

SUN (May 16, 1942)
 aft and four aft, the forward lifeboat was
 damaged by the first (Second attack on this vessel.)
 The port lifeboat. The ship was struck only
 Vessel was struck on the port bow with a torpedo, and a lot of debris was
 thrown up. Master put the wheel hard right and rang the general alarm, called
 the armed guard and ordered the engines to resume full ahead and give them all
 possible speed. This was necessary because the engineers had standing instruc-
 tions that, if the ship was torpedoed, they were to stop the engines.

The vessel endeavored to put the submarine astern. When it was apparent
 that the ship was not going to sink, the Master headed in close along the
 beach and entered Southwest Pass. Ballast tanks were trimmed to keep the ship
 on an even keel. The crew acted very well and the Master had them all keep
 silent as they stood by the boats so that there would be no misunderstanding
 of the orders that he, the Master, would give.

The track of the torpedo was seen by the lookout man on the bow just before
 it hit the ship and he pressed a button on his telephone and went to the bridge.
 Master emphasized the necessity of instructions being given to lower the
 boats stern first and to have arrangements made for the engines to be stopped
 and then started again if orders were received to do so. He also thought that
 the crow's nest lookout was no good at nighttime, in so far as submarines were
 concerned, and that if there were not enough men to put in both the crow's nest
 and the forecastle head, preference should be given to the forecastle head.
 The Master also spoke of the need for convoys.

Master also recommended that there should be more cubic footage per person
 in the lifeboats, and also that they should be equipped with outboard motors.
 However, he was not speaking from his experience in this particular case, since
 the vessel was not abandoned.

Master recommended for fire control purposes that tankers be gas freed
 before leaving port and the hatch covers left open at sea.

One of the ordinary seamen spoke of the danger of the cork life preservers
 injuring the seamen when they jumped overboard.

Chief Engineer also recommended that if tankers were not equipped with
 CO₂ systems they should be gas freed before leaving port. Also stated that
 when running in a light condition after the holds were gas freed they had made
 a practice of putting a charge of CO₂ in each tank. The CO₂ was generated
 aboard the ship.

It appears that everybody on the vessel behaved excellently.

GULFOIL (May 16, 1942)

The vessel was struck by two torpedoes only about ten seconds apart.
 Vessel started to go down immediately she was struck, and all the communi-
 cation systems were disrupted. Vessel took a heavy starboard list at once,
 and oil was shot all over the ship. Vessel was equipped with two lifeboats