

# British Wreck Commissioner's Inquiry

## Day 3

### Testimony of Frederick Barrett

Source : <http://www.titanicinquiry.org/BOTInq/BOTIndx01.php#a>

Examined by the SOLICITOR-GENERAL.

1834. Is your name Frederick Barrett?

- Yes.

1835. Are you a fireman, a leading hand?

- A leading stoker.

1836. Does a stoker and a fireman mean the same thing?

- No.

1837. What is the difference?

- One is a little higher than the other.

1838. I beg your pardon, are you a leading stoker?

- Yes.

1839. Is there a leading stoker to each stokehold?

- There is a leading stoker to each section.

1840. And how many sections are there?

- Six, one is a single section. There are five leading stokers on each watch.

1841. You say there are six sections?

- Yes, one is a single section.

1842. Which was the number of your section?

- [No. 6.](#)

1843. Does that correspond to No. 6 boiler room?

- Yes.

1844. We had a fireman here this morning, [Beauchamp](#) his name was, he told us it was No. 10 section?

- That is No. 10 stokehold. There are two stokeholds to each section.

1845. That is one of the two stokeholds in No. 6 section?

- No. 10 and 11 stokeholds is No. 6 section.

1846. Yes, that works it out. I suppose it runs like that all through. One and two corresponds to No. 1 boiler?

- Yes, No. 10 and 11 is No. 6 section and 8 and 9 is No. 5 section.

1847. Is this section of yours, No. 6 section, the foremost section of the ship?

- Yes, right forward.

1848. It is under the fore funnel, of course?

- It is the forward boiler.

1849. It will be under the fore funnel?

- It is just close under the fore funnel.

1850. Were you on duty at the time this accident happened?

- Yes.

1851. How many firemen or stokers are there in a watch working with you in No. 6?

- There are eight firemen in No. 6 section and four coal trimmers. That is what they call the men who wheel the coal.

1852. And yourself as well?

- Yes, and an engineer.

1853. Who was the engineer who was on duty?

- [Mr. Shepherd.](#)

- 26 1854. Now can you tell me where you were or what you were doing just at the time the collision happened?  
- I was talking to the second engineer.
- 27 1855. What is his name?  
- [Mr. Hesketh](#).
- 28 1856. Can you tell us where you were?  
- I was in No. 10 stokehold.
- 29 1857. I think it is important to fix the place. Does this stokehold extend across the ship from the starboard side to the port side?  
- Yes.
- 30 1858. Can you tell me which side you were in the stokehold?  
- The starboard side.
- 31 1859. You were talking to Mr. Hesketh?  
- Yes.
- 32 1860. Now just tell us what happened that you noticed?  
- There is like a clock rigged up in the stokehold and a red light goes up when the ship is supposed to stop; a white light for full speed, and, I think it is a blue light for slow. This red light came up. I am the man in charge of the watch, and I called out, "Shut all dampers."
- 33 1861. You saw this red light?  
- Yes.
- 34 1862. You knew that was an order to stop the engines?  
- It says "stop" - a red piece of glass and an electric light inside.
- 35 1863. Shutting the dampers, I suppose, would be?  
- To shut the wind off the fires.
- 36 1864. To shut the draught off the fires. And you gave an order, "Shut the dampers"?  
- Yes.
- 37 1865. Was that order obeyed?  
- Yes.
- 38 1866. What was the next thing that happened?  
- The crash came before we had them all shut.
- 39 1867. They were shutting them when the crash came?  
- Yes.
- 40 1868. Where was the crash - what was it you felt or heard or saw?  
- Water came pouring in two feet above the stokehold plate; the ship's side was torn from the third stokehold to the foreward end.
- 41 1869. We will get this slowly, because it is important. Just let us have that again. You said something about the water coming in?  
- Yes.
- 42 1870. Did it come in on you?  
- Yes.
- 43 1871. Did it come into this No. 6 section No. 10 stokehold?  
- Yes.
- 44 1872. Then you said something about the side of the ship being torn?  
- Yes.
- 45 The Commissioner:  
Before you leave that will you tell me where the water came from?
- 46 1873. (*The Solicitor-General.*) It is the same thing as I was upon, my Lord. (*To the Witness.*) Where did the water come from?  
- Well, out of the sea, I expect.
- 47 1874. (*The Solicitor-General.*) I think your last question and mine meant the same thing, my Lord. (*To the*

Witness.) I wanted to know where it came from - underneath or from the side or from the port side or from the starboard side?  
 - The starboard side.

48 1875. Can you tell us at all compared with where you were standing whether it came from above or below?  
 - About two feet from where I was standing.

49 The Commissioner:  
 That is what I want to know - exactly where the water came from. He says from the starboard side.

50 1876. (*The Solicitor-General.*) We will get it by degrees, my Lord. (*To the Witness.*) About two feet from above where your feet were?  
 - Yes.

51 1877. On the starboard side?  
 - Yes.

52 1878. What is it you stand on in the stokehold?  
 - We call them plates. It is like a floor.

53 1879. Iron plates, I suppose?  
 - Yes.

54 1880. I expect you can find your way about a plan. Do you think you could point on this section here with a pointer what would be the level you were standing on?  
 - Yes.

55 The Solicitor-General:  
 I think it would be well if he did that, my Lord.

56 The Commissioner:  
 Yes. (*To the Witness.*) Just do so. Perhaps we could understand it better if he did it on the upper plan.

57 The Solicitor-General:  
 I will get it from the lower one first and then turn to the other.

58 (*The Witness [pointed](#) out on the plan.*)

59 1881. (*The Solicitor-General.*) Is the place you are pointing out now No. 6 section and No. 10 stokehold?  
 - Yes.

60 (*The Witness further pointed out on the plan.*)

61 1882. And is the place you are pointing out now the floor level where you would be standing?  
 - No, that is about here. (*Pointing on the plan.*)

62 1883. Lord Mersey thinks you might also be able to point it out on the section above. You see there is the water level outside the ship where she would be?  
 - The plates were supposed to be six feet above the tank tops. That is what it is reckoned to be.

63 1884. The floor you are standing on is supposed to be six feet above the top of the tanks?  
 - Yes.

64 1885. What tanks are those?  
 - I could not tell you.

65 1886. The tank top is marked there, is it not?  
 - Yes. (*The Witness pointed out the position on the top plan.*) There would be about six feet over these tank tops.

66 1887. (*The Commissioner.*) Those were the plates you were standing on?  
 - Yes.

67 1888. Did the water come up through those plates?  
 - No, from 2 feet over those plates.

68 1889. Did the water come through the side of the ship?  
 - Yes.

69 1890. Before you go away can you point out to me whereabouts in the skin of the ship the water came from. Look at the top plan?

- I cannot judge by the top plan. I can judge better by this one.

70 1891. Very well?  
- The ship was torn right through here. (*Indicating on the plan.*) I consulted Mr. Shepherd and Mr. Hesketh about the hole being in this [bunker](#), and that was the farthest aft the ship was torn. This is a watertight compartment, and the ship was torn from there to there. That is in the next section.

71 1892. (*The Solicitor-General.*) What do you call that section?  
- No. 5.

72 1893. (*The Commissioner.*) Just show me on that plan the watertight bulkhead that is nearest the bow?  
- I have no duty at the forward end; I only know where I am working.

73 The Commissioner:  
Point out to me, Sir John, will you?

74 The Solicitor-General:  
As I understand the collision bulkhead is *here* (*pointing*) and then there is one here, a third one here, and a fourth one here.

75 The Commissioner:  
And the water came in on the afterside of the bulkhead that you are pointing to?

76 1894. (*The Solicitor-General.*) We have still one more to go. There is a fifth one here. I understand the Witness to say that he found water was coming in aft of that bulkhead, the fifth, and therefore the skin of the ship was certainly injured at that point?  
- Yes.

77 The Commissioner:  
How many watertight compartments are there forward of that point? Are there four or five?

78 The Solicitor-General:  
Your Lordship sees that forward of that point there are five bulkheads, and a compartment would be formed I presume by any two of them.

79 Sir Robert Finlay:  
There are six altogether, my Lord, I think.

80 The Commissioner:  
I want to see how far aft the rent or whatever it was caused by the iceberg extended.

81 The Solicitor-General:  
May I ask the Witness a question about it?

82 The Commissioner:  
Certainly.

83 1895. (*The Solicitor-General - To the Witness.*) You pointed out that you found that this rent was abaft of this bulkhead here and therefore that the water was coming into [No. 5](#) section?  
- Yes.

84 1896. Can you tell me whether the rent went further aft than that?  
- It did not.

85 1897. So it got as far as that and no further?  
- Yes.

86 1898. That is one end your Lordship sees. (*To the Witness.*) Now as far as you are concerned, can you tell me whether the rent ran right through No. 10 section?  
- I did not stop to look; I jumped from that section when she struck.

87 1899. You jumped from [No. 6 section back to No. 5](#).  
- Yes?

88 1900. And you cannot tell me of your own knowledge whether there was damage done more forward than aft?  
- I cannot.

89 The Commissioner:  
He knows nothing about the damage, I suppose, except in the place in which he was.

- 90 1901. (*The Solicitor-General.*) That is it, my Lord. Now, if I may keep him here for a moment, there are two or three things I want to ask him. (*To the Witness.*) The water came into No. 6 section, where you were at work?  
- Yes.
- 91 1902. Just after you had given the order to close the dampers, and while they were being closed; is that right?  
- Yes.
- 92 1903. Did it come in fast?  
- Yes.
- 93 1904. Did it come in fast enough to begin to flood the place?  
- Yes.
- 94 1905. Then what was it that you did?  
- Me and Mr. Hesketh jumped into this section, and the watertight compartment closed up.
- 95 1906. You and Mr. Hesketh both jumped into the next section?  
- Yes.
- 96 1907. There were stokers working there still; firemen in No. 6?  
- Yes.
- 97 1908. What happened to them?  
- There was one of them saved.
- 98 1909. One of them was saved?  
- Yes.
- 99 1910. Did he get through the watertight compartment with you?  
- I could not tell you where he got to.
- 100 1911. What was his name?  
- Beauchamp, I think it was.
- 101 1912. He is the man who has given evidence here this morning, because he said he was in No. 10. As far as you know were any others of your gang saved?  
- I could not tell you.
- 102 1913. Now point out in this bulkhead whereabouts in the section of it does this watertight door come that you jumped through?  
- This connects in the amidship part of the ship. There is a pass connecting this bulkhead. It is further aft than that, it is about here in the centre of the ship. ([pointing on the plan.](#))
- 103 1914. It is in a passage, is it?  
- Yes.
- 104 The Commissioner:  
Is that a door that works automatically, or is it a door that has to be shut?
- 105 1915. (*The Solicitor-General.*) I think we shall find out, my Lord. (*To the Witness.*) Can you tell me whether that is one of the watertight doors that is worked from the bridge?  
- It is.
- 106 1916. At the time the accident happened it was open. You and Mr. Hesketh got through it just in time and it shut down behind you?  
- Yes.
- 107 1917. Then when you got into the next section, No. 5, did you find water there?  
- I went through this bunker [here](#) - it is a coal bunker - and then the water was rushing in.
- 108 1918. You say you went through the coal bunker, which is immediately abaft of the watertight door which you had passed through?  
- Yes.
- 109 1919. And did you find water coming in in that bunker?  
- Yes, pouring in the bunker.
- 110 1920. Was it coming in rapidly?

- Yes.
- 111 1921. Could you tell us from what level it was coming in? The same as the other?  
- Two feet above the plates.
- 112 1922. Still the same?  
- Yes.
- 113 1923. And then did you get into the stokehold, here?  
- We were in the stokehold.
- 114 1924. And water was coming into the stokehold?  
- No, only into the bunker.
- 115 1925. And that is as far aft as the rent seemed to go?  
- Yes.
- 116 1926. Then what did you do when you got into No. 5?  
- Mr. Hesketh shouted out "all hands stand by your stations." That is for the men to stand by the fires. My station was in the next boiler room, and Mr. Shepherd and I went up an escape and down to the boiler room, but we could not get in. There were 8 feet of water in it.
- 117 1927. (*The Solicitor-General.*) I do not know whether your Lordship caught that. I will ask it again. It is more satisfactory than my telling you. (*To the Witness.*) I was asking you, and I will get you to repeat it slowly and clearly, what happened when you got through this doorway and into No. 5? You told me that Mr. Hesketh gave an order?  
- Yes.
- 118 1928. What was the order he gave?  
- "Every man to his station."
- 119 1929. Your station was No. 6?  
- Yes.
- 120 1930. The one you had just come from?  
- Yes.
- 121 1931. Then what did you do?  
- Me and Mr. Shepherd, that is the engineer who is in my section, go up the escape of No. 5 and down No. 6 escape.
- 122 1932. You tried to go back into the place you had come from?  
- Yes, we did go back, but we could not go in there because there were about eight feet of water when we got there.
- 123 1933. You could not get back to No. 6 through the doorway because it was shut?  
- Yes.
- 124 1934. So you had to go up one escape and down another?  
- Yes.
- 125 1935. When you came into No. 6 what water did you find in it then?  
- Eight feet above the plates.
- 126 1936. That is a rise of six feet since you left it?  
- Yes.
- 127 1937. (*The Commissioner.*) How long?  
- It was not a quarter of an hour, just on ten minutes.
- 128 1938. (*The Solicitor-General.*) You told us you got as quickly as you could into No. 5?  
- Yes.
- 129 1939. And when this order was given did you obey it as quickly as you could?  
- Yes, we obeyed it as quickly as we could.
- 130 1940. Now just think. Was there much length of time after you got into No. 5 and before Mr. Hesketh gave that order?  
- I should say about ten minutes.

- 131 1941. You had been in the bunker?  
- Yes.
- 132 1942. (*The Commissioner.*) Why did you go into the bunker?  
- I never went into the bunker, my Lord. The bunker was empty, my Lord, and you can stand on the stokehold plates and look into the bunker from the stokehold. You can see into the bunker from where you are working.
- 133 1943. (*The Solicitor-General.*) Your Lordship appreciates that it is up to there that he says the rent came. (*To the Witness.*) When you returned or tried to return to No. 6 coming down that emergency ladder did you see anything of your mates in No. 6?  
- No.
- 134 1944. (*The Commissioner.*) What had become of them?  
- I cannot tell you, my Lord.
- 135 1945. Have you seen any of them since?  
- Only one.
- 136 1946. (*The Solicitor-General.*) That is Beauchamp, my Lord. (*To the Witness.*) Suppose you were in one of these sections and you went to get out of it at ordinary times. I want to know how many ways out there are? You have said you can get through the watertight doorway when it is open, and there is this emergency ladder. Is there any third way?  
- I could not tell you. I was only four days on the ship myself.
- 137 1947. As far as you know is there any third way?  
- No, not to my knowledge.
- 138 The Commissioner:  
I do not think there are any other ways.
- 139 1948. (*The Solicitor-General.*) I do not think so, my Lord. (*To the Witness.*) The bunker you went into was empty?  
- Yes.
- 140 1949. There was no coal in it?  
- No.
- 141 1950. Was there any water in that?  
- The water was pouring into it when I noticed it.
- 142 1951. That brings us as far as you are finding eight feet of water in your own section?  
- Yes.
- 143 1952. When you found there were eight feet of water there, what did you do then?  
- We came back to No. 5.
- 144 1953. Again using these emergency ladders?  
- Yes.
- 145 1954. That really means, does it not, passing over the top of the bulkhead?  
- Yes; you come out into the alleyway where the passengers would be.
- 146 1955. (*The Commissioner.*) The alleyway that goes right fore and aft of the ship?  
- Yes.
- 147 1956. (*The Solicitor-General.*) Did Mr. Shepherd come back with you to No. 5?  
- Yes.
- 148 1957. And when you got back to No. 5, you and Mr. Shepherd, who else did you find there?  
- Mr. Harvey and Mr. Wilson.
- 149 1958. What is their rating?  
- I could not tell you; they are engineers, second assistant engineers.
- 150 1959. Anyhow, they are engineers?  
- Yes.
- 151 1960. Mr. Harvey, one of the engineers, and Mr. Wilson?

- Yes.

152 1961. And what were they doing?

- Attending to the pumps.

153 1962. Are there pumps in each section?

- As far as I understand, there are.

154 1963. At any rate there were pumps in No. 5?

- Yes.

155 1964. And when you got back to No. 5, how much water was there in No. 5?

- None.

156 1965. Let us understand it. You said that the bunker in No. 5 had got some water coming into it?

- Yes; but the hole was not so big in that section as it was in No. 6 section. By the time the water had got there she had stopped.

157 1966. So that the water was not coming into No. 5 fast enough to flood it?

- No.

158 1967. Were the pumps working in No. 5?

- I could not tell you.

159 1968. Did you get down to the plate level in No. 5?

- Yes.

160 1969. And the water was not above that?

- No.

161 1970. Now tell us what happened after that. We have come back to No. 5, and you say they were attending to the pumps there. What was the next thing that happened?

- They rang through from the engine room to send all the stokers up and me to remain there.

162 1971. They rang through from the engine room. The engine room is further aft, of course?

- Yes, right aft.

163 1972. It is under the after funnel?

- They have a telephone in every section.

164 1973. The engine room is between the third and fourth funnels? They telephoned from the engine room to No. 5 section did they?

- Yes.

165 1974. And what did you say the message was?

- Send all the stokers up.

166 1975. Up where? On deck?

- Yes, up on deck.

167 1976. I think you told me you were told to remain?

- Yes.

168 1977. Who gave you that order?

- Mr. Harvey.

169 1978. That was one of the engineers that was in No. 5?

- Yes.

170 1979. Do you know what he wanted you to remain for?

- In case he wanted anything, I could go and fetch it, because you have to travel up ladders. You cannot go through the watertight doors.

171 1980. That is what I wanted to know. Was the watertight door in the bulkhead behind you, the one at the afterend of No. 5 shut?

- Yes.

172 1981. Does that shut automatically too?

- I believe it shuts the same as the remainder.



173 1982. Then you were given an order by Mr. Harvey to remain there, and I suppose you  
 did. What did the other hands there do?  
 - I sent them up.

174 1983. They all went up?  
 - Yes.

175 1984. Then you and Mr. Harvey were left alone in No. 5?  
 - And Mr. Wilson and Mr. Shepherd.

176 1985. The three engineers and you. Was it still clear of water?  
 - Yes.

177 1986. So the bulkhead in front of No. 5 was holding the water back?  
 - Yes.

178 1987. Now what happened after that?  
 - The lights went out.

179 1988. The lights went out in No. 5?  
 - Yes.

180 1989. And when the lights went out what did you do?  
 - Mr. Harvey sent me up for some lamps.

181 1990. Did you go?  
 - I went to the top of the escape and sent two firemen. They fetched 12 to 15 back.

182 1991. I should like to understand about the escape. This is the escape ladder, of course?  
 - Yes.

183 1992. Is it an iron ladder, and you climb up hand over hand?  
 - No, it is an iron ladder on a slant. It slants over the boiler.

184 1993. Where does it come out?  
 - Into the main alleyway.

185 1994. And then that runs fore and aft, and you can go forward by it?  
 - Yes.

186 1995. You sent two firemen for lamps?  
 - Yes.

187 1996. Is the lamp room in the fore-castle?  
 - You have to go down into the engine room for them.

188 1997. They had to go aft?  
 - Yes, aft to the engine room.

189 1998. Did they get lamps?  
 - Yes.

190 1999. And bring them back to you?  
 - Yes.

191 2000. Did you take them down to Number 5?  
 - Yes.

192 2001. (The Commissioner.) The electric lights were still burning in the alleyway?  
 - They went out for ten minutes. They must have been changing over to the other engine.  
 As soon as I got the lamps they came on again.

193 2002. That is in the alleyway?  
 - In the stokehold.

194 2003. (The Solicitor-General. ) I am not sure you have answered my Lord's question. You  
 went up as far as the alleyway, and the alleyway is lighted by electric light?  
 - Yes.

195 2004. Was the light burning or was it out there too?  
 - It was burning there.

196 2005. It was only in No. 5 it had gone out as far as you know?

- Yes.

197 2006. Then the lamps are got and you take them down to No. 5, and how soon did the electric light come back?

- It just came back as we got the lamps.

198 2007. When you got back to number 5 was it still clear of water, or not?

- Still clear of water.

199 2008. What was the condition of the boilers at this time?

- I looked at the water. There was no water in the boilers.

200 2009. You looked at the water gauge?

- Yes.

201 2010. And there was no water in the boilers?

- No.

202 2011. Then it had been let out, had it?

- With the ship blowing off it had blown it out.

203 2012. Then after you had looked at the boilers and found they had no water in them what was the next order you got from Mr. Harvey?

- To fetch some men down to keep the fires pulled.

204 2013. Would that be in all the sections?

- No; only in No. 5 section.

205 2014. How many men were wanted for that?

- I got between 15 and 20 down. There were 30 furnaces to pull.

206 2015. How many furnaces are there in each section?

- There are 30 in some sections, and there are 24 in some.

207 2016. But in No. 5 there are 30?

- Yes.

208 2017. And you got some 15 men to help about it?

- Yes.

209 2018. And did they draw the fires?

- Yes.

210 2019. How long do you think it would take them to draw the fires?

- It would take them 20 minutes.

211 2020. And after they had drawn the fires what happened to them?

- I sent them up again.

212 2021. They went up again?

- Yes.

213 2022. Did you stay below?

- Yes.

214 2023. With Mr. Harvey?

- Yes.

215 2024. Then what was the next order?

- He asked me to lift the manhole plate off.

216 2025. Where was the manhole plate?

- On the starboard side of No. 5 section.

217 2026. When the plate was in position what was it - closed?

- It is something you lift up to get at the valves. I do not know what valves it is. It is just like a hole in this table. You lift it off to get to the valves to turn on the pumps or something.

218 2027. Is it in the floor?

- Yes.

219 2028. And did you do that for him?

- Yes.

220 2029. That would leave a hole in the floor?

- Yes.

221 2030. And what happened then?

- Mr. Shepherd was walking across in a hurry to do something and then fell down the hole and broke his leg.

222 2031. He did not notice the manhole plate had been lifted?

- No.

223 2032. He broke his leg?

- Yes.

224 2033. What did you do with him?

- We lifted him up and carried him into the pump room, me and Mr. Harvey.

225 2034. Is that the pump room in No. 5?

- Yes.

226 2035. At this time, in this No. 5, was it easy to see?

- No, all the water which had been thrown on the furnaces when they were pulled out was making the stokehold thick with steam.

227 2036. And then you attended to Mr. Shepherd as best you could. Did you stay there after that?

- Just about a quarter of an hour after that.

228 2037. And during that quarter of an hour did No. 5 keep free from water?

- Yes.

229 2038. Then tell us what happened at the end of a quarter of an hour?

- A rush of water came through the pass - the forward end.

230 2039. You say the forward end of the pass. What is the pass?

- It is a space between the boilers where we walk through.

231 2040. There are boilers on either side of it?

- Yes.

232 2041. From which direction did this water come?

- From the forward end.

233 2042. And this pass that you walk through, is that at the same level as the plates?

- Yes.

234 2043. The same level as where you were standing?

- Yes.

235 2044. Supposing that the bulkhead which is the fore-end of No. 5 had given way, would water come through it and through this pass?

- Yes.

236 2045. Do you know yourself where it was the water came from, whether it had got through the bulkhead or not?

- I did not stop to look.

237 The Solicitor-General:  
There is a plan here my friend Mr. Rowlatt has found, which is really a very great help in following this. May I bring it up to your Lordship. It is a plan which is numbered No. 3. At the bottom of this plan one gets the tank top level, and here No. E is the transfer section of the watertight bulkhead. W.T.D. is the watertight door to which the Witness said he had got. Immediately behind it is the bank of boilers, and here is the pass between two of the boilers.

238 The Commissioner:  
Let the Witness come round here.

239 (The Witness explained the plan to the Commissioner.)

240 The Commissioner:  
Sir John, can you tell me what the height of the bulkhead is at this part?

241 The Solicitor-General:  
It can be scaled, my Lord, of course. I have no doubt one of Mr. Laing's advisers can say.

242 The Commissioner:  
It could not come over the top of the bulkhead, I suppose?

243 2046. (The Solicitor-General.) I was going to ask him. He could tell from his feet, of course, whether the ship had shown any tendency to tip, because that gives one some guide. (To the Witness.) Can you tell us, up to this time, was the ship lying on an even keel?

- No, she was sloping down by the head.

244 2047. You felt that she was down by the head?

- Yes.

245 2048. Had you noticed that already?

- Yes.

246 2049. And had it been getting worse?

- Yes.

247 2050. Had you ever remarked on it to Mr. Shepherd, or any of them?

- No, we never passed any remarks, the engineers never had time to pass any remarks; they were working all the time.

248 2051. Can you tell me where you were when you first noticed it? Did you notice it in No. 5? You were in No. 5 after the first all the time. Had you noticed it before the lamps went out?

- No.

249 2052. Had you noticed it before the electric light returned?

- No.

250 2053. Then you said there was a quarter of an hour, about, before this rush of water?

- After the fires were drawn.

251 2054. Had you noticed it while the fires were being drawn?

- Yes.

252 2055. That is when you noticed it?

- Yes.

253 2056. And you say it got worse. Now can you give me any idea whether the water came from over the top of the bulkhead or through it?

- I do not see how it could come over the top.

254 2057. You do not think it did come over the top?

- No.

255 2058. Now, when it came through this pass between the boilers, did it come with a rush?

- Yes.

256 The Commissioner:  
I suppose he means by that as if something had given way.

257 2059. (The Solicitor-General.) Do you hear my Lord's question? He is asking whether, when you said that, you got the impression that something had given way?

- That was my idea.

258 2060. (The Commissioner.) Something that had been holding the water back gave way?

- That is my idea, my Lord.

259 2061. (The Solicitor-General.) So it came with a rush? How fast did it fall?

- I never stopped to look. I went up the ladder. Mr. Harvey told me to go up.

260 2062. (The Commissioner.) Could it have been a bunker bulkhead that gave way, do you think?

261 - I have no idea on that, but that is the bunker that was holding the water back.  
 2063. It was the bunker that was holding the water back?  
 - Yes.  
 262 The Solicitor-General:  
 It is entirely my fault, but I have not followed the meaning of that.  
 263 2064. (The Commissioner.) It was suggested to me that it was a bunker bulkhead that gave  
 way, and that the water rushed from the bunker. (To the Witness.) Do you think that is  
 possible?  
 - It would be possible, because there are watertight compartments inside the bunker. There  
 is a watertight compartment going through the centre of the bunker.  
 264 2065. Was the bunker door shut?  
 - I dropped the bunker door.  
 265 2066. (The Solicitor-General.) I think there are the elements of a little confusion over this.  
 The bulkhead runs across the ship from the starboard side to the port side, does it not?  
 - Yes.  
 266 2067. Is there a coal bunker on either side of the bulkhead on the starboard side?  
 - There is a watertight compartment running right through the centre of the bunker.  
 267 2068. There is the watertight bulkhead?  
 - Yes.  
 268 2069. (The Commissioner.) But the bunker is partly on one side of the watertight bulkhead  
 and partly on the other?  
 - Yes.  
 269 2070. And the watertight bulkhead goes through the middle of the bunker?  
 - Yes.  
 270 2071. And then across the ship?  
 - Yes.  
 271 2072. (The Solicitor-General.) If you imagine this box is the bunker and that is the  
 starboard skin of the ship, the watertight bulkhead runs through it like that does it not,  
 down the middle?  
 - Yes.  
 272 2073. And you were on the after-side of this No. 5?  
 - I was in No. 6 when we shipped it; I was on the after-side of the bulkhead later.  
 273 2074. You cannot tell what part of the watertight bulkhead it was which gave way?  
 - No.  
 274 2075. But it was your impression that something gave way and the water came in with a  
 rush?  
 - Yes.  
 275 The Solicitor-General:  
 I see by this plan that the bulkhead, if you trace the line of it across the ship, runs down in  
 a line between the two compartments of the coal bunkers, then it takes a right angle turn  
 up to the watertight door, then it zigzags back again and then it goes through the  
 corresponding bunker on the other side.  
 276 The Commissioner:  
 I do not quite understand that.  
 277 (The Solicitor-General explains the plan to his Lordship.)  
 278 (The Witness withdrew.)  
 279 Day 4  
 280 Testimony of Frederick Barrett, recalled  
 281 The Commissioner:  
 Now, is Sir John Simon here?

282 The Attorney-General:  
Yes, my Lord.

283 The Commissioner:  
Now, Sir John, will you be kind enough yourself to state what you understand to be the effect of the present Witness' evidence up to this point?

284 The Solicitor-General:  
Yes, my Lord.

285 The Commissioner:  
I am very sorry to have to ask you to do it, but my mind is in a state of confusion, and I want to clear it up; and I think some of the assessors want an explanation of the matter.

286 The Solicitor-General:  
I think I have a view of what he said.

287 The Commissioner:  
If you state it to us now we shall be able to follow on with the remainder of his evidence.

288 The Solicitor-General:  
My Lord, if I may say so, I think it would greatly help if your Lordship and the Assessors would look for a moment at what Mr. Wilding has just done for me on that model. He has tipped the model so that we can see more of the bottom than we otherwise should, and he has put on that model two pieces of white paper, a long piece which is perpendicular and then a short white piece a little further along. The long piece represents the line of the watertight bulkhead between No. 5 and No. 6. That white line on the outside of the ship starts at the top where the watertight bulkhead begins, and it goes down to the bottom to the place where the watertight bulkhead would join the inner skin of the ship. Your Lordship asked that length, and that length is 40 feet.

289 The Commissioner:  
The bulkhead is 40 feet perpendicular.

290 The Solicitor-General:  
That is it, my Lord. Then the other piece of paper which is rather more forward is the point on the outside of the ship corresponding to the place where, according to this Witness's evidence the water came in at the moment of the collision.

291 The Commissioner:  
Now can you tell me what space that hold opened into.

292 The Solicitor-General:  
Yes, my Lord, I can. As I understand, his evidence is to this effect. Immediately in front of that watertight bulkhead which is there indicated is Section No. 6, which is the foremost boiler room of the ship. Immediately behind that perpendicular bulkhead is Section No. 5. The man's evidence begins by his being in No. 6, which is his proper place, and he says he was at work there in No. 6 together with, I think, eight firemen and four trimmers, and the first thing that he testifies to is the appearance of a red disc in No. 6 which, as he knew, indicated that a message had been sent to the engine room to stop. The engine rooms, of course, are further on. That is the first thing he says. Then he says as soon as he sees this red disc appear in his stokehold, which means that the engines had been told to stop, he orders his gang to push in the dampers so as to reduce the draught on the fires. He says that they were in the act of putting those dampers in when the collision occurred, and that he felt it. He says that the moment it occurred, or immediately afterwards, water came into No. 6, where he was standing.

293 The Commissioner:  
That is where the small piece of white paper is.

294 The Solicitor-General:  
Yes. And this is what I venture to think is the important point. He says that as far as he

could judge the water came in at something like 2 feet above the plate level where he was standing. The plate level, Mr. Wilding tells me, there would be something like 18 inches or 2 feet above the top of the tanks; and by that means one is able to tell, Mr. Wilding says, how far that is below the level of the water outside approximately. Mr. Wilding tells me that he estimates that the waterline outside, the level of the sea outside, would be 25 or 26 feet above the stokehold plates. Therefore, if the water came in some 2 feet above the stokehold plates it came in at a point some 23 or 24 feet below the level of the sea.

295 The Commissioner:

The level of the sea would be how many feet below the top of the watertight bulkhead?

296 The Solicitor-General:

Perhaps Mr. Wilding will just tell us. My Lord asks, Mr. Wilding, assuming your figures, how much below the top of the bulkhead the level of the sea would be?

297 The Commissioner:

The waterline?

298 Mr. Wilding:

About 13 or 14 feet. It is the difference between 23 or 24 feet and 40 feet.

299 The Commissioner:

The ship had to sink 13 or 14 feet before the water could get over the bulkhead.

300 The Solicitor-General:

It had to sink that amount at this point.

301 The Commissioner:

But the moment it sank that amount at that point, then supposing the bulkhead was quite firm and strong, the water would come over into the next compartment?

302 The Solicitor-General:

That is so - 13 or 14 feet from the top would bring you to the level of the sea; another 25 or 26 feet would bring you to the plates.

303 The Commissioner:

That makes the 40 feet.

304 The Solicitor-General:

That makes the 40 feet. Then, the Witness goes on to say that upon this water rushing in from the side, as he describes it, he and Mr. Shepherd, who is the second assistant engineer, ran back through the watertight door which was then open, that is to say through the bulkhead into No. 5, and that they had just passed through that open door when the door shut behind them automatically.

305 The Commissioner:

From the bridge.

306 The Solicitor-General:

From the bridge; and that brought him and Mr. Shepherd into No. 5.

307 The Commissioner:

Yes.

308 The Solicitor-General:

Your Lordship may remember we had an earlier Witness, Beauchamp, yesterday, who was a fireman, and who spoke as to the order to close the dampers; he said that the water had come in and he said that he escaped by the emergency ladder.

309 The Commissioner:

Yes.

310 The Solicitor-General:

Then, my Lord, this Witness goes on to say that as soon as he got into No. 5 with Mr. Shepherd and the watertight door shut behind him, he looked to see whether water was coming into No. 5, and his evidence is that a certain amount of water was coming in



immediately behind this bulkhead in the empty coal bunker.

311 The Commissioner:  
Yes, through the skin of the ship.

312 The Solicitor-General:  
I understand through the skin of the ship, but I propose to ask him this morning a question to be sure, because your Lordship will remember the plan shows that immediately behind the bulkhead is a coal bunker on the starboard side and another on the port side, the passage-way being between the two.

313 The Commissioner:  
But the watertight bulkhead, as I understand, goes through the middle of the bunker.

314 The Solicitor-General:  
There are two bunkers, one on each side, one bunker to serve No. 5, and one bunker to serve No. 6. Of course, there are more bunkers than one.

315 The Commissioner:  
Oh, yes; but that particular bunker is divided by the bulkhead.

316 The Solicitor-General:  
Yes. He says that particular bunker, that is to say, the bunker immediately behind this bulkhead on the starboard side was empty. The coal had been used; and that he could see into it; and in that way he noticed some water coming in. I propose this morning to ask him another question about that, because I am not clear as to how it came to be stopped. Then he went on to say that in addition to Mr. Shepherd and himself he found also in No. 5 two others of the engineer's staff; he found Mr. Harvey and Mr. Wilson. He says they were busying themselves about the pumps. He says that orders were given that the other stokers and firemen should go up; he was kept behind, as he says, in case he should be wanted. He says that almost immediately afterwards the lights went out, and that it was his business then to go up by the emergency ladder to the alleyway where he sent a man to the engine room for some lights.

317 The Commissioner:  
To get a lamp.

318 The Solicitor-General:  
Yes. He says that when this lamp or these lamps came back he took them down to No. 5, and almost at the same time the electric light came back. I think the next thing he says is that orders were given to him to get some firemen back in order to draw the fires in No. 5, and that he did get 15 or 20 men to come back, and that they drew the fires; and he says that that took about a quarter of an hour. He says that they had just done this, they had just drawn the fires, when they were ordered up again; that he was then in No. 5 with the engineers; that there was a short wait, and that during that time he was asked to lift a manhole plate from the floor in No. 5. He says that No. 5 was full of steam owing to the fact of the fires having been drawn, water had been thrown on them, and that in the confusion Mr. Shepherd fell into this hole and broke his leg. He says he lifted Mr. Shepherd up and put him in what he calls the pump room which is in the same level, in No. 5, one of the little rooms, and that just as he put him there, suddenly there was a rush of water into No. 5 through what he describes as the pass.

319 The Commissioner:  
Between the two boilers?

320 The Solicitor-General:  
Yes, my Lord, the pass being the space between the two boilers - a little space, and, as I follow, on the same line as this emergency door, which had already closed. He says it came in very suddenly, and he had to escape, and did escape.

321 The Commissioner:



It came from the direction of No. 6?

322 The Solicitor-General:  
 Yes, my Lord. Your Lordship will remember you asked him just at the close yesterday whether his impression was that the thing had come with a rush, as though something had given way, and he said that was his impression. I think the only other material evidence up to date is that I asked him whether he had noticed that the ship was tipping, was going down by the head, and he said he had noticed it; and I asked him when it was he first noticed it, and he said that he had first noticed it when the fires were being drawn, and that it got worse. To the best of my recollection, that is the whole.

323 The Commissioner:  
 I wanted to ask you a question. Can you account for the lights going out and coming on again?

324 The Solicitor-General:  
 My Lord, his suggestion was that they were changing over from one dynamo to the other.

325 The Commissioner:  
 There is a sort of reserved dynamo on board, which may be put into operation and which will keep all the lights in what you may call the public part of the vessel alight. It will not keep the lights in the cabins and such like places alight; and it may have been that when the main dynamo stopped, the whole ship was in darkness for a short time. Then when they got the supplementary dynamo to work, the lights would come in the passages and in the engine rooms and in places of that kind.

326 The Solicitor-General:  
 I did ask him, if your Lordship remembers, whether, when he went up to get the light, he found the lights were also out in the alleyway, and he said, "No; the lights were burning in the alleyway."

327 The Commissioner:  
 I do not understand it.

328 The Solicitor-General:  
 It seems to have been a local failure.

329 Further examined by the SOLICITOR-GENERAL.

330 The Attorney-General:  
 Your Lordship has No. 3 plan.

331 The Commissioner:  
 Yes.

332 2076. (The Solicitor-General - To the Witness.) Before we go on there are just two things you told us about yesterday that we want a little more information about. First of all, about the lights. You told us yesterday that the electric lights went out in No. 5?  
 - Yes.

333 2077. And so you were sent to get some lamps?  
 - Yes.

334 2078. And that you went up the ladder to the alleyway, and then sent along to the engine room?  
 - Yes.

335 2079. When you got to the alleyway, were the electric lights burning there or had they gone out?  
 - They were burning there.

336 2080. As far as you know had the electric lights gone out elsewhere in the ship except in No. 5?  
 - That I cannot tell.

337 2081. You do not know?

- No.

338 2082. Did the electric lights continue to burn in the alleyway until those lamps were brought and you went down again?

- When I went down with the lamps the lights were burning in the fireroom again.

339 2083. The fireroom is the stokehold?

- Yes.

340 2084. How long should you suppose the lights were out in that stokehold?

- I could not estimate. After I went up and got the lamps and came back again they were lit.

341 2085. That would not take very long?

- No; you have to run along the alleyway and down the engine room to the stores and come back again, and down the escape ladder.

342 2086. And of course they would have to find the lamps when they got to the stores?

- I could not tell you; I did not go down to the stores.

343 2087. Now the other thing is this. You told me yesterday that when you got into No. 5 and the watertight door closed behind you, you found that there was some water coming into No. 5?

- No. 5 coal bunker.

344 2088. Yes, the coal bunker. Is that the coal bunker immediately behind the watertight bulkhead?

- Yes.

345 2089. Is it the coal bunkers on the starboard side?

- On the starboard side.

346 2090. So that as you came through the watertight door from No. 6 into No. 5 it would be immediately on your left hand?

- Immediately on the left hand.

347 2091. Was it empty?

- Yes.

348 2092. And was the door of it open?

- Yes.

349 2093. So that you could look in?

- Yes.

350 2094. Just tell us, when you did look in, what was it you saw?

- I saw water pouring in through the ship's side.

351 2095. In this bunker?

- In this bunker.

352 2096. In the ship's side in the bunker. At what level was it coming in, as far as you could see?

- The coal bunker is about 2 feet below the plates; it was coming about 4 feet higher than the coal bunker - the bottom of the coal bunker is 2 feet below the plates.

353 The Solicitor-General:  
Your Lordship sees that.

354 The Commissioner:  
I understand.

355 2097. (The Solicitor-General - To the Witness.) So that if it was 4 feet below the bottom of the coal bunker it would be the same level as if it was 2 feet above the plates?

- Yes.

356 2098. And that is the same level as you found it was coming in in No. 5?

- In No. 6 and No. 5 about the same level.

357 2099. Was it coming in the opening in No. 5 as fast as it had been coming into No. 6?

- No, Sir.

358 2100. What is the width of the side of the ship in that coal bunker? The side of the ship is one of the sides of the coal bunkers there. How many feet is it, should you say? What is the width?

- From the watertight bulkhead to the other?

359 2101. Yes. From the watertight bulkhead to the other wall of the bulkhead?

- The forward end of the watertight compartment would be about four feet wide, but the after-side was wider.

360 2102. I am told it would be nine feet wide?

- I could not estimate; I am no judge of measurement.

361 The Solicitor-General:  
My Lord, that is the depth of the coal bunker immediately behind the watertight bulkhead, measured along the skin of the ship, fore and aft, nine feet. Your Lordship sees what I mean?

362 The Commissioner:  
Yes.

363 2103. (The Solicitor-General.) Then you got this wall, nine feet or thereabouts. I want you to tell us, was the water coming through all parts of that or through some part of it only?

- Which wall do you mean?

364 2104. The water is coming through the skin of the ship into the bunker?

- Yes.

365 2105. And the bunker is about nine feet along the side of the ship. Now, I want to know, was the water coming in at this level right across the bunker or only in part of it?

- Water was coming in about two feet abaft the watertight bulkhead.

366 2106. Do you mean that it was coming in from the watertight bulkhead and for two feet back?

- No; only from the ship's side. The watertight bulkhead was not damaged.

367 2107. Was it coming in at one point, or was it coming in for two feet?

- I could not estimate exactly how large the hole was.

368 The Commissioner:  
I do not think this Witness can answer your questions. I should place very little reliance upon his evidence, because I do not believe that in these circumstances such particular notice would be taken.

369 The Solicitor-General:  
No, my Lord.

370 The Commissioner:  
And I think you are trying to tax his memory too much.

371 The Solicitor-General:  
If your Lordship pleases.

372 The Commissioner:  
Ordinary people, or even extraordinary people, would not have all these details in their head. I do not think so. It seems to me sufficient that the water was coming in in the forward part of the coal bunker - that is to say, in the part forward of the bulkhead - and was also coming in in the afterpart of the coal bunker and at about the same height - more coming in, it is true, in No. 6 than in No. 5.

373 The Solicitor-General:  
If your Lordship pleases.

374 The Commissioner:  
But evidently coming in from the same wound. I think that is enough.

375 The Solicitor-General:

The only thing I was concerned about was to see whether one could not ascertain whether this wound ran the whole length of the coal bunker, or whether it only ran back a little way from the watertight bulkhead, and I gather he says it was about 2 feet back; but of course, he cannot say more than that.

376 The Commissioner:

Very well.

377 2108. (The Solicitor-General - To the Witness.) That being so, I will only ask you this further question about this part of the case. What was done, if anything was done, about the water that was coming into that coal bunker?

- The engineers put pumps on as far as I understand; but, of course, I am only a stoker; I do not know what engineers' work is.

378 2109. But you were there, and you will help us. They succeeded in getting the water down by pumps?

- As far as I was concerned, the plates never got covered while I was there.

379 2110. (The Commissioner.) I want to ask you about that. How were the pumps worked?

- I could not tell you, my Lord.

380 2111. Cannot some one tell me. The engines had been stopped?

- There was steam. They opened the pump by the steam valve in the pump room.

381 The Solicitor-General:

The only engines that would be stopped would be the engines that actuated the propeller. There is plenty of other machinery in the ship.

382 The Commissioner:

Then these pumps work notwithstanding that the fires are drawn and the main engine stopped?

383 The Solicitor-General:

I do not suppose all the fires were drawn, my Lord.

384 The Commissioner:

I thought all the fires were drawn?

385 The Witness:

Only one section, my Lord.

386 The Solicitor-General:

I think, if your Lordship would like to know, Mr. Wilding would be able to tell your Lordship.

387 The Commissioner:

No, it is my fault; I understand it now.

388 2112. (The Solicitor-General.) I think that is all I can ask him about that part, my Lord.

(To the Witness.) Now then, Barrett, when all that was over, you told us you came up out of No. 5 when the rush came in?

- Yes.

389 2113. Where did you go to?

- Up the escape into the main alleyway.

390 2114. And where did you go to after that?

- I walked aft.

391 2115. Did you go up on the deck?

- On the saloon deck I went.

392 2116. Then above the saloon deck there is a shelter deck, the bridge deck, the promenade deck, and the boat deck?

- I call the saloon deck the one under the boat deck.

393 2117. You got up to the boat deck?

- The one underneath the boat deck.

394 2118. That is called the promenade deck, I think. Were there people there?  
 - I did not see any. I saw some of the stewards, and there were some third class passengers  
 - men and women. No. 13 boat was pretty well filled when I got there.

395 2119. No. 13 boat is a boat on the starboard side?  
 - Yes.

396 2120. It is last but one on the starboard side?  
 - It is last but one on the starboard side.

397 2121. (The Solicitor-General.) That is the boat that Beauchamp, the fireman, spoke about  
 yesterday, my Lord. (To the Witness.) When you got there was that boat on the level of the  
 boat deck, or was it lower?  
 - Lowered to the deck I was on.

398 2122. And was that deck immediately below the boat deck?  
 - Yes.

399 2123. We can see that in the model. It is the last boat but one on the side we are looking at,  
 is it not?  
 - Yes.

400 2124. And you say it was lowered by that time as far as the next deck?  
 - Yes.

401 2125. Now you said you found stewards there and you mentioned third class passengers?  
 - Yes.

402 2126. Men?  
 - Yes.

403 2127. Women?  
 - Women were coming up.

404 2128. Women were coming up. Did you see them coming up?  
 - Yes.

405 2129. Would that be coming up from the steerage?  
 - Coming round from aft to forward.

406 2130. And moving forward?  
 - They had to go forward to get to the boats.

407 2131. When you say you saw them coming up, what was it they were doing? Where were  
 they coming?  
 - They were going towards the two boats; there were only the two boats left.

408 2132. There is a stairway, or a gangway, or something, I suppose, is there?  
 - I cannot say.

409 2133. You did not actually see them mounting a stairway or a gangway?  
 - No.

410 2134. When you did there were only two boats left. I know No. 13 was one; what was the  
 other one?  
 - No. 15.

411 2135. That is the last boat on the starboard side?  
 - Yes.

412 2136. And those other boats on the starboard that were not left, were they in the water?  
 - Which boats?

413 2137. The others on the starboard side?  
 - I never saw any.

414 2138. You did not see them?  
 - No.

415 2139. They had gone?  
 - Yes.

416 2140. And by this time what was the position of the ship in the water?  
 - Her forecandle head was not under.

417 2141. Can you tell us a little more closely about it? Did you notice?  
 - I noticed when I got away in the lifeboat it was not under.

418 2142. Even when you got away in the lifeboat it was not under?  
 - Even then it was not under.

419 2143. Now, why did you go to No. 13? I suppose it was the only one?  
 - I took a walk along the deck. I made my way aft because it was no use going forward.

420 2144. Had you got a particular boat to which you ought to have gone?  
 - I never bothered looking.

421 2145. (The Commissioner.) With reference to that do the men ever bother to look at these  
 lists that are hung up?  
 - Some do, my Lord, and some do not.

422 2146. What do the bulk of them do? The bulk of them do not, I suppose?  
 - No, my Lord.

423 2147. Am I right?  
 - That is right, my Lord.

424 2148. (The Solicitor-General.) Are you able to tell us the time when you got to No. 13?  
 - No. As a Rule a stoker never carries a watch when he is at work.

425 2149. I got an impression that you could for some reason?  
 - No.

426 2150. Now when you got to No. 13 just tell us what you found about that boat - whether  
 she was filled or empty, and all that?  
 - She was just on getting filled.

427 2151. What sort of people were they in her?  
 - Five-sixths were women.

428 The Commissioner:  
 This is No. 13?

429 2152. (The Solicitor-General.) Yes, my Lord, the same boat that Beauchamp spoke of. (To  
 the Witness.) Do you know the fireman Beauchamp?  
 - Yes.

430 2153. He is in your section, I think?  
 - Yes.

431 2154. No. 6. Was he already in the boat?  
 - I never took that much notice. I did not notice him in the boat till morning; it was too  
 dark.

432 2155. Was there any Officer in this boat?  
 - No.

433 2156. After you got up to her did any more people get in?  
 - Yes, there were about three more got in after I got in, and the order was given from the  
 boat deck, "Let no more in that boat; the falls will break."

434 2157. That order was given from the deck above, I suppose?  
 - From the deck above.

435 2158. Are you able to tell us who gave you that order?  
 - I could not exactly tell you.

436 2159. But you heard the order given?  
 - Yes.

437 2160. When that order was given, "Let no more in that boat," was the boat lowered?  
 - Only just where the people were getting in; it was lowered to the deck below the boat  
 deck.

438 2161. What happened to it after that?  
 - It was lowered away.

439 2162. (The Commissioner.) Which deck did you get into the boat from?  
 - From the deck below the boat deck.

440 2163. Was it lowered partly full and stopped again at your deck?  
 - I could not tell you, my Lord, because the majority were in when I got up.

441 2164. You mean to say you do not know from what deck the people got into the boat?  
 - I could not tell you.

442 2165. But you got in from the deck below the boat deck?  
 - Yes.

443 2166. (The Solicitor-General.) And as I understand, two or three other people got in after you?  
 - Yes.

444 2167. And then this order was given?  
 - Yes.

445 2168. I think Beauchamp told us (he was in the boat) that as it was being lowered down the side the main discharge from the engine room threatened to swamp the boat?  
 - Yes.

446 2169. It was somewhere opposite the rear funnel, was it not?  
 - Yes.

447 2170. Then there was one other boat on the starboard side still, No. 15; what was happening to that at this time?  
 - It was getting lowered about 30 seconds after us. It was coming on top of us.

448 2171. It was coming on top of you. Just tell us about that shortly?  
 - Yes. When we found the discharge was coming out we stopped lowering and all the hose was tied up in the boat. I had a knife and I cut the hose adrift and shoved two oars over the forward end to shove the lifeboat off the ship's side. We got into the water and there was a bit of a current and it drifted us under No. 15 boat, and I sung out "Let go the after fall." Nobody seemed to realise what I was doing. I walked across the women to cut the fall, and the other fall touched my shoulder.

449 2172. Supposing the ship was going down by the head and No. 15 boat was being lowered, after No. 13 boat was in the water No. 15 boat would tend to get on the top of No. 13?  
 - Yes.

450 2173. Then whatever the cause, you say No. 15 was coming on top of you?  
 - Yes.

451 2174. Did you get clear?  
 - We just got clear.

452 2175. Then what happened to No. 13, the boat you were in?  
 - We got the oars out. I did not see anybody that was going to take charge of the boat. The rudder was lying in the stern at the bottom, and I shipped the rudder and took charge of the boat till after the "Titanic" sank.

453 2176. And then did you take charge of her after the "Titanic" sank?  
 - No. I gave the tiller to somebody else because I was too cold; I could not feel my limbs. I had only thin gear on, coming out of the fire room. Some woman put a cloak over me, and I do not know what happened then.

454 2177. Now can you tell us how many people were in your boat - how many men and how many women and how many of the crew?  
 - I could not tell you exactly.

455 2178. Tell us as near as you can?



- I could give a rough idea - 70 all told.

456 2179. Can you tell us how many of the crew there were?

- I could not; the crew mostly consisted of stewards.

457 2180. There was yourself and there was Beauchamp the fireman?

- Yes. I think there was another fireman, but I am not sure; I cannot say for certain.

458 2181. There may have been another fireman; that would make a leading stoker and two firemen. Were there some stewards?

- Yes.

459 2182. Do you know how many or about how many?

- No idea.

460 2183. You must have some idea?

- Judging by the majority, because they were sitting six on a thwart, two inside of each oar, and the man pulling made a third one. He could not pull; he was only just dipping the oar into the water.

461 2184. Because they were sitting six on a thwart?

- Yes.

462 2185. You say five-sixths were women?

- Yes.

463 2186. Were there any children?

- There were two - I am not sure whether there were two or one.

464 2187. You have told us you saw some third class passengers coming up to where these boats were, as far as you know. Had you got some of those third class passengers in your boat?

- All the women were getting up in the boat at the last of it, and the women were there till there was no more. The men stood all in one line when I was getting up there. I saw them standing in one line, as if at attention waiting for an order to get into the boat, against the back of the house.

465 2188. Was there good order on deck?

- Yes.

466 2189. Did you see who was keeping them back, if anybody was?

- I did not.

467 2190. Was there any Officer there?

- No.

468 2191. They were keeping good order without him?

- Yes.

469 2192. You say you had got about 70 people in your boat. Did you pick up anybody out of the sea or not?

- No.

470 2193. Had you any room to?

- No.

471 2194. There are two or three questions we ask everybody about these boats; I will put them to you. As far as you know, was there any compass in this boat No. 13?

- I did not look.

472 2195. At any rate, no compass was used as far as you know?

- The only thing I looked for was a light.

473 2196. Was there any light in the boat?

- No.

474 2197. Was there any water?

- I did not look.

475 2198. Biscuits?



- I did not look.

476 2199. I gather, Barrett, really, that you felt the cold so much that you do not remember very much?

- No, I remember the ship went down.

477 2200. You remember the ship going down?

- Yes; then I must have fallen asleep.

478 2201. You said one of the women put a cloak over you?

- Yes.

479 2202. We know that the fires were lit in No. 5, and I suppose in No. 6, your section. Were all the fires lit in the ship?

- No.

480 2203. Do you know how many sections were lit?

- The first two days when she left Southampton there were nine boilers out. The next two days there were eight out.

481 2204. When you say they were out, do you mean they were not lit?

- They were not lit.

482 2205. And on the day of the accident were there eight boilers not in use?

- I could not exactly say about how many were not in use. There were either eight or five; I can say sure for five.

483 2206. Would you know at all anything about the number of revolutions they were making or the pace they were going?

- Seventy-five was my order.

484 2207. Seventy-five were your orders?

- Yes.

485 2208. I do not quite understand what you mean by saying it is your orders?

- The second engineer gives orders to me of the revolutions he wants, and I pass the word to all my other men.

486 2209. Then do you hear in the stoke-room if you are not making the revolutions?

- They ring through on the telephone.

487 2210. And the order was 75 revolutions, was it?

- Yes.

488 2211. Were you making 75?

- I could not tell you that because it is a long way to walk. I never used the passage to the engine room.

489 2212. You never heard a complaint?

- No, I heard no complaints.

490 2213. Can you tell us, is 75 revolutions what you had been doing during that day, or ordered to?

- I got the order the day before.

491 2214. You got the order the day before?

- Yes.

492 2215. On the Saturday; and how many revolutions had you been doing before that?

- Just the same, I think.

493 2216. Then, so far as you know, the order for the number of revolutions was the same up to the accident?

- Yes.

494 2217. Then as far as you know there was no reduction in speed?

- There were two main boilers lit up on the Sunday morning, but I could not tell you whether they were connected with the others or not.

495 2218. You mean two main boilers which had not been lit up before?

496 - Yes, they were lit up.  
 2219. That is extra?  
 497 - Yes.  
 2220. On the Sunday morning?  
 498 - Yes.  
 2221. That is why you told me that there had been 8 boilers out and afterwards you thought there were only 5 or 6 out; is that it?  
 499 - Yes.  
 The Commissioner:  
 What he said was 5 boilers, certainly, and perhaps 8.  
 500 2222. (The Solicitor-General.) Yes, my Lord, I am much obliged. (To the Witness.) That is what you said, Barrett - you said 5 boilers were out, certainly, and perhaps 8?  
 501 - Yes, and perhaps 8.  
 2223. Now, just explain why you say that?  
 - When you light a boiler up it will take 12 hours before you can connect it with the others to get steam on as a Rule in a merchant ship as far as my experience goes.  
 502 2224. These three, the difference between the 5 and the 8, were they lit up?  
 - Those three were lit up on the Sunday morning.  
 503 The Commissioner:  
 Was it 3 or 2? I wrote down 2 main boilers were lit up on the Sunday morning, and you said 2.  
 504 The Solicitor-General:  
 It would not be in his section.  
 505 2225. (The Commissioner.) Which was it, 2 or 3?  
 - I could not exactly say.  
 506 The Commissioner:  
 Then we will say 2 or 3.  
 507 2226. (The Solicitor-General.) Do you know in which section they were?  
 - In the after section - the next one to the after section. That would be No. 2 section.  
 508 2227. In No. 2?  
 - Yes.  
 509 2228. Of course that would not be your section?  
 - No.  
 510 2229. So I suppose you can only have heard this?  
 - My other leading hand is in charge of that section and he tells me this when he comes by.  
 511 2230. What is his name?  
 - Ferris.  
 512 2231. (The Solicitor-General.) He says, my Lord, the other leading hand, a man named Ferris, who would be in charge of No. 2, told him this when he came by. (To the Witness.) Was Ferris saved, or not?  
 - He was drowned.  
 513 2232. (The Commissioner.) Now I want to know this. Can you tell me when those two or three main boilers were lit on the Sunday morning - about what time?  
 - As near as I could say, 8 o'clock in the morning.  
 514 2233. Then they may have been connected that same night?  
 - Yes.  
 515 Examined by Mr. SCANLAN.  
 516 2234. In No. 13 lifeboat was there any seaman?  
 - I could not tell you.  
 517 2235. How long have you been going to sea?

- I have been going to sea over 10 years in the fire-room, but I was on the deck previous to that.

518 2236. Have you experience of a number of liners?

- Yes, I have been in quite a quantity of liners.

519 2237. Is it usual for an Officer to draw the attention of stokers to the stations given to them?

- It is usual for the list to get put up.

520 2238. Can you tell his Lordship whether a list was put up on the "Titanic"?

- I never look for that as a Rule.

521 2239. Is it usual on liners to call all hands, including stokers, to muster for boat drill?

- About twice a trip - once going to New York and once coming back.

522 2240. Are firemen called too on these occasions?

- Yes.

523 2241. And there was no such practice or no such muster on this voyage?

- No.

524 Examined by Mr. ROCHE.

525 2242. I want you to answer two or three questions. You saw in your section Shepherd, the engineer No. 6?

- Yes.

526 2243. And the last you saw of him was he had broken his leg and was taken to the pump room?

- Yes.

527 2244. You have told us you saw Second Engineer Hesketh in No. 6?

- That was the man who jumped through the watertight door, not Mr. Shepherd.

528 2245. And you left him in No. 5 also?

- I left him in No. 5 also.

529 2246. And you saw there also two other engineers, Wilson and Harvey?

- Yes.

530 2247. Did you see any other engineers at all?

- No.

531 2248. Did you see any engineers at all on deck?

- No; when I went up I saw one of the builders' men.

532 2249. That is all you can tell me about the engineers. Now I want to ask you one question about the hole in this bunker that you have described to my Lord. I do not suppose you can tell us how big it was, but I expect you can tell us whether the water was coming through in a rush, or was trickling through?

- I explained it was not coming through as much as in the other section.

533 2250. But did it look as if it were a hole, and as if a hole had been made by something outside puncturing the bunker, or did it look as if a rivet had been started by the shock?

- That would be a question for an engineer.

534 2251. You can tell us, I think, by the amount of the flow. Was it pouring through? If you cannot tell us, you cannot?

- I cannot explain.

535 2252. You cannot say how much water was coming through at all?

- No.

536 2253. (The Commissioner.) I do not understand this. Was a teacupful of water coming through?

- No.

537 2254. What was it?

- A continual pour of water.

538 2255. Now, describe the pour of water. It was not like Niagara Falls, I suppose, but try and tell me what it was like?  
 - Just the very same as an ordinary fire hose would come in.

539 Examined by Mr. HARBINSON.

540 2256. I understood you to say when you came up on to the deck there were a number of third class passengers coming out?  
 - Coming around the house.

541 2257. You did not see whether or not any third class passengers were coming from the fore part of the ship?  
 - No; I never made an attempt to go forward.

542 2258. Your impression is that all the passengers in the neighbourhood of boats 13 and 15 were third class passengers?  
 - Yes; I believe the majority in No. 13 boat were third class passengers.

543 2259. All the other boats except 13 and 14 had been launched?  
 - On the starboard side.

544 2260. Did many passengers remain?  
 - I could not say.

545 2261. Were there many passengers about on the boat deck that you picked up?  
 - I was not on the boat deck.

546 2262. On the deck below?  
 - Not many.

547 2263. Not many?  
 - No.

548 2264. All the women were put into the boat?  
 - Yes.

549 2265. Into boat 13?  
 - As many as were there. Boat No. 13 was never lowered until all the women were taken off the deck.

550 2266. Was boat 15 lowered at this time?  
 - It was lowered to the saloon deck.

551 2267. How many seamen were in charge of it?  
 - I cannot tell you.

552 2268. Was it full?  
 - I cannot tell you.

553 2269. You could not see it?  
 - No.

554 2270. Were there any boats on the port side at this time?  
 - I cannot say.

555 2271. Were passengers continuing to go from the deck above?  
 - I cannot say that. They were just coming round as I got into the lifeboat.

556 2272. Many?  
 - No; one's and two's.

557 2273. Were they men or women?  
 - The women who came around were put in No. 13 boat.

558 2274. After No. 13 boat had been launched could you see what took place?  
 - No.

559 2275. Were there any Officers or seamen about at this time?  
 - I cannot say.

560 2276. You do not remember?  
 - No.

561 Examined by Mr. LEWIS.  
562 2277. How long have you been in the White Star Line employment?  
- I was sailing out with the Company at Liverpool.  
563 2278. You draw distinction between a boat drill and boat stations?  
- They do not lower a boat at sea; they only go and muster before the boats.  
564 2279. Have you ever been stationed at your boat at a definite place?  
- Yes.  
565 2280. Is it the general practice for the men to examine the boat list?  
- It is. When the list gets put up you might see your name and what boat you are at.  
566 2281. With regard to this boat you left in, I understand you to say about 70 were in the boat?  
- Yes.  
567 2282. Would you consider that boat safe?  
- No.  
568 2283. How far from the water was the gunwale?  
- I should say, as a rough idea, about half a foot.  
569 2284. I take it if it had been at all choppy it would have been extremely dangerous?  
- Yes.  
570 2285. (The Commissioner.) If it had been bad weather would it have been worthwhile to get into the boats at all?  
- No.  
571 2286. (Mr. Lewis.) Did you see any other boat?  
- There was one boat; I hailed one boat.  
572 2287. Why?  
- Because I thought there was hardly anybody in it.  
573 2288. How could you tell that?  
- The boat was pretty high out of the water.  
574 2289. Did you get any reply?  
- They said they were full up.  
575 2290. What height was it out of the water?  
- Between 3 and 4 feet.  
576 The Commissioner:  
Such a question and such an answer produce no effect upon my mind. This man was not busy measuring the amount the other boats were out of the water. He was nearly unconscious.  
577 Mr. Lewis:  
I am anxious to know whether this Witness hailed another boat, and I am entitled to ask him why he hailed the boat and whether, in his opinion, the boat he hailed was full or not.  
578 The Commissioner:  
He has answered that question. Then you asked him how many inches the gunwale of the boat was above the water. I tell you that in my opinion, if he told me, if he answered it, it would produce no effect upon my mind.  
579 Mr. Lewis:  
I am satisfied with the answer, my Lord.  
580 The Commissioner:  
I do not believe he was measuring such things or thinking about such things.  
581 2291. (Mr. Lewis - To the Witness.) Do you know the number of the boat?  
- I inquired on board the "Carpathia"; I believe it was No. 1.  
582 2292. Now, with regard to the bunker, you have said this bunker referred to just now was empty - the coal bunker?

- Yes.

583 2293. Were there any other coal bunkers empty forward?

- No.

584 2294. Was this the only one empty?

- Yes.

585 2295. Had it been emptied in the usual way?

- No.

586 2296. Why was it emptied?

- My orders were to get it out as soon as possible.

587 2297. When did you receive those orders?

- Not very long after the ship left Southampton.

588 2298. Was there anything wrong?

- Yes.

589 2299. What was wrong?

- The bunker was a-fire.

590 2300. Shortly after you left Southampton -

591 The Commissioner:

Now how is this relevant to this Inquiry.

592 2301. Shortly after you left Southampton - I'll put another question or two, and you will see why I think it is relevant. (To the Witness.) How long did it take them to work the coal out?

- Saturday.

593 2302. The whole Saturday. What condition was the watertight bulkhead in?

- It was the idea to get the bunker out. The chief engineer, Mr. Bell, gave me orders: "Builder's men wanted to inspect that bulkhead."

594 2303. The bulkhead forms the side of the bunker.

595 2304. What was the condition of the bulkhead running through the bunker?

- It was damaged from the bottom.

596 2305. Badly damaged?

- The bottom of the watertight compartment was dinged aft and the other part was dinged forward.

597 2306. (The Commissioner.) What do you attribute that to?

- The fire.

598 2307. Do you mean to say the firing of the coal would dinge the bulkhead?

- Yes.

599 2308. (Mr. Lewis.) This is the bulkhead between sections 5 and 6?

- Yes.

600 Examined by Mr. COTTER.

601 2309. You said that when she struck the water was two feet above the plate coming in?

- Yes. Would not it be better for you to ask a steward? I am a stoker.

602 The Commissioner:

You must answer the questions.

603 2310. (Mr. Cotter - To the Witness.) You rushed through the emergency door into the next compartment, No. 5?

- Yes.

604 2311. Now what I want to know is the dimensions of the bunker, how far it extended to amidships - fore and aft 9 feet. Now what was the extension the other way?

- I cannot exactly tell you.

605 The Attorney-General:

I will give you the exact dimensions later.

606 2312. (Mr. Cotter.) When you looked into the bunker you saw holes through the ship's side?  
 - Yes.

607 2313. Now seeing that hole was also in No. 6, naturally you would expect it would rip the bulkhead. As a Rule when you go from one compartment to another and that door closes automatically, you could open it again?  
 - Yes.

608 2314. By turning a handle?  
 - Yes.

609 2315. When you went back again the height of the water was how much?  
 - We never held any door up.

610 2316. You went up a ladder?  
 - No. About 8 feet of water. As soon as the order was given for men to their stations me and Mr. Shepherd went up the emergency ladder of No. 5 and down No. 6.

611 2317. There was 8 feet of water there?  
 - Yes.

612 2318. You had been away how long?  
 - I could not exactly say the time.

613 2319. Can you give us any idea?  
 - Well, 10 minutes.

614 2320. So that in 20 minutes it would be 16 feet?  
 - That I cannot say. The upper 8 feet of the ship is bigger than the bottom 8 feet of the ship.

615 The Commissioner:  
 I do not think you ought to ask a question of that kind.

616 Mr. Cotter:  
 I want to know how long it took for the water to get higher than the top of the escape ladder.

617 The Commissioner:  
 That sounds to me like a riddle. It is no use asking him questions of that sort.

618 2321. (Mr. Cotter - To the Witness.) You say there was a rush of water when you were in No. 5?  
 - Yes.

619 2322. Have you any idea where the water came from?  
 - No.

620 2323. No idea at all. Now I am going to ask you a question about the boats. When you were on the promenade deck, the deck under the boat deck, how far from the ship's side was No. 13 boat?  
 - I could not say; I could not tell you that.

621 2324. You say the ship had a list to starboard. I wanted to know how far the boat would be away from the ship's side?  
 - I cannot say.

622 2325. You say you put some passengers into her. Had you any difficulty in getting the women in?  
 - I never put passengers into her.

623 2326. Can you tell me who put them in?  
 - I do not know.

624 Mr. Pringle:  
 There are two questions which I would like to put to the Witness. First of all, if he saw anything done to stop the hole in No. 5 bunker, and secondly, whether he saw if it was the



watertight door or part of the bulkhead which gave way when the water rushed in to No. 5 section.

625 The Commissioner:  
Put them yourself.

626 2327. (Mr. Pringle - To the Witness.) Did you see anything done to stop the hole which you saw in No. 5 bunker?  
- I did not.

627 2328. Did you see whether it was the watertight door or part of the bulkhead which had given way?  
- No.

628 2329. You did not see?  
- No.

629 2330. (The Commissioner.) You told us there was some fire in that bunker?  
- Yes.

630 2331. Soon after you left port?  
- Yes.

631 2332. Is it a very uncommon thing for fire to get into a coal bunker in that way?  
- It is not an uncommon thing.

632 2333. It happens sometimes?  
- Yes.

633 2334. I suppose the proper order is to have that actual bunker emptied as soon as possible?  
- Yes.

634 2335. And, therefore, that was all right?  
- Yes.

635 2336. Did the fact that there was fire in that bunker in any way conduce to the collision as far as you know? Had it anything to do with it?  
- I could not say that.

636 2337. Do you think it had? Do you think that the fire had anything to do with this disaster?  
- That would be hard to say, my Lord.

637 The Commissioner:  
Very well; perhaps I am asking you a riddle.

638 Examined by Mr. LAING.

639 2338. Did you work out that bunker yourself?  
- I was in charge. There were between 8 and 10 men doing it.

640 2339. Was it fire or only heat?  
- It was fire.

641 2340. Did you play upon it?  
- The hose was going all the time.

642 2341. And did they get it out by the Saturday?  
- Yes.

643 2342. Cleared all out?  
- Yes.

644 2343. I want to ask you about this bunker, just a question or two. When you saw the water coming into the bunker in No. 5 section, did you shut the bunker door?  
- Yes.

645 2344. The bunker door is not a watertight door?  
- No.

646 2345. And did you tell the engineer that you had seen water coming in?  
- I reported to Mr. Shepherd and he reported to Mr. Hesketh.

647 2346. And as far as you know you are not able to say whether they were pumping it or



not?  
 - No.  
 648 2347. All you know is you shut the door and left it?  
 - Yes.  
 649 2348. When this rush of water came from the pass, you went up and got in the alleyway?  
 - Yes.  
 650 2349. You have told us that was about ten minutes past one, I think?  
 - That is as near as I can recollect.  
 651 2350. Was there water on the alleyway?  
 - Just a little.  
 652 2351. I do not know whether you know - do you know where that must have come from?  
 - No. In my idea, the cause of that water being in the alleyway was some of the lower deck ports being open, and the water reached them and came through the ports.  
 653 2352. But to be on the alleyway the water must have been above the level of the watertight bulkhead?  
 - The water was coming down the alleyway from forward.  
 654 2353. If there was water on the alleyway it must have been above the watertight bulkhead?  
 - I cannot say; I do not know how high the watertight bulkhead is.  
 655 The Commissioner:  
 Is that so?  
 656 2354. (Mr. Laing.) I think so, my Lord; I think that must be so. (To the Witness.) This rush of water which you have described coming from the pass; was it like a fire hose?  
 - No, it was a greater rush than a fire hose.  
 657 2355. Can you give us any idea of the volume of water that came in when you were in No. 6?  
 - The pass was filled up.  
 658 2356. When you were in No. 6?  
 - No, No. 5.  
 659 2357. No, when you were in No. 6; the first rush of water - was that heavy?  
 - Pretty heavy.  
 660 2358. With regard to the revolutions, did you keep the same revolutions all Sunday, so far as you know?  
 - Yes.  
 661 2359. Up to the time of this disaster?  
 - Yes.  
 662 Re-examined by the ATTORNEY-GENERAL.  
 663 2360. There is only one matter I want to ask you about. You saw the ship go down - the "Titanic"?  
 - Yes.  
 664 2361. Had you heard the band playing?  
 - I had not heard the band; my friends told me they heard it; some of my mates said they heard it. I did not hear it.  
 665 (The Witness withdrew.)

## 666 **United States Senate Inquiry**

667 **Source :** <http://www.titanicinquiry.org/USInq/AmInq01Indxa.php>

668 **Testimony of Frederick Barrett**

669 BY SENATOR WILLIAM ALDEN SMITH, ON SATURDAY, MAY 25,

IN THE FIREROOM ON BOARD S. S. "OLYMPIC," NEW YORK.

670 Q. What is your name? - A. [Frederick Barrett](#).

671 Q. Place of residence? - A. Southampton.

672 Q. You were a fireman on the [Titanic](#)? - A. I was leading fireman.

673 Q. Were you on duty on the night of the accident? - A. Yes.

674 Q. Where? - A. In [6 section](#).

675 Q. Were you there when the accident occurred? - A. Yes. I was standing talking to the [second engineer](#). The bell rang, the red light showed. We sang out shut the doors (indicating the ash doors to the furnaces) and there was a crash just as we sung out. The water came through the ship's side. The engineer and I jumped to the next section. The next section to the forward section is [No. 5](#).

676 Q. Where did the water come through? - A. About 2 feet above the floor plates, starboard side.

677 Q. How much water? - A. A large volume of water came through.

678 Q. How big was this hole in the side? - A. About 2 feet above the floor plates.

679 Q. You think it was a large tear? - A. Yes; I do.

680 Q. All along the side of No. 6? - A. Yes.

681 Q. How far along? - A. Past the bulkhead between sections 5 and 6, and it was a hole 2 feet into the [coal bunkers](#). She was torn through No. 6 and also through 2 feet abaft the bulkhead in the bunker at the forward head of No. 5 section. We got through before the doors broke, the doors dropped instantly automatically from the bridge. I went back to No. 6 fireroom and there was 8 feet of water in there. I went to No. 5 fireroom when the lights went out. I was sent to find lamps, as the lights were out, and when we got the lamps we looked at the boilers and there was no water in them. I ran to the engineer and he told me to get some firemen down to draw the fires. I got 15 men down below.

682 Q. Did you not have fires in No. 6? - A. Yes, the fires were lit when the water came.

683 Q. I would like to know how many boilers were going that night? - A. There were five boilers not lit.

684 Q. How many were there going? - A. There was 24 boilers lit and five without. Fires were lighted in three boilers for the first time Sunday, but I don't know whether they were connected up or not.

685 Q. This tear went a couple of feet past the bulkhead in No. 5. How were you able to keep the water from reaching? - A. It never came above the plates, until all at once I saw a wave of green foam come tearing through between the boilers and I jumped for the escape ladder.

686 Q. Was there any indication of any explosion of a boiler? - A. There was a knocking noise, but no explosion, only when the ship was sinking a volume of smoke came up.

687 Q. Can you tell us how long you have been on the *Titanic*? - A. I only joined it at Southampton.

688 Q. How did you escape? - A. I got in [lifeboat 13](#).

689 Q. Was it a collapsible boat? - A. I can not tell.

690 Q. You were in charge of No. 13 for about an hour - how many were in that boat? - A. Sixty-five or 70.

691 Q. How many sailors? - A. I can not tell.

692 Q. What officer was in charge? - A. No officer in it. Because I had no clothes I felt myself giving out and gave it to somebody else. I do not know who it was.

693 Q. Was there any objection to your getting in the boat? - A. No, sir.

694 Q. Where was it loaded? - A. At [A deck](#). It was lowered to A deck. They were very full up when we got in.

695 Q. Was there an officer there at the time? - A. No, sir.

696 Q. You got in and took charge of the boat and remained in charge until you got chilled? - A. Yes.

697 Q. Then who took it over? - A. I could not say who it was.

698 Q. Was there any large number of people in A deck at the time you got up there? - A. There was not, sir.

699 Q. How did you reach A deck? - A. I came up along the hatchway.

- 700 Q. Did you meet any third class passengers? - A. No, sir.
- 701 Q. Were they held off in any way? - A. No, sir.
- 702 Q. They had the same privilege to go up on A deck? - A. They had as much privilege as anybody else. About this signal (*indicating*).
- 703 Q. The white light up there indicates full speed? - A. Yes.
- 704 Q. When you received the red signal the white disappears? - A. A bell rings when the signal appears.
- 705 Q. When the bell rings you look up there and see the signal light? - A. Yes, sir.
- 706 Q. The white light indicates full speed, and that was the light shown that Sunday night up to the time you got the red-light signal to stop, which was just before the collision? - A. Yes.
- 707 Q. And that was the first time during the voyage that the 24 boilers were running? - A. Yes.