bread and put it on the thwarts and let the rain soak, then you can eat it. You don't get to save water, but you can make the bread edible. I ordered them to put blankets and a medicine kit in the boats, but the kit had not been completed before we were torpedoed. I ordered the men to put the lifeboat cover in the lifeboat. They came handy during the night when it rained. And when it got chilly the men cut a piece for himself, like a blanket. It also helped cover the water casket and prevented the sun from heating the water with what little we had in the casket."

Master claimed there was too short a scope on the drag, and the sea anchor began to tear. The seas was rough and high and they were unable to ship in the rudder. They busied themselves repairing and making make shift sea anchor, bailing and keeping the boat's head up to the sea.

SAMOA (Dec. 18, 1941)

An enemy submarine fired on the SS SAMOA missing its mark but some fragments from bursting shells fell on the deck, which the Navy

Department took for examination. The submarine went alongside the vessel and shouted and then disappeared evidently thinking the vessel was sinking because of a heavy port list and lifeboat swung out. No more firing was done. The boat remained still until daylight (7:00 A.M.) when they sent a message in Government code. As no instructions were received the SS SAMOA proceeded on original orders from Aberdeen, Washington.

Submarine was showing a dim white light when first sighted. Master did a very good piece of work.

PRUSA (Dec. 18, 1941)

It took six minutes to get the boats over. Ship sank in nine minutes.

"INSPECTOR WHITELOW: Are there any recommendations or suggestions that you would like to make at this time in regard to life-saving equipment?"

"A The boats were ready for lowering at the time of torpedoing and had been prepared in the following manner: First, lifeboats were swung out to their fullest extent, then triced in with a cable so that inner side of the boat was in line horizontally with outside of boat deck plating, after which the inside gunwale of lifeboat was secured downwards to outer edge of boat deck with gripes. This prevented the boat from swinging or moving in heavy weather and eliminated the time which would be otherwise required to uncover and swing out lifeboats. Instead of keeping lifeboats uncovered with canvas, the covers had been made up and stowed in bottom of boats for use as shelter in cold weather, which afterwards proved to be of great value. No difficulty was experienced in lowering the boats, as all men at the boat falls were clear for running and members of the lifeboat crew were ahead and well drilled. When it came to lowering away on after falls of #1 boat, the bos'n and one A.B., were found to be missing. Having probably been killed by the torpedo, their places were immediately taken by First Assistant Engineer and a messboy, so no delay was caused on this account. Prior to leaving Honolulu one additional water breaker, one case of milk and one case of fruit had been placed in lifeboats in addition to the required equipment. We received no warning whatsoever by the submarine. As near as I can figure out, the ship was struck under the port quarter and probably exploded in the after bulkhead, between No. 5 hold and crew quarters. Several of the men who left their quarters after told me that the explosion broke the steam pipes and tore holes and that bulkheads and fixtures were wholly or partly torn down. I heard several of the shipmates shouting that they were hurt and to switch on the lights. I heard several of them say that several of the shipmates were either killed or badly wounded.