

Axis Bombers Make Red Sea Terror for U. S. Freighters

HONOLULU, T. H., Oct. 24 (U. P.)—Fierce and deliberate attacks of German and Italian bombers on United States flag ships have made Suez and the Red Sea "an ugly terror" for American seamen, crew members of a returning freighter said today.

While their ship was docked at Suez two months ago, they said, three other American ships were hit by aerial bombs and a fourth did not name the other victims.

John Stowe of Brooklyn, N. Y., quartermaster of the freighter, said that the only reason there were fewer sinkings of the clearly identified American ships was the poor marksmanship of the Nazi bombardiers.

One was sunk and the others were damaged so severely they were forced to drydock but there were no casualties.

The sunken vessel was the Steel Seafarer and the mine victim was the Steel Inventor, they said. They

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Lloyd Bragg, 40, of Elk River, Minn., was arrested and questioned in connection with the fatal shooting of Donald Rick, 10. The boy was the son of a divorcee to whom Bragg, a truck driver, had been attentive.

19 KILLED WHEN SUB HIT SHIP

17 Bold Venture Survivors Tell Graphic Story in Landing on Iceland.

REYKJAVIK, Iceland, Oct. 22 (U. P.)—(Delayed)—Seventeen survivors of the torpedoed American-owned freighter Bold Venture said today that 19 of their companions were killed, most of them while drinking coffee or tea in their quarters, and that the ship sank so fast they hardly had time to launch two lifeboats.

The Bold Venture, carrying a general cargo, was sunk on her first trip to England. She was sailing under the Panamanian flag and no Americans were aboard.

Norman MacLeod, a British subject from Boston, told a graphic story of the disaster.

"I was below deck when I felt the hit," he said. "I rushed on deck, putting on my lifebelt and kicking off my shoes. I jumped overboard and swam about 50 yards until I reached a lifeboat."

Float for Two Hours

Another survivor said he grabbed a loose rope, thinking it was tied to something, and fell overboard into a lifeboat.

The men floated for two hours in two boats before a Canadian corvette rescued them. They were landed here today.

"Our chief messboy jumped overboard and was never seen again," Mr. MacLeod said. "We heard the messboy yelling among the wreckage, but the lifeboat was so full of water we couldn't navigate it to him."

"There was no panic at any time. Electric lights were burning on the ship as she sank."

"Aboard the rescue boat I saw a wonderful emergency operation on another survivor by a Norwegian student doctor who had been picked up out of the sea a few minutes before."

Beg for Help in Sea

The force of the blast literally scalped a survivor. His scalp was ripped from his forehead and standing straight up, as though he had been attacked by Indians. The doctor pinned his scalp back to his forehead with fish hooks and sewed it in place with 31 stitches.

He said he had seen a number of men floating in the oil-covered sea, begging for help.

The oil had blinded them and they couldn't see the lifeboats.

The survivors said the radio operator had tried to send an SOS, but the torpedo had smashed his apparatus.

They said the Bold Venture sank 10 minutes after she was hit.

44 Lehigh Survivors Land at African Ports

BATHURST, British West Africa, Oct. 24 (U. P.)—Twenty-two survivors of the American freighter Lehigh, including two injured men and four Spanish stowaways, have been landed from a destroyer at this port.

The survivors, whose ship was torpedoed and sunk in the Atlantic last Sunday morning, said that sinking of the ship had been delayed by the prompt action of engineers in cutting off steam and dousing fires under the boilers, thus preventing explosions.

The engineers also were credited with closing bulkheads under difficulties because of the heavy rush of water.

Twenty-two other survivors from the Lehigh have been landed at Freetown, British Sierra Leone. Those landed at Freetown included Capt. Vincent P. Arkins of Montrose, N. Y. All aboard the steamer were rescued.

Capt. Arkins told the United Press yesterday that his ship was attacked without warning.

"Nothing was seen of the submarine either before or after the ship was hit," he said.

The main topmast came down with the explosion, carrying the main radio antenna away. The radioman attempted to send an SOS on the shortwave antenna, but I am certain the call was not transmitted," he added.

The Lehigh, a 4893-ton vessel owned by the United States Line, was struck by a torpedo on the starboard side below the number five hatch, Capt. Arkins said.

"The number five hold filled immediately and the ship began to settle rapidly," he added.

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