

MATERIALS FOR LANGUAGE TEACHING AT RUDOLF STEINER (WALDORF) SCHOOLS

The Flying Enterprise

The Ship That Turned Over

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edition waldorf

Herausgeber:
Pädagogische Forschungsstelle beim Bund der Freien Waldorfschulen,
Wagenburgstraße 6, 70184 Stuttgart

Sie finden uns im Internet unter
www.waldorfbuch.de

2. Auflage 2007

ISBN 978-3-927286-84-9

Gesamtherstellung:
Druck- und Medienzentrum Gerlingen GmbH,
Benzstraße 8, 70839 Gerlingen

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Chapter 1

The Storm Begins

It was December 24th, 1951 – Christmas Eve. Out in the Atlantic Ocean the weather was icy-cold, and a strong wind was blowing. In this icy weather, a ship was sailing on her way from Hamburg to New York. She was carrying a lot of cargo, and a big crew of forty-three men. But there were also eleven passengers who were travelling to America. Among them were four women and two children. 5

It was late afternoon and the passengers were in the dining-room with the ship’s officers, singing Christmas carols. The candles were burning on the Christmas tree, and they had just finished the old song, *Silent Night, Holy Night*, when one of the crew came in. He gave the captain a piece of paper. 10

The captain became very serious. “I’m sorry, but this is a storm warning,” he told the passengers. “I must ask you to go to your cabins. The storm will be a bad one, but we’ll be safe.” 15

During the night the weather got slowly worse. The wind blew and it blew. The passengers were worried. “This isn’t just a strong wind,” one of them said. “It’s a gale.”

“Yes,” said another passenger. “It’s a terrible gale. And it’s growing even stronger. Do you think we’ll get to America safely?” 20

Up went the bows of the ship, down went the bows of the ship. High waves battered her sides and tossed her to and fro. Water splashed over her decks as she rolled from side to side.

All night, the wind blew harder. By the next morning, Christmas Day, 1951, it was a terrible storm. Enormous waves tossed and battered the ship without stopping, and she rolled wildly from side to side. 25

Suddenly, at about two o’clock in the afternoon, there was an ear-splitting noise. It was even louder than the noise of the storm.

One of the crew came running to the captain.
“Captain,” he said, “the ship has cracked! She’s cracked across the middle!”

Chapter 2

The Crack Gets Wider

The captain hurried down to the hold to see the crack. It went
5 right across the deck and down the sides of the ship to sea-level.
Could the sailors mend it, and could they stop the water coming
in? The captain talked quietly to the first engineer.

Now the passengers were very worried. When the captain came
up from the hold, some of them ran to him with questions.

10 “What’s going to happen to us?”

“Do you think we’ll get to America safely?”

“Will the storm soon be over?”

“Are we going to sink? Will we all be drowned?”

To all these questions the captain said, “Keep calm. This is a
15 terrible storm, but we must all keep calm.”

“Can you mend the crack?” asked the passengers.

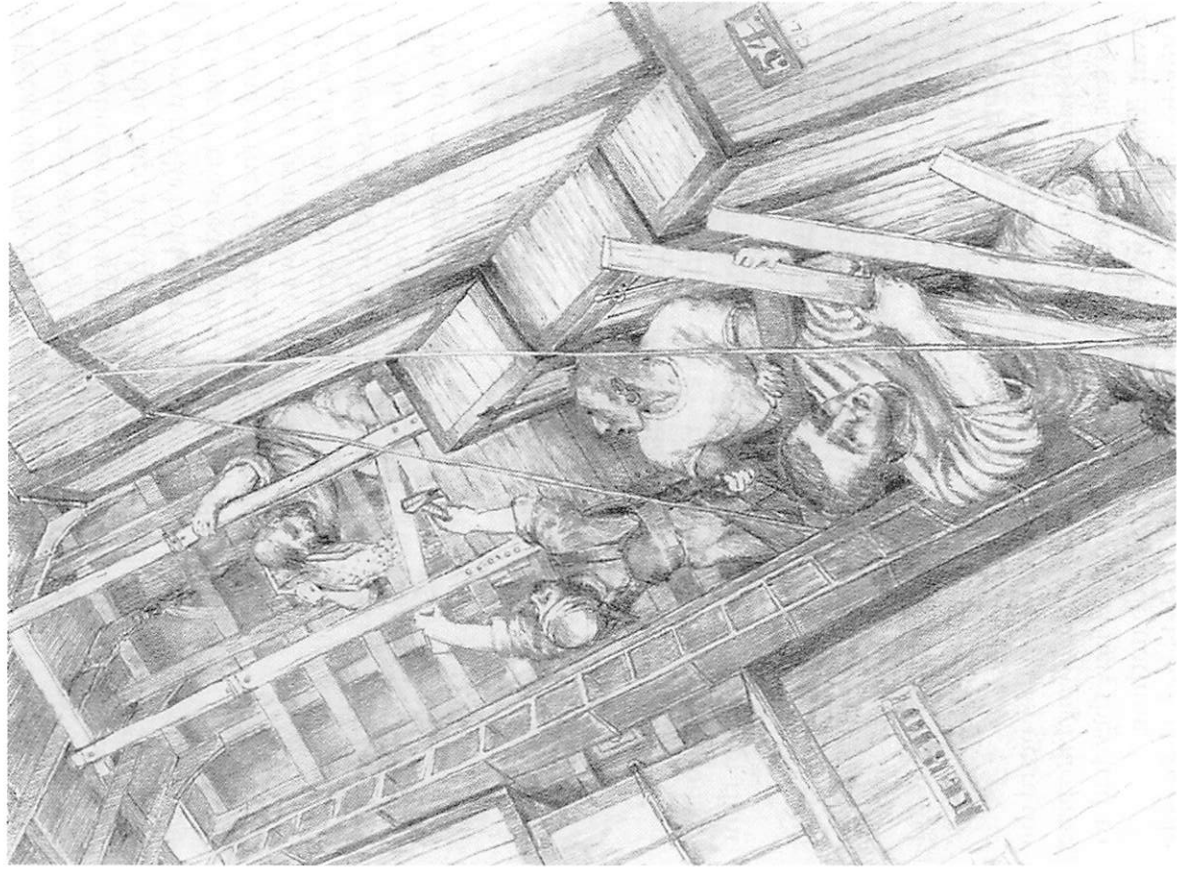
“We’re trying,” said the captain. “The crew are doing their best.”

Down in the hold, sailors were working hard to repair the crack.
It was a very difficult job.

20 The storm went on and on. Now it was the early morning of
December 27th. Many of the passengers had been in their cabins
since Christmas Eve. They couldn’t eat anything, because the
storm had made them terribly seasick.

Now the weather grew even worse. The crack began to open wider
25 and wider. Soon some parts of the ship were full of water. The
crew couldn’t stop the water coming in!

The ship was so heavy now, with all the water inside her, that the
steering broke! “We can’t steer the ship any more,” the crew told



“Down in the hold, sailors were working hard to repair the crack.”

the captain. The ship drifted helplessly in the wind and water. The storm was now a real hurricane. In the high winds, the waves grew bigger and bigger. One enormous wave, fifteen metres high, hit the ship, and she rolled over to one side. Over, over she went.

5 Down in the hold, part of the cargo came loose and began to roll about. It crashed against the ship's side.

Some of the passengers and crew fell over.

Another gigantic wave hit the ship.

10 But this time the ship didn't roll back to the other side. All the loose cargo and the water in her hold were on the same side now, so she couldn't roll back. She lay, tipped to one side, drifting in the stormy ocean.

Chapter 3

'SOS! – SOS!'

"I can't stand up," said one of the passengers.

15 "The deck isn't flat any more – it's as steep as the roof of a house," said another passenger. "Do you think the ship will turn right over?"

It was Friday, December 28th. The radio operator had already sent out messages to other ships nearby. Now, at half past three in the afternoon, came the most important message. "SOS! –
20 SOS! This is the *Flying Enterprise!* We can't steer the ship. Water is coming into the hold and the ship is listing to one side. We're sinking!"

There were three other ships not too far away. When they heard the SOS message, they turned and sailed towards the *Flying Enterprise*
25 as fast as they could. But when they reached her, they had to wait. The storm was so bad that they could do nothing.

But the next morning, the weather grew a little better. The winds were not so strong now. The other ships began to pump oil onto

Sometimes the rope slipped off into the water, as on the day before. Once, the weight of the steel cable was too heavy for the two men and they had to let it go. Finally, at twenty to ten that Saturday morning, Captain Carlsen and Mr Dancy managed to pull the heavy steel towing-cable across to their ship and fasten it to the stern. 5

“Hurray!” cheered the sailors on the tug. The two men’s hands were bleeding, but they waved back.

The *Turmoil* began to sail away. Slowly, the long steel towing-cable grew tight, pulling the *Flying Enterprise* along behind it. 10

“Well – we’re on our way to England,” said one of the crew on board the tug. “But will we get there with the *Flying Enterprise*?”

Chapter 10

The Cable Breaks

The two ships sailed eastwards at a speed of three knots – about as fast as you would normally walk. In these stormy seas, the *Flying Enterprise* might sink more quickly if they tried to move faster. But if they travelled too slowly, she would sink anyway, before they could reach port in England. 15

The *Turmoil* sailed along in front; behind her, at the end of almost 700 metres of steel cable, the *Flying Enterprise* moved slowly along on her side, stern-first. 20

Several days passed while the ships continued slowly. The weather grew a little better, but it was still bad. In the North Atlantic in winter, the weather is never good. But now, at least, the wind was not so strong, and the waves were not as high as before.

The *Willard Keith* sailed along beside them. Sometimes it shot a rope over to the *Flying Enterprise*. This was easier now that the weather wasn’t so stormy. With this rope, the sailors could send a box of food and hot drinks to the two men on the other ship. 25

A helicopter flew out from England, carrying newspaper reporters from England and from Denmark. Captain Carlsen lived in America now, but he came from Copenhagen, and all the Danes were very proud of him. The helicopter circled over the ships while the reporters took photographs; then it flew away again. Later, a plane came over, took photographs and flew away. And all the time, water was slowly filling the *Flying Enterprise* through the crack in her sides.

Newspapers were full of stories about the 'DRAMA ON THE HIGH SEAS'. In those days, not many people had television, but millions listened to the radio. And on the radio, too, there was a lot of talk about the *Flying Enterprise*.

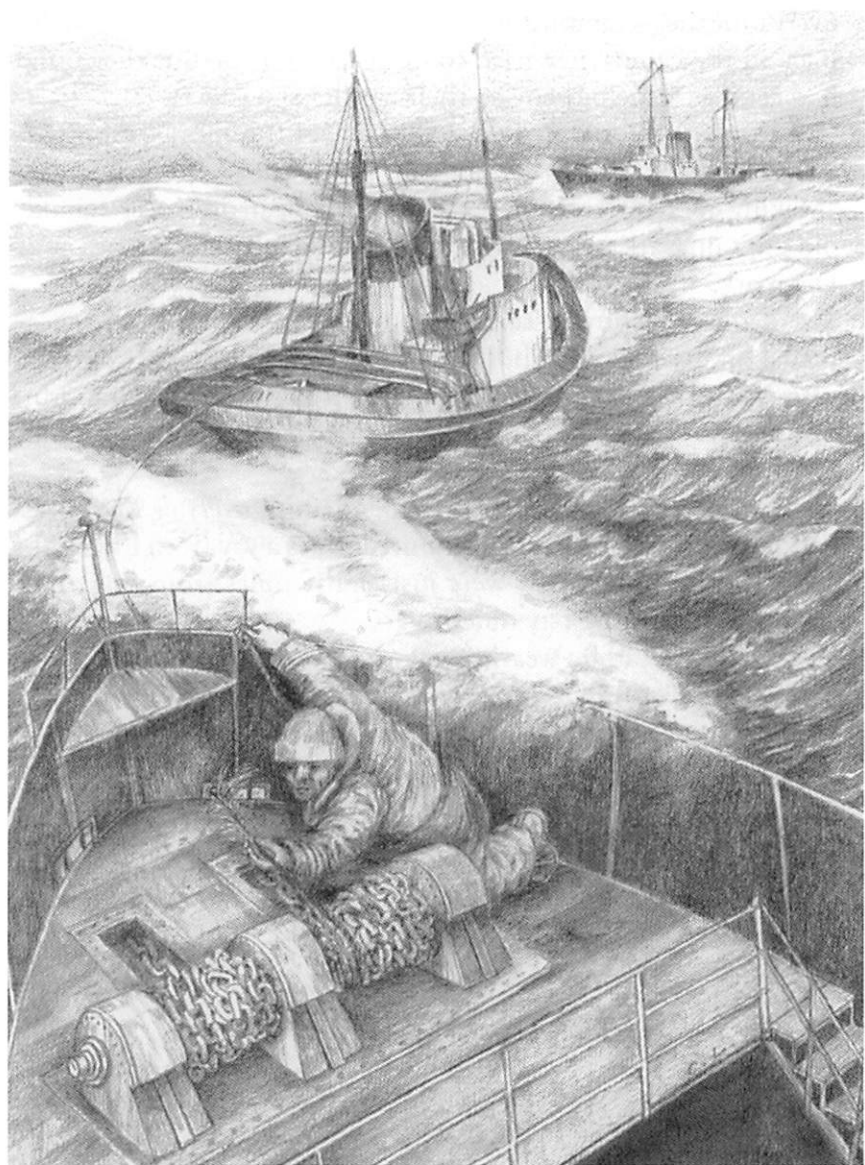
"Will the *Flying Enterprise* get to England? We have two experts here in the studio who are going to discuss the question. The first thinks she'll manage it; but the second says she has no chance."

Everyone agreed that Captain Carlsen was really one of the bravest men they had ever heard of. And so was Mr Dancy.

But out in the Atlantic, the weather was getting worse again. Hour by hour, the wind grew stronger and the waves rose higher, crashing against the ship. On Tuesday, January 8th, the *Flying Enterprise* was listing eighty degrees to the side. It was now two weeks since the accident and the funnel was only a few metres from the water.

And there was another problem. Because the ship was now listing so badly, the steel towing-cable at the stern was rubbing over sharp metal. Would the cable hold?

Every two hours, Captain Carlsen or Mr Dancy scrambled along the steeply sloping deck to look at it. Once, Captain Carlsen took a pound of butter with him and smeared it on the cable. He felt a bit silly as he did so, but he thought it might help. He didn't want the cable to break.



“Suddenly – *snap!* – the cable broke.”

Every time they scrambled along the deck, the men got wet through. Back in the cabin, they tried to dry their clothes. But they only had candles to help them, so their clothes stayed wet.

“We’re making good progress,” the crew of the *Turmoil* reported to England.

“Making good progress,” reported the American destroyer. “Good old Captain Carlsen!” said everyone in England and America and Denmark.

The King of Denmark said, “We must give Captain Carlsen a medal for his bravery.” The Danish government ordered a special plane to fly the medal to England. There it was taken to Falmouth, on the South coast. That was the port the ships were heading for.

Slowly, very slowly, the tug came on, towing the *Flying Enterprise* behind her. They were now a hundred miles away from England. After another while, they were just eighty miles from England. Then they had only sixty miles to go.

Over the radio came a weather report: “The weather will soon get much worse, with more gales and heavy rain.”

Night came on. The wind blew harder and harder. But Captain Carlsen and Mr Dancy couldn’t sleep – they kept going outside to look at the cable. Huge waves washed round them and they had to hold on tight as they moved along the decks. Suddenly – *snap!* – the cable broke.

Chapter 11

The Storm Gets Worse

It was half past one in the morning of Wednesday, January 9th. The *Flying Enterprise* was only fifty-three miles from Falmouth. Everything was dark, and the waves were big and black. The tug sent a radio message: “We’ll have to wait for daylight.”

| <i>Beaufort number</i> | <i>Description of wind</i> | <i>Effects of wind / Description of sea surface</i> | <i>Wind speed (kph)</i> | <i>Wave height (metres)</i> |
|------------------------|----------------------------|---|-------------------------|-----------------------------|
| 9 | Strong gale | Slight structural damage, chimney pots and slates fall. High waves, sea begins to roll, spray affects visibility | 75-88 | 4-6 |
| 10 | Whole gale | Trees uprooted, considerable structural damage. Very high waves with long overhanging crests, resulting foam in great patches is blown in dense white streaks; on the whole the surface of the sea takes on a white appearance; rolling of the sea becomes heavy; visibility affected | 89-102 | 6-9 |
| 11 | Storm | Widespread damage; rare inland. Sea is covered with long white patches of foam; everywhere, the edges of the wave crests are blown into foam; visibility affected | 103-117 | 9-14 |
| 12 | Hurricane | Countryside devastated; experienced only in tropical cyclones. Air is filled with foam and spray; visibility very seriously affected | > 117 | > 14 |

The *Beaufort Wind-Force Scale* was first devised in 1805 by Admiral Sir Francis Beaufort for describing winds at sea. It was based on a scale of 13 wind strengths, as thirteen was the number of sails that a fully-rigged ship carried.

Originally, the scale had no wind speeds. Beaufort used his scale to give more exact meanings to words like *breeze*, *gale*, etc, which, until then, people had understood in different ways. This first Beaufort Scale was in use for about a hundred years.

In 1905, Sir George Simpson made some changes to the Beaufort Scale, so that seamen in steamships could use it better. He revised the definitions, giving a description of how each wind speed would affect things like smoke, leaves, and trees. He also reduced the thirteen categories to twelve.

In 1939, some small changes were made to help landmen, and wind speeds were added, which could be measured in weather stations.

This revised version has been adopted by the International Meteorological Committee, and is now the standard to which all nations conform.

The Last Hour of the *Flying Enterprise*

The day after the *Flying Enterprise* sank, a newspaper gave this dramatic report of the ship's last hour. It came from Mr S. E. Watson, a lifeboat man who had been listening to the radio messages between all the ships (*The Daily Telegraph*, 11.1.1952).

Mr Watson told the newspaper reporter: "Shortly after 3 o'clock, I heard the captain of the *Willard Keith* telling Captain Carlsen to come off the ship. I kept hearing him say 'No.' " Then followed these messages:

- 3.15 pm:** *Turmoil* and *Willard Keith* edging in skilfully to get close to wallowing, sinking ship.
- 3.16 pm:** *Flying Enterprise* at 80 degrees. Carlsen and Dancy seen on starboard side of deckhouse. Warned to be ready to jump.
- 3.20 pm:** Water now pouring down funnel of *Flying Enterprise*. Carlsen and Dancy preparing to jump from funnel.
- 3.25 pm:** Carlsen and Dancy seen swimming in boiling seas.
- 3.30 pm:** *Turmoil* signals: "We have rescued Carlsen and Dancy. They are OK. Now in captain's cabin getting into dry clothing."
- 3.31 pm:** *Willard Keith* signals to *Turmoil*: "Well done."
- 3.32 pm:** Mast of *Flying Enterprise* slapping water. Ship now beginning to break up.
- 3.33 pm:** Ship sinking by stern. Wooden objects from decks floating around.
- 3.40 pm:** Last moments seem to have arrived. Bows well under water. Cargo everywhere. *Flying Enterprise* still struggling up.
- 3.44 pm:** Bows completely under the water.
- 3.50 pm:** Going down fast by the stern.
- 3.53 pm:** One third of the vessel still visible, but the stern cannot be seen.
- 4.00 pm:** Last lifeboat washed off the ship.
- 4.01 pm:** Starboard bow is just showing. The *Turmoil* has closed in a bit.
- 4.05 pm:** The *Flying Enterprise's* funnel can still be seen. She seems to be putting up a brave show for the last minutes. Captain Carlsen now standing by rail of tug for last farewell look. Looking towards her. Now he has turned his head away. The *Turmoil* has also turned away.
- 4.07 pm:** Flares on the *Flying Enterprise* are suddenly ignited by water, lighting the sea in the growing darkness.
- 4.08 pm:** Bows of the *Flying Enterprise* shoot up in the air and remain aloft for some seconds.
- 4.09 pm:** Sirens sound in farewell from the escort vessels.
- 4.10 pm:** *Flying Enterprise* finally sinks beneath the water.

Basic Vocabulary (248 words in 17 groups)

Short forms used in the list:

| | | | | |
|--------------|---|-----------|---|------------------|
| <i>opp.</i> | - | opposite | - | <i>Gegensatz</i> |
| <i>n.</i> | - | noun | - | <i>Hauptwort</i> |
| <i>pl.</i> | - | plural | - | <i>Mehrzahl</i> |
| <i>h.</i> | - | here | - | <i>hier</i> |
| <i>s.o.</i> | - | someone | - | <i>jemand</i> |
| <i>s.th.</i> | - | something | - | <i>etwas</i> |
| <i>s.</i> | - | | - | <i>sich</i> |
| <i>jmd.</i> | - | | - | <i>jemand</i> |
| <i>etw.</i> | - | | - | <i>etwas</i> |

The following list mostly excludes the irregular verbs from the text. These are listed separately at the back of the book.

QUESTION WORDS

| | | |
|----------------|---|--------------|
| who | <i>Who</i> is that boy sitting next to you? | wer |
| what | <i>What</i> would you like: tea or coffee? | was |
| which | <i>Which</i> pullover should I wear: the blue one or the red one? | welche(r, s) |
| where | <i>Where</i> is your brother? - I don't know. | wo |
| where ... from | <i>Where</i> do you come <i>from</i> ? - Germany. | wo ... her |
| where ... to | <i>Where</i> was the ship sailing <i>to</i> ? - New York. | wo ... hin |
| when | <i>When</i> will the storm end? | wann |
| how | <i>How</i> far are we from England? | wie |
| why | <i>Why</i> haven't you done your homework? | warum |

THE SHIP AND THE SEA

| | | |
|----------|---|-----------------------------------|
| ship | big boat that sails on the sea | Schiff |
| cargo | the things that a ship carries | Ladung, Fracht(gut) |
| hold | A ship carries her cargo in the <i>hold</i> . | Lade-, Frachtraum |
| to sail | to travel on the water | segeln, fahren |
| bows | the front end of a ship | Bug |
| stern | the back end of a ship | Heck |
| steering | This helps you to turn left or right. | Steuer-, Ruderanlage |
| rudder | thing at the back of a ship to make her turn | Steuerruder |
| funnel | the chimney of a ship | Schornstein (<i>vom Schiff</i>) |
| deck | floor of a ship | Deck |
| rail | Round the deck there is a <i>rail</i> . | Geländer, Reling |
| cabin | room on a ship | Kabine |
| floor | part of a room where you stand and walk | Fußboden |

| | | |
|-------------------------|--|---------------------|
| wall | the side of a room | Wand |
| ceiling | part of a room over our heads | (Zimmer-)Decke |
| captain | the chief person on a ship | Kapitän |
| crew | people who work on a ship | Besatzung |
| sailor | one of the crew on a ship | Matrose |
| passenger | person who travels on a ship, a train | Fahrgast, Passagier |
| port | town with a place where ships can land | Hafen(stadt) |
| water | The sea is full of <i>water</i> . | Wasser |
| wave | rolling water on the sea | Welle |
| to splash | to make s.th. wet | <i>b:</i> spritzen |
| to batter | to hit hard | gegen etw. schlagen |
| to toss | to throw about | werfen, schleudern |
| to roll | The ball <i>rolled</i> under the table. | rollen |
| on board | on the ship | an Bord |
| overboard | over the side of the boat and into the water | über Bord |
| to be drowned | to die under water | ertrinken |
| lifeboat | small boat on a ship to save people if the ship sinks (to save = retten) | Rettungsboot |
| lifejacket | This stops you from sinking in the water. | Schwimmweste |
| tug | a small ship that tows other ships | Schlepper |
| to tow | to pull a ship, a car | (ab)schleppen |
| rope | a strong, thick line | Seil |
| to tie | to make a knot | binden, festmachen |
| steel | strong hard metal for knives, machines (to <i>steal</i> = stehlen!) | Stahl |
| cable | a strong, thick rope | Kabel |
| gun | You can shoot with this. | Gewehr |
| to shoot, shot, shot | to fire a gun | schießen |
| to fire | to shoot a gun | feuern, schießen |
| to aim | to point a gun at s.th. | zielen |

THE WEATHER

| | | |
|---------|--|---------|
| storm | bad weather, with rain and strong winds | Sturm |
| weather | sunshine, wind, rain and snow | Wetter |
| cold | not warm; like ice or snow | kalt |
| hot | <i>opp.</i> cold | heiß |
| wet | covered with water; <i>opp.</i> dry | nass |
| dry | The wood will burn if it is <i>dry</i> . | trocken |

Exercise 2 — Who (pages 3–4)

1. Who was on the ship?
2. Who was in the dining-room, singing?
3. Who came in when they had finished *Silent Night, Holy Night*?
4. Who became very serious?
5. Who should go to their cabins?
6. Who was worried?
7. Who said that this wasn't just a strong wind?
8. Who came running to the captain?

Exercise 3 — When and Where (pages 3–4)

1. When did the story begin?
2. Where was the ship when the story began?
3. Where was the ship sailing from?
4. Where was the ship sailing to?
5. When were the passengers in the dining-room?
6. When did one of the crew come in?
7. When did the weather slowly get worse?
8. Where did water splash, as the ship rolled from side to side?
9. When did the wind blow harder?
10. When was it a terrible storm?
11. When was there an ear-splitting noise?
12. Where has the ship cracked?

Exercise 4 — Short Answers (pages 4–6)

CHAPTER 2

1. Did the captain hurry down to the hold?
2. Did he want to see the crack?
3. Did it go across the deck and down the sides?
4. Did the captain talk quietly to the first engineer?
5. Did some passengers run to the captain with questions?
6. Did the captain ask the passengers questions?
7. Did the captain say, "The ship's going to sink"?
8. Did the captain say, "We must all keep calm"?
9. Did the storm go on and on?
10. Did the crack begin to open wider and wider?

Exercise 5 — Either/Or (pages 4–6)

1. Were the sailors on the deck or down in the hold?
2. Were they working hard or were they sleeping?
3. Was the job easy or difficult?
4. Was it now the morning or the evening of December 27th?
5. Had the passengers been in their cabins or in the hold?

6. Were the passengers happy or terribly seasick?
7. Can the crew steer the ship, or is she drifting?
8. Was the storm just a strong wind, or was it a real hurricane?
9. Did the passengers fall on the deck or into the water?
10. Was the ship now sailing normally, or was she tipped to one side?

Exercise 6 — Describing a Picture (page 5)

1. What can you see in the picture on page 5?
Write at least four sentences.

Exercise 7 — Vocabulary (pages 3–6)

1. What is the name for *December 24th*?
2. What is a word for *very, very cold*?
3. What do we call the *goods which a ship is carrying*?
4. What is the word for the *people who work on a ship*?
5. What is the word for a *song for Christmas*?
6. What is the name for the *chief person on a ship*?
7. What do we call a *room on a ship*?
8. What is the opposite of *quickly*?
9. What is the opposite of *better*?
10. What do we call the *sharp end of a ship*?
11. What is the opposite of *down*?
12. What is the opposite of *last week*?
13. What is a word meaning *very, very big*?
14. What is the word for *to go or do something quickly*?
15. What is the opposite of *loudly*?
16. What is one word for *afraid that something is wrong*?
17. What is the opposite of *answers*?
18. What is the opposite of *easy*?
19. What is the opposite of *to close*?
20. What is one word for a *very big sea*?

Exercise 8 — Did You Understand Chapters 1 & 2? (pages 3–6)

1. Where does the story begin?
2. What was the weather like?
3. Who was on board the ship?
4. What was the piece of paper that one of the crew gave the captain?
5. What happened during the night?
6. What was the storm like, the next morning?
7. What happened at 2 o'clock in the afternoon?
8. What did the captain do when he heard about the crack?
9. Who did he talk to?

Chapter 10

Ask your teacher ...

1. ... where the American destroyer *sailed* now.
2. ... what it *shot* over to Captain Carlsen.
3. ... what the sailors *could* send to the two men.
4. ... where the helicopter *flew* out from.
5. ... who the helicopter *was* carrying.
6. ... where the helicopter *circled*.
7. ... what the reporters *took*.
8. ... what the plane *did*.
9. ... what the newspapers *were* full of.
10. ... what millions of people *listened* to.

Chapter 11

Ask your teacher ...

1. ... what time it *was*.
2. ... what the tug *sent*.
3. ... what they *will* have to wait for.
4. ... what Mr Dancy *looked* at, when morning came.
5. ... where the tug *shot* a rope.
6. ... why the men *couldn't* reach the rope.
7. ... how they *tried* to catch the rope.
8. ... why the two men *couldn't* stay in their cabin.
9. ... where they *moved* to.
10. ... what Mr Dancy *saw* on Thursday morning.

Chapter 12

Ask your teacher ...

1. ... if the men *sent* a message to the other ships.
2. ... what the funnel *was* doing now.
3. ... why the men *had* to climb up higher.
4. ... if they *climbed* along the funnel.
5. ... where the water *was* rushing in fast.
6. ... where the men *stood* before they jumped.
7. ... if the captain *wanted* to jump first.
8. ... when Mr Dancy *jumped* into the sea.
9. ... if the waves *are* breaking over the sinking ship.
10. ... when the tug *sailed* into the port of Falmouth.

Retelling the Story

When you have worked on a chapter, you can try retelling parts of the story orally in class. Sometimes you may need only three or four sentences, but some of the suggested topics will be a little longer. One thing is important, though: you mustn't read what you say to the class, and you mustn't have any book or paper in front of you when you speak. If you feel really nervous and think that you must have a paper, give it to the teacher, who can help if necessary.

The line references show you where to start and stop: "3,1" means "page 3, line 1".

- Chapter 1:
 - 1. Christmas Eve, 1951 - How the story began (3,1-3,15)
 - 2. The night and the next morning (3,16-4,3)
- Chapter 2:
 - 1. Trying to mend the crack (4,4-4,19)
 - 2. How the ship rolled over (4,24-6,12)
- Chapter 3:
 - 1. How the other ships arrived (6,17-7,2)
 - 2. Leaving the ship (7,2-7,15)
- Chapter 4:
 - 1. The *Turmoil* (9,22-9,32)
 - 2. How the American sailors watched the ship (10,6-10,18)
- Chapter 5:
 - 1. Captain Carlsen's radio (10,23-12,4)
 - 2. Cold and thirsty (12,14-12,23)
- Chapter 6:
 - 1. Shooting the rope (14,8-14,21)
 - 2. A box for Captain Carlsen (14,22-16,4)
- Chapter 7:
 - 1. The *Turmoil* (16,21-16,27)
 - 2. Ropes and cables (16,27-17,13)
- Chapter 8:
 - 1. Trying to fix the rope (17,23-18,16)
 - 2. Something impossible (18,17-18,31)
- Chapter 9:
 - 1. In the cabin (20,11-20,27)
 - 2. How they fixed the cable (20,28-21,12)
- Chapter 10:
 - 1. How the ship became famous (22,1-22,18)
 - 2. Problems with the cable, Part I (22,25-22,32)
 - 3. Problems with the cable, Part II (24,14-24,24)
- Chapter 11:
 - 1. Trying to fix the cable again (24,25-25,11)
 - 2. The last night and the last morning (25,12-25,24)
- Chapter 12:
 - 1. Abandoning ship (25,25-27,11)
 - 2. The rescue and the return to England (27,11-27,23)