

British Wreck Commissioner's Inquiry

Day 4

Testimony of John Poingdestre

Source : <http://www.titanicinquiry.org/BOTInq/BOTIndx02.php>

Examined by Mr. BUTLER ASPINALL.

2762. Were you serving as an A.B. on the "[Titanic](#)," at the time of this accident?
- Yes.

2763. When did you join her; what day?
- At seven o'clock on the Wednesday morning.

2764. Have you been on other liners?
- Yes.

2765. What?
- Some other White Star liners.

2766. Give me their names.
- The "[Oceanic](#)" and the "[Teutonic](#)."

2767. Have you been in any other liners?
- Yes.

2768. Give me their names.
- Nearly all the Royal Mail liners leaving Southampton.

2769. Any other liners?
- No, Sir.

2770. How many years' experience have you had on liners?
- I have had three years' experience on liners.

2771. You joined on the Wednesday, I think you said?
- Yes.

2772. And then the ship proceeded to sea?
- Yes.

2773. Did you know what your boat was?
- Yes.

2774. Which was your boat?
- No. 12.

2775. How did you know No. 12 was your boat?
- Because I made it my acquaintance to find out which boat I was in.

2776. How did you make it your acquaintance to know which boat you were in?
- On the top of the foc'sle ladder leading down to our mess-room the list was put up acquainting each man of which boat he was in.

2777. You looked at it, and there you saw No. 12 boat for you?
- Yes.

2778. Now I want to take you to the night of the accident. Was it your watch from eight to twelve?
- Yes.

2779. What were your duties that night?
- Standing by.

2780. What sort of weather was it?
- Grand weather.

2781. What do you say?
- Fine weather.

26 2782. Was it cold?
- Rather cold.

27 2783. You call it "rather cold"?"
- Yes, rather cold.

28 2784. You had come on duty at eight?
- Yes.

29 2785. Did the coldness continue, or did it get worse?
- It got worse.

30 2786. And at the time of the accident how would you describe the weather, was it cold or very cold?
- Terribly cold.

31 2787. And did you appreciate that it was getting colder and colder as you got along?
- Yes, Sir.

32 2788. That is with regard to the temperature. With regard to the clearness of the atmosphere, how would you describe it?
- Well, on the evening that the accident occurred it seemed to be fine weather.

33 2789. By "fine weather" - do you mean a good clear night for seeing lights?
- Yes.

34 2790. At the time of the accident was it fine weather then?
- Yes, Sir.

35 2791. Weather in which, according to you, you could see ships' lights at full range, do you mean?
- Yes.

36 2792. Did you feel the shock from the ship striking the iceberg?
- Yes.

37 2793. Where were you?
- Underneath the forecandle, outside the mess room, on the port side.

38 2794. On the port side, do you say?
- Yes.

39 2795. Can you tell me this; at the time you felt the shock do you think your engines were working astern or working ahead?
- I felt the vibration, but I could not say whether the engine was going ahead or astern.

40 2796. But it was a big vibration, was it?
- Yes.

41 2797. A sort of vibration that would tell a sailor that probably the engines were going astern?
- Yes.

42 Mr. Butler Aspinall:
During this watch of yours from eight to 12, did you notice at what sort of speed your ship was travelling? Would you say she was travelling at her full speed?

43 The Commissioner:
I do not understand you. You say the vibration was such as to indicate that the engines were going astern. The engines were stopped, were they not?

44 The Attorney-General:
According to our view.

45 Mr. Butler Aspinall:
"Stopped." I think the order came, "Full speed astern," according to the earlier evidence.

46 The Commissioner:
Were the engines ever reversed? They were stopped, I know.

47 Mr. Butler Aspinall:
I think, my Lord, there has been evidence that they were reversed.

48 The Commissioner:

Very well.

49 2798. (*Mr. Butler Aspinall.*) Or we have it coming. (*To the Witness.*) At any rate, your view is that there was that vibration going on in the ship which one feels when the engines are put astern?
- That is quite so, Sir.

50 2799. Having felt the shock, what did you do?
- Came out on the forewell deck.

51 2800. When you got out on the forewell deck, did you see anything?
- Yes.

52 2801. What did you see?
- I knew we had struck an iceberg.

53 2802. Why did you know you had struck an iceberg?
- I saw the ice on the deck.

54 2803. Did you see the iceberg itself?
- No, Sir.

55 2804. Did you remain there, or go elsewhere?
- I picked a piece of ice up and went underneath the foc'sle with it outside the mess room.

56 2805. You went back to your mess room?
- Yes.

57 2806. Were you alarmed then, or not?
- No.

58 2807. You thought nothing of it?
- No.

59 2808. Having gone back to your mess room, did you remain there, or did you leave the mess-room?
- I remained outside the mess-room for a few minutes.

60 2809. And then?
- I saw the carpenter.

61 2810. Before you saw the carpenter, while you were remaining outside the mess-room, what was your ship doing? Did you notice?
- I think the ship was stopped, Sir.

62 2811. Now I will just go back for one minute. With regard to the coldness of the night. Did you hear any orders which came from the Officer of the Watch to anybody?
- Yes.

63 2812. What orders were those?
- I saw Quartermaster [Hichens](#) about half-past nine, and he had orders to go and tell the carpenter to look after the fresh water as it might freeze.

64 2813. This was something that was told you, was it?
- Yes, by the man himself that went and put the question to the carpenter.

65 2814. Hichens had orders. Did Hichens tell you who gave those orders?
- Yes.

66 2815. Who?
- [Mr. Lightoller](#).

67 2816. And who is he?
- The Officer of the Watch from 8 to 10.

68 The Commissioner:
I have got that evidence somewhere already.

69 The Attorney-General:
Hichens himself said it.

70 2817. (*Mr. Butler Aspinall.*) Now, to go back to where we were before; you were just telling me that you saw the carpenter?

- Yes.
- 71 2818. Did anything pass between you and the carpenter?
- Yes.
- 72 2819. Will you tell me what was said by the carpenter to you?
- The carpenter told me, and said the ship was making water; "Get up to your boats."
- 73 2820. Did he give you any more definite information than that?
- No.
- 74 2821. He did not tell you how much?
- He said about 7 feet, Sir.
- 75 2822. Did he tell you whether he had been sounding himself?
- He had been sounding the wells down in the firemen's compartment.
- 76 2823. He had done that?
- Yes.
- 77 2824. He told you 7 feet of water was the result?
- Yes.
- 78 2825. Now when the carpenter gave you that information how long do you think that was after the ship had struck the iceberg?
- I think about 10 minutes.
- 79 2826. What did you do after the carpenter had told you that?
- Stayed where I was.
- 80 2827. For about how long?
- A matter of a couple of minutes.
- 81 2828. And at the end of a couple of minutes what did you do?
- The boatswain piped.
- 82 2829. What did the boatswain pipe?
- "All hands up and get the lifeboats ready."
- 83 2830. Now after the first pipe what did you do?
- Went up on to the boat deck.
- 84 2831. Now having got on to the boat deck what did you do?
- I went to the first boat I came to and cleared her away.
- 85 2832. On which side of the boat deck were you?
- On the port side.
- 86 2833. And which boat did you go to?
- I went to no particular boat; I cleared all away.
- 87 2834. How many boats did you help to clear away?
- About 10.
- 88 2835. All on the port side?
- No; I went from the port side over to the starboard side.
- 89 2836. Was there good order whilst those boats were being cleared away?
- Yes, because there were only the sailors up there to do it.
- 90 2837. You were up the whole time on the boat deck?
- Yes.
- 91 2838. Then the boats would be lowered down to the deck below for the passengers to get in?
- No, not necessarily.
- 92 2839. Where were the boats lowered to?
- Some boats were lowered to the promenade deck and some were lowered in line with the fish plate that is on the boat deck.
- 93 2840. Now, having assisted in getting these boats lowered away, what did you next do?
- I went down the forecastle.

- 94 2841. Back again to the forecastle?
- Yes.
- 95 2842. Now, why did you go back to the forecastle?
- To put my boots on.
- 96 2843. When you got back to the forecastle did you find any water coming in?
- Yes.
- 97 2844. How long do you think it was after the ship had struck that you went back to the forecastle to put your boots on?
- About three-quarters of an hour.
- 98 2845. Now I want you to tell me about the water. Where was the water that you saw when you went back to the forecastle?
- Coming in through a bulkhead that had broken outside our forecastle, a wooden bulkhead from the third class.
- 99 2846. Was it coming from abaft this bulkhead, or forward of it?
- It was coming in from the starboard side.
- 100 2847. On the starboard side?
- Yes, in line with our forecastle, where we slept.
- 101 2848. Was it coming from a place abaft where you slept?
- No, forward of where we slept.
- 102 2849. From a place which was forward of where you slept?
- Yes.
- 103 2850. About how far aft of the stem of the vessel did you sleep? Perhaps you do not know?
- Well, I reckon 50 to 60 feet.
- 104 2851. Were you sleeping in a place which was forward of No. 1 hatch or aft of No. 1 hatch?
- Aft of No. 1 hatch.
- 105 2852. Was this water coming in fast?
- Yes, it was pouring in.
- 106 2853. Could you hear it as well as see it?
- I was in it; I had to come through it up to my waist in water to get out.
- 107 2854. And it was pouring in?
- Yes.
- 108 2855. (*The Commissioner.*) How did you get your boots?
- While I was in the forecastle, getting my boots, this bulkhead broke as I was coming out - the wooden compartment leading from the third class.
- 109 2856. (*Mr. Butler Aspinall.*) Was this a watertight bulkhead which broke?
- No, a wooden one.
- 110 2857. The ordinary wooden bulkhead?
- Yes, separating our forecastle from the third class cabins.
- 111 2858. On which deck were you at the time you saw this bulkhead go?
- I was in our forecastle.
- 112 2859. On which deck would that be?
- I could not say; we call it the lower deck.
- 113 2860. One of the lower decks?
- Yes.
- 114 2861. Do you know where the seamen's wash place is?
- It is right opposite.
- 115 2862. Is it the same deck?
- Yes, right opposite the washroom door.
- 116 2863. (*Mr. Butler Aspinall.*) That is deck E, my Lord. (*To the Witness.*) Is your place aft of the seamen's wash

place?
- Yes.

117 2864. I see there is a space on the place for "seamen"?
- Yes, just abaft the bath room.

118 2865. On the port side?
- Yes.

119 2866. Now the bulkhead that carried away, is that a bulkhead which is aft of that?
- No.

120 2867. Forward?
- Directly opposite our bathroom door.

121 The Commissioner:
Is this wooden bulkhead worked on any plan?

122 The Attorney-General:
That is what we are trying to find, my Lord.

123 Mr. Butler Aspinall:
Has your Lordship got deck E? Deck E, 44 seamen on the port side?

124 2868. (*The Commissioner.*) Was it a fore and aft bulkhead that gave way?
- Yes, a fore and aft bulkhead.

125 2869. (*Mr. Butler Aspinall.*) Did the water come from the starboard side?
- Yes.

126 2870. Now, did you remain below?
- No, a matter of half a minute.

127 2871. You cleared out?
- Yes, as fast as I could.

128 The Attorney-General:
Has your Lordship got it now where it is on the plan?

129 (*The Attorney-General pointed out the position on the plan to his Lordship.*)

130 2872. (*Mr. Butler Aspinall.*) It is difficult to measure time on these occasions, but how long do you think it was after the ship struck the iceberg that this fore and aft bulkhead carried away?
- About half-an-hour.

131 The Commissioner:
He first said he went to this place to get his boots three-quarters of an hour after the collision, and that when he got his boots and was coming out then the wooden bulkhead gave way. That must have been, if anything, longer than three-quarters of an hour.

132 Mr. Butler Aspinall:
It is very difficult, my Lord.

133 The Witness:
Well, about three-quarters of an hour, my Lord.

134 The Commissioner:
It is near enough.

135 2873. (*Mr. Butler Aspinall.*) You cleared out, you say?
- Yes.

136 2874. Where did you go to then?
- I was going up on to the boat deck to go towards my own boat, and I heard the Captain pass the remark, "Start putting the women and children in the boats," and then I went to my boat, No. 12.

137 2875. Now, on your way from your quarters up to the boat deck would you go near where the third class passengers could get out from their quarters up to the deck?
- Yes, they were already out.

138 2876. How do you know that?

- I passed them on the forewell deck on the port side.

139 The Commissioner:
Which were those?

140 2877. (*Mr. Butler Aspinall.*) Those were third class passengers, my Lord; he says he knows the third class passengers were out because he passed them on his way. (*To the Witness.*) I want you to explain that.

141 2878. (*The Commissioner.*) Now you are talking about the third class passengers in the fore part of the vessel?
- Yes.

142 2879. By the forecastle?
- Yes.

143 2880. (*Mr. Butler Aspinall.*) How do you know they were out? - You say you passed them; what do you mean by that?
- Well, I saw them with my own eyes, with their own baggage on the deck.

144 2881. Did you see them coming up?
- They were already there.

145 2882. Was there a large number of them there?
- Yes.

146 2883. And when you say "there" what do you mean precisely by that?
- On the port side of the well deck, outside, from under the forecastle.

147 2884. As you passed, I suppose it was a short time?
- Well, it was directly I came out of the forecastle.

148 2885. You saw them gathered there?
- Yes.

149 The Commissioner:
I want to know where they were gathered?

150 Mr. Butler Aspinall:
I think he could point out to your Lordship.

151 2886. (*The Commissioner.*) Were they gathered on the well deck or did he see them on the boat deck?
- Gathered on the well deck, my Lord, port side.

152 2887. (*Mr. Butler Aspinall.*) It is difficult to tell numbers on a dark night?
- There may have been 50 or there may have been 100, I could not say.

153 2888. Were they not only gathered, but were they remaining there?
- Yes.

154 2889. Stopping there?
- Yes.

155 2890. Were there men, women, and children?
- No.

156 2891. What were they?
- They were men, foreigners.

157 2892. You saw no women?
- None whatever.

158 2893. It may be the women are berthed aft of the ship?
- Yes, aft, away from the men altogether.

159 2894. Now, was there anybody connected with the ship, stewards or sailors, or anybody else, giving any information to these people?
- Yes.

160 2895. Who was giving information?
- The third class stewards were with them, some of them.

161 2896. They were with them?

- With the passengers.

162 2897. Were they telling them anything?
- They were conversing with them.

163 2898. What do you mean by that?
- Why, speaking to them.

164 2899. Did you hear anything they said to them?
- No.

165 2900. Were there any orders being given - you know what I mean - orders in a loud voice?
- I never heard any.

166 2901. They were gathered together?
- Yes, in a bunch.

167 2902. And talking?
- Yes.

168 2903. Then you passed along?
- I went up the ladder then to go to the boat deck.

169 2904. And when you had gone up to the boat deck did you leave behind you these people on the well deck?
- Yes.

170 2905. Now having got up what did you do?
- I went along to No. 12 boat.

171 2906. That's your station boat?
- Yes.

172 2907. When you got to your station boat in what condition was it? Where was it?
- Hung to the davits.

173 2908. Was it swung out?
- Yes.

174 2909. (*The Commissioner.*) What number was your boat?
- No. 12.

175 2910. (*Mr. Butler Aspinall.*) That is on the port side?
- Yes.

176 2911. The last boat but two?
- Yes.

177 2912. Now having got to your boat, was it in a line with the boat deck or had it been lowered?
- It was lowered, but in line with the boat deck.

178 2913. In a line with the boat deck?
- Yes.

179 2914. Was there anybody there looking after it?
- Yes.

180 2915. Who?
- Mr. Lightoller.

181 2916. Is he an Officer?
- Second Officer.

182 2917. Was there anybody else with him?
- No, only myself.

183 2918. Only you two?
- Yes.

184 2919. Were there any passengers up there?
- Yes.

185 2920. Were they males or females, or both?

- Both.

186 2921. Children?
- Yes.

187 2922. Many of them at that boat?
- There were hundreds gathered round waiting to get into the three boats.

188 2923. When you speak of three boats, which boats do you mean?
- Nos. 12, 14, and 16.

189 2924. Were you able to distinguish between these people whether they were first, second, or third class passengers?
- No.

190 2925. Now what happened with regard to your boat, No. 12?
- We filled her up with women and children - me and Mr. Lightoller, the Second Officer.

191 2926. How many women and children?
- About 40.

192 2927. This was a lifeboat, was it not?
- Yes.

193 2928. How many would it hold?
- The full carrying capacity of the big lifeboats is 65.

194 2929. Now having, to use your own phrase, filled it up with about 40, what was done with that boat?
- It was left there.

195 2930. Left on a level with the boat deck?
- Yes, with the boat deck.

196 2931. How long was it left there?
- I went away, and helped fill another boat after that

197 2932. Which boat did you go to help with?
- No. 14.

198 2933. That is a boat immediately abaft No. 12?
- Yes.

199 2934. How long were you away with No. 14?
- A matter of about ten minutes.

200 2935. Was there any Officer looking after No. 14?
- Yes.

201 2936. Who?
- [Mr. Wilde](#), the Chief Officer.

202 2937. Anybody besides him?
- No.

203 2938. So you helped the First Officer?
- Yes, the Chief Officer.

204 2939. Were people put into that boat?
- The boat was filled with women and children also.

205 2940. About how many?
- About 40.

206 2941. And was that boat left, as you call it?
- No, the boat was lowered.

207 2942. That boat was lowered into the water, and who went away in that boat?
- I could not say.

208 2943. Did the Officer go away?
- No.

209 2944. What did you do next?
- I went to my own boat.

210 2945. No. 12?
- Yes.

211 2946. When you got back to No. 12, was there any Officer there?
- Yes.

212 2947. Who?
- Mr. Lightoller.

213 2948. Any seamen, firemen, or anybody else?
- Yes, there were some sailors there.

214 2949. Do you know their names?
- Yes.

215 2950. What were their names?
- There was [Lucas](#), who lowered the boat, and another man who lowered the other end I did not know, but another man I asked to come in the boat by the name of [Clinch](#).

216 2951. Did he come in the boat?
- He came in the boat at my own request.

217 2952. That is an Officer and three seamen?
- No, they were gone.

218 2953. Two of them helped to lower?
- And two of us were in the boat.

219 2954. You and the third one were in the boat?
- Yes.

220 2955. So that the boat, when it was lowered to the water, contained two sailors, you and Clinch?
- Yes.

221 2956. When the boat was lowered to the water how many people were in her when you last left her?
- About 42.

222 2957. You are precise; did you count the number?
- No. I never had any time to do that.

223 2958. Do you know how it comes that there were not more than 42 put into this boat?
- Yes.

224 2959. Why?
- Well the reason is that the falls would not carry any more.

225 2960. You mean somebody was frightened of the falls?
- Yes, the Second Officer, Mr. Lightoller.

226 2961. Now having lowered her down to the water did Mr. Lightoller give you any orders as to what to do with the boat?
- He gave me orders before the boat was lowered what to do.

227 2962. What orders did he give you?
- To lay off and stand by close to the ship.

228 2963. Were there any left on the boat deck as the boat was being lowered?
- No women.

229 2964. Men?
- Yes.

230 2965. How did the passengers behave - well?
- Well, they did not where I was.

231 2966. (*The Commissioner.*) What were they doing?
- They were trying to rush No. 12 and No. 14 boats.

232 2967. Men, you mean?

- Yes.

233 2968. (*Mr. Butler Aspinall.*) Did you have to keep them back?
- Yes, to the best of my ability.

234 2969. Who did that?
- Myself and Mr. Lightoller and the other two sailors who were standing by to lower. They could not lower the boat as it should have been lowered because of the passengers. Men were on the boat falls; they could not get them clear.

235 2970. Could you tell the Court who those were who were trying to rush the boat?
- Passengers.

236 2971. What sort of passengers?
- Second and third.

237 2972. (*The Commissioner.*) Men passengers?
- Yes, my Lord.

238 2973. (*Mr. Butler Aspinall.*) No. 12, I see according to the plan, is somewhere in the neighbourhood of the second class promenade, is it not?
- Yes.

239 2974. At any rate, the boat only contained women and children?
- Yes, and two hands.

240 2975. Now having got her down to the water, did you obey Mr. Lightoller's orders?
- Yes.

241 2976. Did you go and stand off?
- Yes.

242 2977. After you had got her into the water, did you speak any other boat?
- Yes.

243 2978. What were they?
- Three lifeboats and a collapsible boat.

244 2979. And did you get any men to help you in looking after your boat from any of those other boats?
- Yes, from the collapsible boat.

245 2980. What did you get from the collapsible boat?
- A sailor and two firemen.

246 2981. How came it that the collapsible boat could spare a sailor?
- I could not say.

247 2982. Was the collapsible boat full?
- The collapsible boat was full, but it had more men than what I had.

248 2983. You only had how many?
- Two.

249 2984. So they lent you these hands?
- Three.

250 2985. We have heard this before. Did you make your boat fast to some three other lifeboats?
- No.

251 2986. What did you do?
- Had the boats made fast to me.

252 2987. Do you know if there was a man called Lucas in the collapsible boat?
- Yes, Lucas was the sailor I took from the collapsible boat.

253 The Attorney-General:
That would show, my Lord, that when Lucas said No. 8, he really must have meant No. 12.

254 2988. (Mr. Butler Aspinall.) Whilst your boat was in the water did you see the "Titanic" sink?
 - Yes.

255 2989. How long do you think it was after she struck the iceberg that she sank?
 - About two and a half hours when she was last seen.

256 2990. After she sank did you see any people struggling in the water?
 - No.

257 2991. How far away from the "Titanic" were you?
 - About 150 yards.

258 2992. After she sank did your boat pull in towards the place where she sank?
 - Yes.

259 2993. For what purpose?
 - To pick up anybody who was there.

260 2994. Was there anybody there?
 - I never saw anybody.

261 2995. Did you see any corpses?
 - No.

262 2996. You saw nothing?
 - I saw some by daylight.

263 2997. Did you hear any cries?
 - Yes.

264 2998. Did not the cries guide you so as to enable you to go to them?
 - Certainly.

265 2999. Did you go in that direction?
 - I pulled in the direction the cries came from.

266 3000. Did not you find anybody there?
 - No.

267 3001. Did you see nobody?
 - Nobody whatever.

268 3002. Are you sure?
 - Yes.

269 3003. When you pulled in that direction, did the passengers on board your boat approve of your doing so?
 - Yes.

270 3004. And you went and searched and found nobody?
 - Yes.

271 3005. You are sure of that?
 - Yes.

272 3006. Because you had a good deal of room in your boat?
 - Well, it did not look much room to my idea.

273 3007. According to your numbers your boat had 42?
 - Yes.

274 3008. And you and Clinch?
 - Yes, 40; and Clinch and me is 42.

275 The Commissioner:
 And it is constructed to carry 65.

276 3009. (Mr. Butler Aspinall.) Yes. (To the Witness.) You say you did go and look and found nobody?
 - Yes.

277 3010. I am directing your attention to the point of time after the "Titanic" went down and

you pulled in the direction of the cries; was that before you had got them in from the collapsible boat?

- Yes.

278 3011. It was?

- Yes.

279 3012. So that at that time there was a great deal of spare room in your boat. You think not you say?

- No.

280 3013. We know what the capacity of the boat is. How long did you remain looking, do you suggest, for the people?

- About a quarter of an hour.

281 3014. And you saw nothing?

- Nothing at all.

282 3015. Did you see wreckage?

- Only about a couple of hundred deck chairs.

283 3016. But you saw no bodies?

- No bodies whatever.

284 3017. During that quarter of an hour, while you were looking, how long did the cries continue?

- All the time that we were looking we heard the cries.

285 3018. And yet you found nothing?

- We found nothing at all.

286 3019. These cries were going on for the whole of the time you were searching?

- Yes.

287 3020. What was the nearest do you think that you got to any of these cries?

- I reckoned about 100 yards.

288 3021. And then did they cease?

- Yes.

289 3022. Can you account for that?

- I can account for not going to the position where I ought to have been.

290 3023. Well, will you tell us?

- There were not enough sailors in my boat, only me and my mate, and we could not get there.

291 3024. (The Commissioner.) Get where?

- To where the halloes were coming from - the cries.

292 3025. I thought you could not find that?

293 3026. (Mr. Butler Aspinall.) What is the name of the other man who was in the boat with you?

- Clinch.

294 3027. Do you know whether he is in this country?

- He is not; he is coming home.

295 3028. He is coming home?

- Yes.

296 3029. At the end of this quarter of an hour what did you do then?

- I hailed for other boats.

297 3030. Hailed for them?

- Yes.

298 3031. What do you mean by that?

- Called to see if there were any in the vicinity of where I was.

299 3032. Had you a light in your boat?

- No.

300 3033. Did you look for one?

- Yes.

301 3034. Is there a place for a light?

- Well, there is not a place made in the boats for a light, but it is a case of having a lamp tied up in the after-thwarts.

302 3035. Did you look there?

- Yes. I knew where to go and find it.

303 3036. Were there sufficient oars in the boat?

- Yes.

304 3037. Was there any water in the boat?

- Yes.

305 3038. Were there any provisions?

- Yes.

306 3039. At the end of this quarter of an hour you hailed the other boats; did you get any answer to your hail?

- Yes.

307 3040. What answer did you get?

- I heard somebody call out, and they came up to us - another lifeboat.

308 3041. Were they showing you a light from that other boat?

- No.

309 3042. Do you know the number of that lifeboat?

- No.

310 3043. Do you know who was in charge of it?

- No.

311 3044. Was it an Officer or a seaman?

- A seaman.

312 3045. Do you know the name of the man in charge?

- I think it was Foley, a storekeeper.

313 3046. Did anything pass between you and that boat with regard to changing passengers?

- No.

314 3047. (The Commissioner.) What did you hail it for?

- To tie up, to keep together.

315 3048. (Mr. Butler Aspinall.) Did you tie up and keep together?

- Yes.

316 3049. What happened next?

- We saw another boat in charge of Officer Lowe.

317 3050. Did that boat come to you, or did you go to it?

- He came to me.

318 3051. When he came to you, what happened?

- He discharged some of his passengers into my boat and some into the other boat that was tied up astern of me.

319 3052. How many passengers did he put into your boat?

- About a dozen.

320 3053. Did he remain with you then, or go away?

- A few minutes.

321 3054. And at the end of the few minutes what did he do?

- He took the men crew, what he had already had, and went and searched.

322 3055. He went off to search. Now were the cries still going on?

- No.

323 3056. Did you tell him anything which led him to go and search?
- No.

324 3057. Did he tell you anything?
- He told me he was going to search and to stop where I was.

325 3058. What were the people that were put into your boat? Were they women, or men and women?
- Women; I would not take any men.

326 3059. You would not take the men?
- No.

327 3060. Now, Mr. Lowe went away?
- Mr. Lowe went away.

328 3061. What happened next?
- We met another lifeboat.

329 3062. (The Commissioner.) This is a third, is it?
- Yes.

330 3063. (Mr. Butler Aspinall.) Do you know the number?
- I believe it was 14.

331 3064. When you say you believe it was 14, what is your reason for believing it?
- Well, I am not certain.

332 3065. It is a guess?
- Well, I do not know.

333 3066. Do you know who was in charge of that boat?
- No.

334 3067. Do you know the name of anybody who was in that boat?
- No.

335 3068. Was an Officer in the boat?
- No.

336 3069. Do you know a man named Scarrott?
- Yes.

337 3070. Was he in that boat?
- I could not say; I do not know.

338 3071. Did you have any conversation with them?
- No.

339 3072. Did they make fast?
- To the boat behind me.

340 3073. Was that boat full, as far as you could see?
- As far as I could see it was full.

341 3074. Did you take anybody from that boat?
- No.

342 3075. What happened next?
- We were all together.

343 3076-7. You three?
- We saw the lights of the "Carpathia" coming up. We had never seen the light before; I never. I saw an imaginary light which kept showing for about ten minutes.

344 3078. (The Commissioner.) How do you see an imaginary light?
- Well, what we thought was a light. There is such a thing at sea as seeing imaginary lights.

345 3079. Oh, is there?
- Yes.

346 3080. (Mr. Butler Aspinall.) When did you see this imaginary light? I do not mean was it

twelve or half-past, but was it while you were on the "Titanic" or after you had left the "Titanic"?

- When I had left the "Titanic."

347 3081. (The Commissioner.) I do not understand it. Did you imagine that you saw a light?

- Yes.

348 3082. Or did you see a light that you imagined, which?

- Well, one way or the other.

349 3083. (Mr. Butler Aspinall.) Where was it that you saw what you call this imaginary light?

- Off my port bow.

350 3084. Is that the port bow of your lifeboat?

- Yes.

351 3085. (The Commissioner.) Have you ever seen imaginary lights at sea before?

- Yes.

352 3086. Are they frequent things?

- Yes, I have been on the look-out on ships on the forecastle head, and reported a light, and it has been an imaginary light; as soon as you see it it has gone again.

353 3087. (Mr. Butler Aspinall.) How high above the horizon or above the sea do you think this imaginary light was? Was it low down, or rather high up?

- It seemed low.

354 3088. Low down, near the horizon?

- Yes.

355 3089. What distance did you judge it to be?

- A matter of four or five miles.

356 3090. (The Commissioner.) And what do you think it was?

- I could not say.

357 3091. (Mr. Butler Aspinall.) What colour was it?

- White.

358 3092. Might it have been a star, do you think?

- Well, it might have been.

359 3093. You saw no sidelight, did you?

- No.

360 3094. No red or green light?

- None whatever.

361 3095. Was there any general talk in your boat about this imaginary light?

- Well, I spoke to the women about this light and said, "We are all right, we shall be picked up in a minute; there is a ship coming."

362 3096. Did you hear any explosions?

- A slight one.

363 3097. From the "Titanic" when she sank?

- A slight one.

364 3098. One?

- One.

365 3099. Did you see any rockets sent up from the "Titanic"?

- Yes; there were rockets sent up before I left the ship.

366 3100. And after?

- Yes.

367 3101. I have asked you about any general talk on your boat about the light. Was there any conversation between you and the other boats about this light?

- No.

368 3102. There were three of you all tied together?

- Yes.

369 3103. Nothing was said about this light?

- Nothing.

370 3104. (The Commissioner.) I thought you said to the women in your boat that you could see the light?

- Yes, so I did, my Lord.

371 3105. And told them they would be picked up in a few minutes?

- Yes, my Lord.

372 The Commissioner:
What is it you are asking him about Mr. Aspinall?

373 3106. (Mr. Butler Aspinall.) I was asking him when the three boats were tied together whether there was any talk between boat and boat about the light, and he says no. (To the Witness.) You said you saw the "Titanic" sink?

- Yes.

374 3107. How far away were you when she sank?

- About 150 yards.

375 3108. Now will you describe to us what you saw happen when she sank?

- Well, I thought when I looked that the ship broke at the foremost funnel.

376 3109. What led you to that conclusion?

- Because I had seen that part disappear.

377 3110. If she sank by the head you would see that part disappear, would you not?

- Yes.

378 3111. What was there about the disappearance that led you to think she broke?

- Because she was short; the afterpart righted itself after the foremost part had disappeared.

379 3112. (The Commissioner.) Do you mean to say that the fore part of the vessel went down to the bottom, and that then the remainder came on an even keel?

- Yes.

380 3113. (Mr. Butler Aspinall.) Before the ship sank just tell me this, what was the position of the vessel? I have a pen in my hand?

- Well, the water was up to the Officers' house.

381 3114. Assume, for a moment, that is the Officers' house. Now could you see under the keel of the ship abaft the Officers' house?

- Yes, the propeller and everything was quite clear.

382 3115. Underneath?

- Yes.

383 3116. Then the water comes up to the Officers' house. Was it then that the forward part disappeared?

- Yes.

384 3117. And then what happened to the afterpart?

- It uprighted itself, as if nothing had happened.

385 3118. You mean it came back like that, so to speak?

- Yes, straight on the water again.

386 3119. Did it float on the water for any appreciable time?

- Not above a couple of minutes.

387 The Commissioner:
Has there been evidence of breaking before?

388 The Attorney-General:
Not of righting itself and again floating - not that part.

389 The Commissioner:

She was already down by the head a great deal, and then at the last she took a sudden plunge, her afterpart went up, so to speak, in the air, and then she went down.

390 The Attorney-General:
There is evidence of her breaking.

391 The Commissioner:
There is evidence of noise. Will you tell me what is the evidence of breaking? You mean to say evidence that we have not had yet?

392 The Attorney-General:
No; evidence I think that your Lordship has had.

393 The Commissioner:
Well, will you tell me who it is that speaks to it?

394 The Attorney-General:
I think Jewell did.

395 The Commissioner:
Do you know which Witness it was?

396 The Attorney-General:
That is what we are trying to find, my Lord.

397 It is not in my recollection that it has been proved.

398 The Attorney-General:
Well, we will see.

399 The Commissioner:
Nor is it in the recollection of any of my colleagues. It may be that you have read it.

400 3120. (Mr. Butler Aspinall.) I think so, my Lord. In some of these documents there is a statement about it. (To the Witness.) With regard to the number of people that you took from the other boat into yours, did you count them, or is it a guess about the number?
- I counted them.

401 3121. And you counted them as being twelve?
- Yes.

402 3122. I tell you why I am asking you these questions, because another Witness, by the name of Lucas, has been called, and he told us of this transfer of passengers, and he spoke of 36 being put into your boat?
- I can explain that to you.

403 3123. Will you explain it?
- Because the 36 men, that Lucas said he had transferred from one boat to another, he is meaning the boat picked up by Mr. Lightoller, the upturned boat, the collapsible boat. That was at dawn on the Monday morning. That is where Lucas made the mistake - from one boat to another.

404 3124. You think that is how the confusion may have arisen. You say you counted 12 into your boat?
- 12 women from Mr. Lowe's boat. This was about three o'clock in the morning.

405 Examined by Mr. SCANLAN.

406 3125. How many men do you think would be required to man one of these lifeboats?
- Five.

407 3126. Five sailors?
- Five sailors, four and a coxswain.

408 3127. Would that number be sufficient to enable you to row even in stormy weather?
- Yes.

409 The Commissioner:
Another man said 12, did he not?

410 Mr. Scanlan:

He said 12, my Lord.

411 The Witness:
12 is a full boat's crew, my Lord.

412 3128. If you had every oar in use you would require 12?
- You would require 13.

413 3129. When you speak of a crew of 13 do you mean a number of stokers and stewards as well as seamen?
- As well as seamen.

414 3130. How came it that your boat, No. 12, left the "Titanic" with only two seamen? Were there any others on the deck at the time?
- No, only the two men that were lowering the boat.

415 3131. Now you stated that Mr. Lightoller warned you that the falls might give way?
- Yes.

416 3132. If you took on any more passengers?
- Yes.

417 3133. Were not the falls for this boat No. 12 similar in every way to the falls of the other boats?
- Quite so, bar No. 1 and No. 2.

418 3134. What was the difference between the falls of No. 12 and the falls of Nos. 1 and 2?
- No. 1 and No. 2 are small boats; No. 12 is a large lifeboat.

419 3135. On all the large lifeboats like No. 12 were the falls similar?
- Exactly the same.

420 3136. Do not you know that a number of the other boats were lowered with a full complement of passengers, 65?
- That I could not say.

421 3137. You do not know that. Where did you expect to find a lantern?
- Tied up in the after thwarts.

422 3138. Is that the place where in ordinary practice the lantern is kept?
- Yes.

423 3139. At what stage of the voyage is it put there?
- Before the commencement of the voyage.

424 3140. Did you make a careful search for the lantern?
- Yes.

425 3141. Did you search for it before lowering the boat?
- No.

426 3142. Did you find in this boat, No. 12, a compass?
- No.

427 3143. Can you tell my Lord if there was a compass in the boat?
- There was not a compass in the boat.

428 3144. Had the boat a sea anchor?
- Yes.

429 3145. I understand your previous experience extends to Royal Mail liners, and that you have been sailing on them for about three years?
- Yes.

430 3146. Was it usual on all those to have a muster of the crew for boat drill?
- Yes.

431 3147. Does that take place every week?
- Every Saturday afternoon.

432 3148. Had there been such a muster on the "Titanic"?
- There had not been a muster, but there had been boat drill.

433 3149. Is that the boat drill which took place at Southampton?
- Yes.

434 3150. Which consisted merely of lowering two boats?
- And going away and coming back; a Board of Trade muster.

435 3151. It did not provide for bringing the stokers on deck and showing them their stations?
- No.

436 3152. I understand that you have been a look-out man at times?
- No.

437 3153. Well, you have done look-out duty, I think you said?
- I have.

438 3154. On the forecastle head?
- Yes.

439 3155. On what kind of ships?
- On the Royal Mail boats, and also on the "Oceanic" and the "Teutonic."

440 3156. And those are ships which have crow's-nests as well?
- Yes.

441 3157. On those boats has it been the practice to have as well as the look-out man in the crow's-nest, a look-out man at the forecastle head?
- Yes, and the White Star Liners always do have one.

442 3158. From your experience is the forecastle head a good place from which to keep a look-out?
- Well, it is.

443 3159. (The Commissioner.) Is it better than the crow's-nest?
- No, my Lord.

444 3160. (Mr. Scanlan.) Would it be better for icebergs than the crow's-nest?
- No.

445 3161. Were you provided with binocular glasses on those other liners?
- Well, you are.

446 3162. (The Commissioner.) Do you use them?
- Yes, my Lord.

447 3163. Is your sight bad?
- No.

448 3164. (Mr. Scanlan.) Are binocular glasses given to the look-out men in the crow's-nest, and also to the look-out man at the forecastle head?
- Yes.

449 3165. You have had them yourself?
- Yes, and used them.

450 3166. Did you find it of advantage to have them?
- It is in the day, but I cannot say anything about at night.

451 3167. Did you see collapsible boats being got off?
- No.

452 3168. In the lowering of the other boats when you were assisting on deck, were you in a position to see whether they had lanterns?
- Not in the boats.

453 3169. When you were clearing them?
- No, we only cut the covers off and threw them on one side.

454 3170. When you hailed the other boats in the course of the night before being rescued by the "Carpathia," did you observe whether or not they had lanterns?
- Nobody had a light; only Mr. Lowe had a flash electric light belonging to himself, I believe.

455 3171. Is it your evidence that all the boats you came across from leaving the "Titanic" until you were rescued were unprovided with lanterns?
 - Yes, quite right.

456 3172. Did this make it specially dangerous for you in navigating your boats at night?
 - Not necessarily.

457 3173. (The Commissioner.) No harm occurred as far I know from there being no lanterns on board?
 - No, my Lord, none whatever.

458 Examined by Mr. HARBINSON.

459 3174. Do you know how many third class passengers were in the fore part of this "Titanic"?
 - No.

460 3175. You say you saw a great number about when you were going down on the well deck?
 - When I was coming up from the well deck.

461 3176. That would be about three quarters of an hour after the collision?
 - Yes.

462 3177. With regard to this bulkhead that you have spoken of, which broke, it separated your compartment from the third class compartment; it ran between them?
 - Yes.

463 3178. Did the breaking of that bulkhead involve the flooding of the third class compartment?
 - The third class compartment was flooded.

464 3179. Before the bulkhead broke at all?
 - Yes.

465 3180. Did you see people come up?
 - Yes.

466 3181. Were they up at the time?
 - They were up when I came up from the fore-castle.

467 3182. Had you heard previous to that any instructions given by the Officers to the passengers in the third class compartment?
 - No.

468 3183. You heard none given?
 - No, none whatever.

469 3184. (The Commissioner.) Were you anywhere where you could hear any orders?
 - No. I was up clearing away the boats; if an order was given that is where I was.

470 The Commissioner:
 It is no use asking that because he was not in a place where he could hear.

471 Mr. Harbinson:
 He did not hear.

472 The Commissioner:
 Of course, he did not if he was not in a place where he could.

473 3185. (Mr. Harbinson.) About how many men were left on the well deck when you put off in the boat?
 - I could not exactly say.

474 3186. Was there a big crowd?
 - There was a crowd.

475 3187. Mainly third class passengers?
 - All third class passengers.

476 3188. And in this boat that was lowered there were only two seamen?

- In my boat.

477 3189. You pulled away, I understand, about 150 yards from the "Titanic"?

- Yes.

478 3190. I gather you to say that if there had been more seamen in your boat you could have gone to the assistance of the cries?

- I could.

479 3191. It was because of insufficient manning that you were unable to rescue?

- Quite so.

480 Examined by Mr. HOLMES.

481 3192. The number of 40 that you have given us of passengers that got into your boat was only a rough estimate on your part. You did not count them?

- That is correct.

482 3193. Do you know whether Mr. Lowe counted them?

- No.

483 3194. Did the boat appear to you to be sufficiently full when it was lowered?

- Yes, because people with lifebelts on take up room for two.

484 3195. You told us that the boat was being rushed by some of the third class passengers?

- Yes.

485 3196. Had that anything to do with the anxiety to get the boat lowered and out of the way?

- Yes, it was a great inconvenience.

486 3197. It was advisable to get it away at once?

- Yes.

487 3198. I understand you assisted in lowering a number of boats before you went to your own?

- Yes.

488 3199. How long did it take you before you reached your own boat?

- About 45 or 50 minutes.

489 3200. When you came to your own boat were there any other sailors there?

- Yes, three.

490 3201. They assisted to lower the boat?

- Yes, and went in the boat.

491 3202. Were you ordered out of your boat?

- Yes, I was ordered out of it.

492 3203. You subsequently returned?

- I was ordered out of the boat by Mr. Lightoller.

493 3204. Did you go?

- Yes.

494 3205. Did you subsequently return?

- I said to Mr. Lightoller, "There is no seaman in that boat." He said "all right, go back again."

495 3206. Because there was no seamen in the boat you were allowed to go back?

- Yes.

496 3207. With regard to third class passengers, from your general knowledge, would they be allowed under ordinary circumstances upon the boat deck?

- No.

497 3208. They would be kept back if they made any attempt?

- No doubt they would.

498 3209. Who would they be kept by - the Master-at-arms?

- The Master-at-arms and the stewards.

499 3210. I suppose the Master-at-arms was on duty upon this evening?

- Yes.

500 3211. And as far as you know the Rules would be in operation then as on ordinary occasions?

- Yes.

501 3212. (The Commissioner.) Do not you know that all barriers were down?

- All barriers were not down.

502 3213. We have been told all barriers were down. Were any barriers down?

- I never saw any.

503 3214. If they were not how did the third class passengers get to the boat deck?

- Up the ladder leading from the after-well deck.

504 3215. And how then?

- Up through the second class companion way.

505 3216. Would there be no barriers there, keeping them from getting through the second class?

- The doors were locked at the time; the second cabin doors, where they had entrance to go on to the boat deck, were locked.

506 3217. Those had been unlocked, had they?

- I could not say.

507 3218. How do you account for the third class passengers being there?

- That is the only way up, my Lord, from the afterpart of the ship.

508 3219. They had been able to find their way there somehow?

- [No Answer.]

509 3220. (Mr. Lewis.) How many third class passengers did you observe, grouped together? I think you said you saw passengers grouped?

- On the forewell deck - about a hundred.

510 3221. Under ordinary circumstances would it be difficult for third class passengers to get from one portion of the vessel to the other?

- Yes.

511 3222. I suppose more difficult when there is a crowd?

- Sure.

512 3223. When you took the men off the up-turned boat. I think you took a number of men into your lifeboat?

- Quite right.

513 3224. About how many had you in the boat then?

- About 90.

514 3225. Was it dangerous?

- The starboard gunwale was getting under water every time anybody moved.

515 3226. If there had been a slight breeze it would have been dangerous?

- There would have been no chance whatever.

516 3227. I understand you have served in other companies besides the White Star?

- Yes.

517 3228. The Union Castle?

- No.

518 3229. The Royal Mail?

- Yes.

519 3230. Do I understand that in that company they have a larger number of hands in proportion to their tonnage than the White Star?

- Yes.

520 3231. (The Commissioner.) Have you studied the subject?

- Yes.

521 3232. Then you can tell me the tonnage of one of the Royal Mail boats and the number of
lifeboats on her?

- There is one Royal Mail boat that I was in about 3,000 odd tons.

522 3233. Can you tell me the tonnage of a Royal Mail boat and the number of boats on board
that vessel, and the name of the vessel?

- I can tell the name of the vessel but I could not tell you the tonnage.

523 3234. Then how do you know that the proportion is greater?

- Because the "Titanic" was four times her size.

524 3235. I want you to answer not too readily but after thinking. I want to have accurate
evidence if I can get it. You told me there is a larger proportion of lifeboats according to
the tonnage, on the Royal Mail boats than there was upon the "Titanic"?

- Yes.

525 3236. Now can you give me the tonnage of a Royal Mail boat and the number of boats
upon that Royal Mail boat, and her name?

- I do not know exactly the tonnage, but it is 3,000 odd.

526 3237. What is the name of the boat?

- The "Arragon."

527 3238. Over 3,000 tons?

- I have the tonnage in my pocket.

528 3239. The "Arragon" over 3,000 tons?

529 The Attorney-General:
He says he has it in his pocket.

530 3240. (The Commissioner.) Very well, let me see it. (To the Witness.) What is the
proportion of lifeboat accommodation?

- Sixteen.

531 3241. And how many is each boat intended to carry?

- Fifty to sixty.

532 3242. Now let me see it. (The document was handed to the Commissioner.) The tonnage
on this paper is 5,397?

- Yes, my Lord, it would be. That is from the Board of Trade.

533 3243. You said "over 3,000."

534 Sir Robert Finlay:
"Three thousand odd" was his expression.

535 3244. (The Commissioner.) On this paper it is 5,000 odd - 5397. Where does the lifeboat
accommodation appear on this paper?

- The lifeboats do not appear upon that, but I know from experience.

536 The Attorney-General:
I think he was on her. I do not know whether he served on her; I think he did.

537 3245. (The Commissioner - To the Witness.) Did you serve on her?

- Yes, my Lord.

538 3246. (Mr. Lewis.) The tonnage is something over 5,000 tons I understand?

- Yes.

539 3247. What is roughly the tonnage of the "Titanic"?

- Forty-six thousand odd, I believe.

540 3248. How many boats were on the "Titanic"?

- Sixteen, and four rafts.

541 3249. And how many on the boat you speak about?

- Sixteen.

542 3250. Would they be the same size, or smaller?

- Near about the same size.

543 The Commissioner:
It is really no use whatever. If this evidence is to be of value it must be accurate. "Near about" conveys nothing to my mind.

544 Mr. Lewis:
You have the evidence that this boat was over 5,000 tons.

545 The Commissioner:
Yes, he began by saying 3,000.

546 Mr. Lewis:
Yes, but he had the figures in his pocket, my Lord.

547 The Commissioner:
It makes a good deal of difference if he was thinking of 3,000 tons, when he said the proportion of lifeboats was in excess. He may have been right, but it makes a great deal of difference if the 3,000 is altered to 5,000.

548 Mr. Lewis:
And also if the lifeboats are smaller. It is common knowledge that the accommodation provided by that particular company is much better than that provided by the White Star Company.

549 The Commissioner:
That may be important, but if it is to be important to me it must be accurate.

550 Mr. Lewis:
Well, as near as possible, my Lord, but sailors as a Rule are not particularly accurate.

551 Sir Robert Finlay:
There cannot be the slightest difficulty in getting authentic information.

552 The Commissioner:
The Royal Mail office will give you the information.

553 The Attorney-General:
We will take care that that evidence shall be brought before your Lordship. I quite appreciate it must be accurate.

554 The Commissioner:
He does not remember whether it was 3,000 or 5,000. It is no good.

555 3251. (Mr. Lewis - To the Witness.) If you will tell us the number of boats carried on the Royal Mail boat I am content. Can you tell us?
- 16.

556 3252. Can you tell us the number of men carried by the Royal Mail Company on the boat I referred to?
- 50.

557 3253. How many A.B.'s?
- Two to a boat.

558 Examined by Mr. COTTER.

559 3254. How long have you been in the employ of the White Star Line?
- About six months.

560 3255. When did you join the "Titanic"?
- When she left Southampton. I joined the "Titanic" in Southampton.

561 3256. What do you mean by when she left Southampton?
- I joined the "Titanic" in Southampton.

562 3257. How many days before she sailed?
- On Good Friday.

563 3258. That is about five days before she sailed?
- Yes.

564 3259. (The Commissioner.) She sailed on the Wednesday, did she not?

565 3260. (Mr. Cotter.) Yes, my Lord. (To the Witness.) You understood your way about?
 - Yes, slightly.

566 3261. When did you first go upon the boat deck?
 - Upon the Friday.

567 3262. Were you one of the men who took part in the boat drill?
 - Yes.

568 3263. Have you ever taken part in first class ships in boat drill?
 - Yes.

569 3264. Will you tell the Court what really constitutes a boat's crew at boat drill? Firemen, trimmers, stewards, and sailors.

570 3265. Can you tell us the numbers and the places in the boats?
 - On an average ten to a boat, two sailors, four firemen and perhaps four stewards.

571 3266. I put it to you that the boats' seats are all numbered No. 1, No. 2, No. 3 and No. 4?
 - That is quite right - to No. 6.

572 3267. Had you got any seat on any boat on the "Titanic"?
 - No.

573 3268. You simply got the number of a boat. Did you muster?
 - Yes.

574 3269. Who gave you the number of the boat?
 - I was told to get into the boat by Mr. Lightoller.

575 3270. Who gave you the number of the boat the day your name was called out at Southampton?
 - We never had a boat muster at Southampton - only the Board of Trade muster.

576 3271. When you answered your name, the day you joined the ship -?
 - Who mustered us?

577 3272. Yes?
 - The Chief Officer.

578 3273. Did he give you the number of a boat when he called your name out?
 - No.

579 3274. How did you get the boat?
 - By looking at the boats' crew list which was posted up in the forecastle.

580 3275. Now, you said that the boats on board the "Titanic" numbered 16 and four rafts?
 - Yes.

581 3276. Did you mean rafts or Englehardt boats?
 - I term the collapsible boats rafts.

582 3277. But there is a collapsible boat and there is an Englehardt boat and there are rafts?
 - These boats the "Titanic" had had a wooden bottom with a canvas top.

583 3278. They are Englehardt's. Was there any collapsible boat there?
 - No.

584 3279. Were there any rafts?
 - No.

585 3280. Simply sixteen boats and four Englehardt's?
 - Yes.

586 3281. When you saw those third class passengers and the stewards amongst them, were they making any effort at all to get to the boat deck?
 - None.

587 3282. Is there any way to the boat deck forward?
 - Yes.

588 3283. How?
 - From the forecastle, up two ladders.

589 3284. Where are they situated?
 - On the foremost port side of the ship.

590 3285. Where are the ladders? Will you show them to us?
 - There is one on the port side coming here along the well deck and going up on the promenade deck here - (Pointing on the model.) On the starboard side there is no ladder, but on the next deck, on the lower promenade, as we call it, there is a ladder here, and also another one going on this deck.

591 3286. There is only one ladder going to the next deck?
 - Yes, on the port side.

592 3287. That is for the third class passengers who want to get up, or the crew?
 - Yes.

593 3288. Are there any indication marks for finding the way up to the boat deck?
 - No.

594 3289. When you got to the boat deck you said you assisted to put out the boats. Were the boats in the chocks or were they slung?
 - They were already on the falls, but they were resting on half a chock - on the inboard chock.

595 3290. Had you any difficulty in getting the chocks from under the boats when you wanted to string them up?
 - No.

596 3291. How were the falls fastened to the davits holding the boats?
 - On to a clutch in the deck, a staghorn in the deck.

597 3292. Whereabouts were the ends of the falls? Were they situated near the boat or near the house?
 - The coils? Do you mean when the falls are in the boat?

598 3293. When you put them out where did you sling them?
 - On the deck - coiled them down on the amidship part of the deck.

599 3294. When the people came up they were standing on the falls?
 - They were.

600 3295. The result was they interfered with the falls in the middle of the deck and you had a difficulty in getting the people out of the way?
 - Yes.

601 3296. You stated somebody attempted to rush the boats?
 - Yes.

602 3297. Were they English people?
 - Foreigners.

603 3298. Were they members of the crew?
 - No, I never saw any members of the crew.

604 3299. She had no foreigners in the crew?
 - No, not that I know of.

605 3300. You do not know?
 - No.

606 3301. When the boats were hung out you were on the starboard side?
 - I was on the port side.

607 3302. The ship had a list?
 - Yes.

608 3303. Had you any difficulty in getting the women into the boat?
 - No.

609 3304. Did any women refuse to go in?
 - Yes.

610 3305. Why?
 - Because they would not leave their husbands.

611 3306. Did any refuse to go into the boat because they were afraid to step over the gap to the boat-side?
 - No.

612 Examined by Mr. LAING.

613 3307. When Mr. Lightoller told you about the falls not being strong enough was that when the boat was being rushed?
 - Yes; the boat was already full.

614 3308. (The Commissioner.) No. How many were in the boat?
 - There were 40 in the boat, but the falls would not take any more.

615 The Commissioner:
 Well, that is what Mr. Lightoller said. Apparently the falls had taken more in the other boats.

616 3309. (Mr. Laing.) When Mr. Lightoller said that was the boat being rushed or were they trying to rush the boat?
 - They were trying to rush the boat.

617 3310. Afterwards he told you to lower away?
 - Well, he did not tell me, he told the other two men.

618 3311. (The Commissioner.) They were men passengers to rush the boat?
 - Yes.

619 3312. Not the crew?
 - No.

620 3313. Not women?
 - No, my Lord.

621 3314. But men?
 - Yes.

622 3315. Trying to rush into the boat?
 - Yes.

623 3316. And was it then and in order to prevent them rushing into the boat that Mr. Lightoller said that the falls would not stand it?
 - No.

624 3317. What was it then?
 - When the boat had sufficient in he said that.

625 3318. There were not sufficient?
 - That is nothing to do with me, my Lord. I do not know if there is sufficient or not. I have to obey orders.

626 3319. Yes, but I thought you told me the capacity of these boats was 65?
 - So it is, my Lord.

627 3320. Then did not you know that the boat was not full?
 - No, my Lord.

628 3321. You knew the capacity was 60 to 65. Did you know there were only 40 in it?
 - No, not at the time, my Lord.

629 3322. (Mr. Laing.) Mr. Lightoller was there, at all events?
 - Yes.

630 3323. And he was the Officer who said this about the falls, you say?
 - Yes.

631 3324. The boat looked full to you as far as you could see?
 - Yes, it did.

632 . Did you mean to say that the Master-at-arms was keeping the passengers back?

633 - I did not see him, I said it was his duty to do so - to keep people off the next deck.
 3326. Do you mean under ordinary circumstances?
 - Yes.
 634 3327. During the voyage?
 - Yes.
 635 3328. But you did not mean to say - at least, I hope not - that the Master-at-arms was
 keeping these passengers back at this critical time?
 - I never saw him. If he was, no doubt he was the same as myself and he did not think any
 harm was coming.
 636 3329. Now, with regard to the lights on the boats you saw none at all after the boats were
 all in the water?
 - No.
 637 3330. Do not you think you may be mistaken?
 - I saw a light, I saw another accident boat burning a blue or a green light.
 638 3331. I mean ordinary boat lights?
 - No, I did not.
 639 3332. (The Commissioner.) The ordinary boats' light is white?
 - Yes.
 640 3333. (Mr. Laing.) Did you see the lamp trimmer carrying about a lot of lighted lamps on
 the boat deck?
 - No.
 641 3334. And serving them out to the boats?
 - I never saw the lamp trimmer whatever.
 642 3335. Now, when you say that in the White Star Line they have a man forward in the
 forecastle head as a look-out as well as in the crow's-nest, do you mean in dense fogs?
 - No, in any hazy weather whatever.
 643 3336. In foggy weather?
 - Yes.
 644 3337. Then they have a man forward on the lookout?
 - Yes, they generally put two extra men on the look-out.
 645 3338. That is when they are blowing the whistle for a fog, is it?
 - Yes.
 646 3339. (The Commissioner.) There was no fog on this night, was there?
 - No, my Lord.
 647 (The Witness withdrew.)