

British Wreck Commissioner's Inquiry

Day 4

Testimony of Reginald R. Lee

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

Examined by the ATTORNEY-GENERAL.

The Attorney-General:

This is the Witness about whom you asked when my friend the Solicitor-General was examining the look-out man who had been relieved at 10 o'clock. Your Lordship asked whether he was alive.

The Commissioner:

I do not know whether there is any significance at all in this evidence of explosions before the sinking of the ship. I do not know what it points to, and I do not know whether it is important or relevant, but you did not ask the last Witness about it.

2362. (*The Attorney-General.*) I did not think he could tell us anything about it; that is why we did not ask. Your Lordship will appreciate that in regard to a number of the questions we are putting, when all the facts are ascertained they may or may not be relevant, but we thought it right that all the facts should be ascertained, so that then your Lordship can select such as you think relevant and material after hearing it all. (*To the Witness.*) Are you an able seaman?

- Yes.

2363. And were you on the "[Titanic](#)" when she sailed in April on her first voyage?

- Yes.

2364. You were the look-out man?

- Yes.

2365. You have had about 15 or 16 years at sea altogether?

- Yes.

2366. Just tell us, in your experience, speaking generally, have you had experience in mail steamers?

- Yes.

2367. Are glasses usually supplied to the lookout man in mail steamers?

- Not that I know.

2368. Have you acted as look-out man in other ships before the "Titanic"?

- Yes.

2369. On mail steamers?

- Yes.

2370. Have you ever had glasses for use as look-out man?

- Yes, but I do not know whether they were private or supplied by the company.

2371. You have had them, but you do not know whether they were private or not?

- No.

2372. Have you found them of use?

- They are better than the ordinary eye-sight

2373. Are they of use at night at all?

- Certainly, night glasses.

2374. I think I caught what you said just now, "night glasses"?

- Yes.

2375. There are different glasses used at night from those used in the day; is that right?

- Well, they are called that by the trade, I believe.

2376. Glasses to be used at night?

- Yes.

2377. Do you know whether they are supplied in any other vessels of the White Star Line?

- I cannot say they are for certainty, but my mate in the crow's-nest, who was for four years in the "[Oceanic](#)" as look-out man, told me they had them there.
- 24 2378. Who is your mate in the crow's-nest?
- [Fleet](#).
- 25 2379. (*The Commissioner*.) Fleet told you they were in the "Oceanic"?
- They used them there.
- 26 2380. (*The Attorney-General*.) Were there any on the "Titanic"?
- No, not for our use anyway.
- 27 2381. Was there any place in the crow's-nest for glasses?
- Yes.
- 28 2382. On the "Titanic"?
- Yes, there was - a small box.
- 29 2383. There was a box in the crow's-nest?
- Yes.
- 30 2384. If I understand you aright, there was a box there for glasses, but no glasses in the box?
- I could not tell you if they were for glasses, but there was a box there that would hold glasses.
- 31 2385. Did you look for glasses at all in the crow's-nest?
- We asked for them.
- 32 2386. On the "Titanic"?
- Yes. I did not personally ask for them, but one of the other fellows did, and they said there were none for us.
- 33 2387. Who was the one of the other fellows who asked for them, do you know?
- Simmons [\[Symons\]](#) or [Jewell](#); I cannot be sure which one it was.
- 34 2388. I think we know Simmons was Jewell's mate on the look-out?
- Yes.
- 35 2389. Fleet was yours?
- Yes.
- 36 2390. And I think [Hogg](#) and [Evans](#) were the other two?
- Yes.
- 37 2391. Did you come on the look-out at 10 o'clock?
- Yes.
- 38 2392. On Sunday night the 14th April?
- Yes.
- 39 2393. How long did you remain on the look-out? - What was your duty?
- 4 to 6 and 10 to 12.
- 40 2394. I suppose that would mean that you and Fleet came on at 10 o'clock?
- Yes.
- 41 2395. And relieved Simmons and Jewell?
- Yes.
- 42 2396. Did one of you take the starboard side and one the port side of the crow's-nest on the look-out?
- I generally took the starboard side and Fleet took the port side.
- 43 2397. You were on the starboard side. Do you know whether there was any other look-out than you two?
- I could not say. We do not know what orders are given from the bridge.
- 44 2398. Then when you relieved Jewell and Simmons did they pass any word to you?
- Yes, they told us to keep a careful look-out for ice and growlers in particular.
- 45 2399. They told you to keep a careful look out for ice and growlers?
- Yes; by the Officer of the watch before 10 o'clock, [Mr. Lightoller](#).
- 46 2400. I think I heard you say you remember that very well?
- Yes, I think I do.

- 47 2401. What sort of a night was it?
- A clear, starry night overhead, but at the time of the accident there was a haze right ahead.
- 48 2402. At the time of the accident a haze right ahead?
- A haze right ahead - in fact it was extending more or less round the horizon. There was no moon.
- 49 2403. And no wind?
- And no wind whatever, barring what the ship made herself.
- 50 2404. Quite a calm sea?
- Quite a calm sea.
- 51 2405. Was it cold?
- Very, freezing.
- 52 2406. Colder than you had had it yet on the voyage?
- I would not say that - but it was the coldest we had had that voyage, yes.
- 53 2407. It was colder that night than ever you had had it that voyage in the "Titanic"?
- Yes, on that trip.
- 54 2408. Did you notice this haze which you said extended on the horizon when you first came on the look-out, or did it come later?
- It was not so distinct then - not to be noticed. You did not really notice it then - not on going on watch, but we had all our work cut out to pierce through it just after we started. My mate happened to pass the remark to me. He said, "Well; if we can see through that we will be lucky." That was when we began to notice there was a haze on the water. There was nothing in sight.
- 55 2409. You had been told, of course, to keep a careful look-out for ice, and you were trying to pierce the haze as much as you could?
- Yes, to see as much as we could.
- 56 2410. At the time you came on watch, up to the moment just before the collision, can you tell us whether there was any difference in the speed at which the vessel was travelling compared with the rest of the voyage. What I mean is, was she going the same speed?
- She seemed to be going at the same rate all the way.
- 57 2411. Do you know who was in charge on the bridge?
- Yes; [Mr. Murdoch](#).
- 58 2412. The First Officer?
- Yes, that was his watch.
- 59 2413. There would be other Officers on the bridge with him?
- Yes.
- 60 2414. Do you know who they were?
- I think [Mr. Moody](#) was there, but I could not say for certain, because when you are up in the nest you do not know.
- 61 2415. You would not be able to tell who the Officers were?
- No, unless you happened to see them.
- 62 2416. Did you receive any orders from the bridge at all during this watch?
- No. The orders were turned over by the people we relieved.
- 63 2417. Those are the orders that you told us of, that you got from Simmons and Jewell?
- Yes.
- 64 2418. May I take it those were the only orders you received during the time you were on watch?
- Yes.
- 65 2419. Before half-past eleven on that watch - that is, seven bells - had you reported anything at all, do you remember?
- There was nothing to be reported.
- 66 2420. Then what was the first thing you did report?
- The first thing that was reported was after seven bells struck; it was some minutes, it might have been nine or ten minutes afterwards. Three bells were struck by Fleet, warning "Right ahead," and immediately he

rung the telephone up to the bridge, "Iceberg right ahead." The reply came back from the bridge, "Thank you."

67 The Commissioner:
This would be about 11.40.

68 The Attorney-General:
That is right, my Lord; ten minutes after seven bells.

69 2421. (*The Commissioner.*) Seven bells struck, and ten minutes after, about 10 minutes, Fleet struck three bells?
- Yes.

70 2422. And telephoned?
- And telephoned to the bridge, "Iceberg right ahead."

71 2423. And you got an answer, "Thank you"?
- "Thank you" was the answer from the bridge.

72 2424. (*The Attorney-General.*) I want you to tell the story from this point. You were watching the iceberg?
- Yes.

73 2425. Did you notice what the ship did?
- As soon as the reply came back "Thank you," the helm must have been put either hard-a-starboard or very close to it, because she veered to port, and it seemed almost as if she might clear it, but I suppose there was ice under water.

74 2426. (*The Commissioner.*) She veered to port. Her helm must have been put hard-a-starboard?
- Yes.

75 2427. (*The Attorney-General.*) He then said it looked as if she was going to clear it. (*To the Witness.*) It looked as if she was going to clear it, and then did you feel a blow?
- As she struck on the starboard bow there was a certain amount of ice that came on board the ship. That was the forewell deck. It seemed as if she struck just before the foremast.

76 2428. (*The Commissioner.*) Did you say anything about the ship striking part of the iceberg under the water?
- The formation of the berg is, there is more under water than there is above.

77 2429. I daresay. What I want to know is, did you say anything just now about the ship striking the iceberg under the water?
- I did not hear it.

78 2430. (*The Attorney-General.*) He did, my Lord; he said it "Felt as if," and I was trying to get to it. He said it just after he said "I thought she was going to clear it." I think we will get it from him in this way. (*To the Witness.*) You saw the iceberg as the vessel veered to port, did you?
- I saw it before that.

79 2431. Yes, you had seen it before, but that had been reported?
- Yes.

80 2432. Then you said you saw her head veer to port?
- Yes.

81 2433. Where did you get the iceberg - on what side of you?
- On the starboard hand as she was veering to port.

82 2434. You had the iceberg on your starboard side?
- Yes.

83 2435. You were on the starboard side of the crow's-nest, you told us?
- Just at that time I happened to be right in front of the nest, because as the nest is semi-circular the telephone is in the corner of the nest on the starboard side. My mate was telephoning from there, and I was standing in the front of the nest watching the boat.

84 2436. Do you mean you were standing just about amidships?
- Just about amidships in front of the nest.

85 2437. You were watching the berg. You had got the berg on the starboard side as the vessel's head veered to port?

- Yes.

86 2438. And you watched it?
- I watched it.

87 2439. Now could you give us any idea of what height there was of ice out of the water? I only want to have some idea of it?
- It was higher than the forecastle; but I could not say what height was clear of the water.

88 2440. (*The Commissioner.*) How high does the forecastle stand out of the water?

89 The Attorney-General:
I think it is about 60 feet.

90 The Commissioner:
I do not think it is as much as 60 feet.

91 The Attorney-General:
I think she drew about 34 feet.

92 The Commissioner:
I was not thinking about her draught, but how high the forecastle would stand from the water.

93 2441. (*The Attorney-General.*) I said 60 ft.; I am told it is about 55 feet. (*To the Witness.*) Can you give us any idea of the breadth? What did it look like? It was something which was above the forecastle?
- It was a dark mass that came through that haze and there was no white appearing until it was just close alongside the ship, and that was just a fringe at the top.

94 2442. It was a dark mass that appeared, you say?
- Through this haze, and as she moved away from it, there was just a white fringe along the top. That was the only white about it, until she passed by, and then you could see she was white; one side of it seemed to be black, and the other side seemed to be white. When I had a look at it going astern it appeared to be white.

95 2443. At that time the ship would be throwing some light upon it; there were lights on your own ship?
- It might have been that.

96 2444. Can you give us an idea to the best of your ability how far off she was when you passed her to starboard?
- She hit us.

97 2445. How far was the vessel from the iceberg?
- What did you say?

98 2446. You have told us your vessel veered to port and then you got the iceberg on your starboard side?
- Yes, that is where she hit.

99 2447. Quite right; that is where she hit, but can you tell us how far the iceberg was from you, this mass that you saw?
- It might have been half a mile or more; it might have been less; I could not give you the distance in that peculiar light.

100 2448. You are speaking of when it was you first saw it?
- Yes.

101 2449. I understand that; you think it might have been half a mile or rather less, and of course you cannot give any better indication than that. I am much obliged to you for that, but it is not quite what I wanted you to tell us. You have told us that she veered to port and then she struck on the starboard side. But when you were looking at her, could you see whether this darkness which you have told us of was any distance from the ship or was it quite close up against the side of the ship?
- Close up against the side of the ship on the starboard bow.

102 2450. Did you see at all how much ice there was that fell on the forewell deck?
- I knew there was some there, because I saw it when I went on to the boat deck.

103 2451. You did not pay particular attention?
- No, I had something else to think about.

104 2452. Give us, to the best of your ability, where it was according to you the vessel struck. I want to get some idea from you?

- Just before the foremast. It must have been there because when I went down from the crow's-nest the water was coming into - I do not know whether you call it No. 1 or No. 2 - it was level with here (*Pointing on the model.*) that is about where it was.

105 2453. That would be just before the foremast. I am going to ask a little more precisely about that?
- The water was coming in down below - I do not know whether it is No. 1 or No. 2.

106 2454. No. 1 or No. 2 what?
- Hold - water coming in there down in the firemen's quarters. I was not relieved till 12 o'clock.

107 The Commissioner:
I am not following this.

108 2455. (*The Attorney-General.*) Neither am I, my Lord; I did not even hear it. Do you mind telling us again what you said then? I could not hear you. Try to speak up?
- I did not leave there until 12 o'clock. When I went down at 12 o'clock water was coming into that compartment. That was just outside the seamen's quarters, down below.

109 2456. I think that does help us. Did you know the seamen's mess?
- Yes, that is what I am talking about.

110 2457. That is what I want. Then I know where it is. It was just about there that the water was coming in?
- Just outside there. The door is on a level, and the water was coming in down below. The ship was making water down there. You could see it from underneath the tarpaulin; you could look down below and watch the water coming in.

111 2458. Is No. 1 hatch just opposite the seamen's mess amidships?
- Yes.

112 The Attorney-General:
Your Lordship has that plan, and you will see at once where it is.

113 The Witness:
This was at 12 o'clock though.

114 2459. That is what you saw at 12 o'clock?
- When I came down from aloft, yes.

115 2460. Did you see the water coming in?
- Yes, I could hear it, and then I looked down to see what it was, and it was water pouring in from the ship's side or the bottom, anyway.

116 2461. Which side?
- The starboard side apparently.

117 2462. Where did you see the water coming in?
- It was coming on the deck down there.

118 2463. What do you mean by that?
- Down in the firemen's quarters.

119 2464. On the starboard side of the firemen's quarters; is that right?
- Well, it is amidships there; their quarters are down below there. Perhaps it is the deck below that.

120 2465. I do not know whether you understand it. You know where the seamen's mess is?
- Yes.

121 2466. That is on the port side is it not?
- That is on the port side.

122 2467. Is the firemen's mess on the starboard side?
- Oh, I mean down below, on the deck below there. If you look you will see; there are firemen's quarters down there.

123 2468. The quarters are below that?
- Yes.

124 2469. That gives us the side, at any rate?
- I think it is about two decks below that where those other quarters are.

- 125 2470. Yes, you are quite right. I think we can follow it from the plan: First of all, there is a deck where there are the seamen's messes and the firemen's messes?
- That is under the forecastle.
- 126 2471. Then below, and again below that, that is in the next deck and the deck under that, there are quarters for the firemen?
- Yes.
- 127 2472. For the firemen and the greasers and some of the other men. Is that what you mean?
- That is where water was coming in then, because the men brought their bags up from there who were going on the 12 to 4 watch, because the watch was coming in there.
- 128 2473. Wait a minute. You say the men were bringing up their bags from the one deck?
- They could not stay down there with the water coming in.
- 129 2474. We understand that, but from what deck was it that they were bringing their bags up? Perhaps we can get at it if you will tell us where they brought the bags to?
- I cannot tell you the name of the deck, but from their quarters.
- 130 2475. Where did they bring their bags to?
- They put them on the forecastle on top of the hatch there, and then they were no good to them; they had to leave them behind.
- 131 2476. That was because of the water coming into their quarters where they slept?
- That is so.
- 132 2477. And is that where you saw the water?
- I saw the water coming through - well, I saw water down there.
- 133 2478. In their quarters?
- I saw it down there as I looked through the top of the hatch. I saw water coming in.
- 134 The Attorney-General:
I think it must be No. 1 hatch, my Lord; it might be No. 2.
- 135 Sir Robert Finlay:
I think it must be No. 1.
- 136 2479. (*The Attorney-General - To the Witness.*) Was that the most forward hatch?
- Yes, I think it was No. 1; it is just outside the seamen's mess.
- 137 2480. Yes, that is No. 1. You were looking down that, and looking down there you saw the water?
- Yes, the water coming in. That was at 12 o'clock when I went down below.
- 138 2481. Could you hear it?
- Yes; hear it plainly.
- 139 2482. Was it rushing in or simply pouring in?
- It was not coming in so fast, but you did not know where it was coming from. It was coming from somewhere else further over to the starboard side; it must have been, but I did not know where it was coming from.
- 140 2483. All you could see was that water was coming in from somewhere on the starboard side?
- Yes.
- 141 2484. And it was getting into the firemen's quarters. That is right, is it not?
- Yes.
- 142 2485. And getting into their quarters so much that the firemen were driven up, and were carrying up their baggage on to the forecastle deck?
- They came up on deck there, and some of them were standing by; they did not know whether they would have to go below or not.
- 143 2486. (The Commissioner.) Do you know anything about the lettering of these decks?
- Well, there is a boat deck.
- 144 2487. Do you know anything about the lettering of them? - They are lettered C, D, E, F, and G. Do you know anything about that?
- Those are different compartments, I think. There is the boat deck, A deck, B deck, C

deck, but I think the other letterings come in for different quarters for the passengers' benefit.

145 2488. (The Attorney-General.) After you saw that at 12 o'clock what did you do?

- I went on the boat deck.

146 2488a. Did you get any orders to go on the boat deck?

- No, but I heard the boatswain call the other watch.

147 2489. Did you hear what orders he gave?

- Yes, he told everybody to get the boats ready for turning out.

148 2490. He told everybody?

- That was the watch below; they were turned out, and we all went on deck.

149 2491. That really meant all hands on deck to help uncover the boats?

- To get the boats ready for lowering.

150 2492. Not only those that were on deck and on duty, but those below off duty?

- Yes, the watch that had just gone below.

151 2493. That would be at 12 o'clock; they had just gone below?

- Yes.

152 2494. Did you notice any list of the vessel at all by the time you came down at 12 o'clock from the crow's-nest?

- Not enough to take notice of; I did not notice any.

153 2495. Did you go to work to help prepare the boats for lowering?

- Yes.

154 2496. To which side did you go, to starboard or port?

- The starboard side.

155 2497. Had you a station?

- No. 11 boat.

156 2498. That would be the third from the last, would it not?

- Yes, that is right.

157 2499. Did you know that that was your boat?

- Yes, it was put up on the printed order on the ship, outside our quarters.

158 2500. That is a list?

- Yes.

159 2501. As I understand from that there was a printed list outside your quarters?

- Yes.

160 2502. Then your names would be filled in?

- Our names would be filled in.

161 2503. To what boats you were to go?

- Yes.

162 2504. You had looked at yours?

- Yes.

163 2505. Was that list up when you first left?

- It was up the day after we left Southampton.

164 2506. So that it would be up the day you left Queenstown, at any rate?

- Yes, certainly.

165 The Commissioner:
How long does it take from Southampton to Queenstown, 20 hours?

166 The Attorney-General:
Something like that, because she left, I think, on the 10th from Southampton, and she left Queenstown on the 11th. That is as far as I understand the dates.

167 2507. (The Commissioner.) I was told she went to Cherbourg first. (To the Witness.) Did you go to Cherbourg first?

- Yes.

168 2508. (The Attorney-General.) She went to Cherbourg, and, as I understand, it is about 13 or 14 hours from there to Queenstown, is that right?

- Yes.

169 2509. And we know she left Queenstown on the 11th. When you went to your boat were there people waiting to be passed into the boat?

- The first thing that I did, and that most of us did that were there, was that we cleared the falls away from the boats on the starboard side, and then we lowered the boats from forward to aft; and when I came to No. 11 I was told that the boat was full, and that I was to get on with the next boat. So I went into No. 13, and left in No. 13 after we had got a full load.

170 2510. So that you were in the same boat eventually when the boat left as Barrett?

- Yes.

171 2511. And Beauchamp - do you know Beauchamp?

- No, I cannot say that I do.

172 2512. He was a fireman. If you do not know him, never mind. We have seen him, and we know him. But you know Barrett?

- Yes.

173 2513. And you were with him?

- Yes, I saw him just now.

174 2514. I think I understand what you have said about what happened before you left, but just let us get it quite clearly. Were your orders to uncover all the boats along that side?

- I had no orders whatever.

175 2515. Why did you go then to help uncover all the boats on the starboard side?

- I went there because it was my duty.

176 2516. You knew that you had to do it?

- I knew it was my duty, and that is why I went there. I did not have any orders myself.

177 2517. But why did you go to uncover the boats on that side?

- Because I knew what had happened.

178 2518. You knew there had been serious damage done to the vessel?

- Certainly.

179 2519. I suppose you knew the order that had been given by the bos'un, or somebody, that all hands were to go on deck?

- I heard the bos'un say that as he went on deck, and I went up then just after the other fellows.

180 2520. You did not wait for anything more; you knew what your duty was - to go and help uncover the boats. That is right, is it not?

- Certainly.

181 2521. And then you helped uncover all the boats?

- I helped to uncover all the boats on the starboard side.

182 2522. Uncover them and get the falls ready?

- Yes.

183 2523. Get them ready for lowering?

- Yes. They were lowered on to A deck; that is where the passengers were put in, and from there they were lowered into the water.

184 2524. Your Lordship, we need not go in detail through this story again; we have had it already. Then you got to No. 13 boat. No. 11 boat ought to have been your boat; that was your station?

- Yes.

185 2525. Why did not you get into that?

186 - Because she was full up, and I went on to the next one.
 2526. Did you get any order about that?
 - No, but I did not want to make a jump for it, and I went on to the next boat because there was scarcely anybody in that boat.

187 2527. You mean there was scarcely anybody in No. 13 boat?
 - Yes. Mr. ----, I cannot tell you what his name is - a tall Officer, about 6 feet in height, fresh complexion - I forget his name; I could not remember his name - he was there attending to passing the passengers into the boats.

188 2528. Was it Mr. Wilde, the Chief Officer?
 - No, He is about the Sixth Officer, or the Fifth Officer.

189 2529. At any rate, he was a very tall man, according to you?
 - Yes, tall and spare. I think he was drowned.

190 2530. Then what did you do?
 - We put some women and children into the boat, and then there were some passengers got in, and I was ordered by him to get in the boat and we lowered away; and then No. 15 very nearly came on top of us.

191 2531. That is No. 13 you are speaking of?
 - Yes.

192 2532. And No. 15 very nearly came on top of you?
 - Yes.

193 2533. I do not think it will be useful to go all through that again; we have heard what happened from Barrett, and I shall leave that. Then what did you do when you got into the boat? Were there any seamen on board?
 - Three of us; three able seamen.

194 2534. Besides yourself?
 - There were three able seamen in the boat.

195 2535. In No. 13?
 - Yes, three able seamen.

196 2536. Who were they? Do you know who the other two were?
 - Hopkins was the name of one, but I do not know the name of the other fellow.

197 2537. But you knew he was an able seaman?
 - Yes.

198 2538. That is the important point; it made three?
 - Yes.

199 2539. Do you know how many men there were in the boat altogether?
 - Hopkins told me when I asked him the next day if he happened to know how many people there were in the boat that there were 64.

200 2540. Hopkins told you there were 64?
 - Yes. He said, "I counted them as nearly as possible 64."

201 2541. When you got into the boat and your boat got away from the side, did you see the vessel settling down?
 - She was going down; she was settling down by the bows, but the bows was not underneath the water when we left. What I mean to say when I say the bows - the deck was not underneath the water; the foc'sle deck was not under the water.

202 2542. (The Commissioner.) You mean the foc'sle deck?
 - Yes, the foc'sle deck was not under the water when we left the ship.

203 2543. (The Attorney-General.) Was it pretty low down?
 - About half way down I should say.

204 2544. What do you mean when you say "about half way down"?
 - I do not know; it is rather hard to say what the number of feet is. I do not know how

many feet there are from the waterline up.

205 2545. I want to understand what you mean. Do you mean she had got a good deal down?

- Yes; she was a good deal down.

206 2546. But not up to her foc'sle deck?

- Not up to her foc'sle deck.

207 2547. I want to know what you mean by saying she was about half-way down. Do you mean about half-way down from the height of the decks to the water?

- From the waterline to the foc'sle deck.

208 2548. Was she settling down quickly; could you see?

- Not so very quickly.

209 2549. Can you give us any idea of the time? I want you to help us as far as you can, although I know it is very difficult for you. Had you any idea of what time it was when you left in the boat - how long it was after you had come down from the crow's-nest?

- I could not say how long it was after. There were no clocks to look at, and I did not ask anybody the time until we got away in the boat. There was a lady there had a watch, and after the ship went down she told me that her watch said half-past two. That is all I know about the time. That was after the ship went down. But as regards other time, I am afraid I could not tell you.

210 2550. We will get the best help we can from you as to what was done. You pulled away from the "Titanic." Did you keep near to the other boats?

- Yes.

211 2551. A number of other boats?

- Yes; we kept in touch with each other.

212 2552. And did you keep in touch with the other boats until you were picked up by the "Carpathia"?

- Yes, in the morning.

213 2553. Did you lay off for some time in the boats. I mean, lay off the "Titanic"?

- We were about a quarter to half a mile away from the ship, laying off until she disappeared.

214 2554. So that you could see what was happening?

- Yes.

215 2555. Then did you see her settling by the head?

- She went down by the head.

216 2556. Did you see the lights on the ship?

- You mean the electric lights?

217 2557. Yes?

- Oh, yes.

218 2558. Were the lights burning on the ship until -?

- They burnt practically until she disappeared.

219 2559. That is what I wanted to know?

- I suppose until the dynamos were put out of order.

220 2560. Did you see her stern?

- No. I cannot say that I did from where I was in the boat. I was standing in the bottom of the boat, and I did not actually see the last part of her go. I saw her just before that, but when people said, "She's gone; that's the last of her," I did not actually see it. I cannot say.

221 2561. Did you see her stern in the air at all during any of the time?

- Well, I did not see her just before her final disappearance. I did not see that, I cannot say that I did.

222 2562. Did you hear any explosions?

- After she had gone down, yes.

223 2563. After she had gone down?
 - As she went down, you might say, you heard under-water explosions, like a gun-cotton explosion under water at a distance off. I suppose it was the boilers.

224 2564. When the steamer struck, was there any light of any other vessel to be seen?
 - No.

225 2565. And after leaving the steamer, did you see the lights of any other steamer before the "Carpathia"?
 - There was a ship apparently ahead of the "Titanic," as she was then, but, that ship was supposed to have disappeared. Anyway, we did not see her in the morning.

226 2566. But did you see her lights after you left the steamer?
 - We saw a light, yes, but we did not know what it was. It might have been one of our own boats that was showing a light. I could not say that it was a steamer.

227 2567. You saw a light?
 - I saw a light, apparently it was on the port bow of the "Titanic" as she was, it seemed to me. That was the one that we were going to pull for, but she disappeared.

228 2568. The light disappeared?
 - The light disappeared. Whether it was a fishing vessel or a steamer, or what she was, I do not know.

229 2569. (The Commissioner.) Or one of your own boats, I thought you said?
 - It might have been one of our own boats at a shorter distance. You could not tell; it was a dark night.

230 2570. (The Attorney-General.) I gather from what you said that it would only be a white light that you would see?
 - A white light was all that I saw.

231 2571. It might have been a masthead light?
 - It might have been a masthead light in the distance. I could not say for certain.

232 2572. And I understand you to say it might even have been the light of one of your own boats?
 - It might have been the light of one of our own boats.

233 2573. Did you see that light before the "Titanic" sank?
 - No.

234 2574. Does that mean that you only saw that light after the "Titanic" sank?
 - After I was in the boat, after leaving the ship.

235 2575. Those are two different things, you see. You got into the boat, and left the "Titanic" some time before she sank?
 - Yes.

236 2576. Before she sank had you seen that light?
 - No. It was only after being in the boat and away from the ship that we saw that light.

237 2577. (The Commissioner.) Yes, but did you see that light before the "Titanic" went down?
 - Yes, Sir, certainly.

238 2578. Then I have got it down wrong; you saw it. How long after you had got into No. 13 boat was it that you saw the light. Do not guess? If you do not remember tell me you do not remember.
 - I could not say how long it was.

239 2579. That is quite a proper answer. But are you sure that you saw this light, whatever it was, before the "Titanic" plunged to the bottom?
 - Yes, Sir.

240 2580. You did?
 - Yes, from the boat. I cannot say how long it was.

241 2581. You cannot say how long; all you can say is that you saw it before the "Titanic"

went down?
 - Yes, before the ship disappeared.

242 2582. (The Attorney-General.) Did you see any rockets sent up from the "Titanic"?
 - Yes, Sir.

243 2583. Before you left the vessel?
 - Before and after.

244 2584. Were they coloured rockets, or only white ones?
 - No, coloured rockets.

245 2585. Did you see any reply?
 - No, none whatever.

246 2586. Now, will you tell us, so far as you can, about the passengers in your boat. Had you third class passengers in your boat?
 - Second and third. A few second, principally third.

247 2587. Did they behave well?
 - Very well indeed.

248 2588. They were mostly women?
 - They were most women.

249 2589. Some children?
 - Four children.

250 2590. Was it very cold?
 - Very cold indeed.

251 2591. But you had no difficulty on board?
 - None whatever.

252 2592. Everybody bore it without complaint?
 - Yes, Sir.

253 2593. Before you left with your boat, did you see any other third class passengers, women or children, waiting to go into the boats?
 - There were no women left there when our boat was lowered into the water, not as far as I could see.

254 2594. You can only tell us what you remember. You saw the other boat lowered, that is, the boat astern of you, No. 15?
 - I did not notice what they had there. We had our work cut out to get away with the crowd that we had in our own boat.

255 2595. You were carrying a very large number, you mean, for the boat?
 - Yes, and we were right under that exhaust there (Pointing), and if the boiling water had got on to the people in the boat they would have made a start on the starboard side and capsized.

256 Examined by Mr. SCANLAN.

257 2596. When you are at sea in a fog is it a usual practice to station a watchman at the bows in addition to the lookout in the crow's-nest?
 - The captain of the ship has to be responsible for that kind of thing.

258 2597. Just tell me whether in your experience it is usual to do that?
 - If the captain of the ship thinks it is necessary.

259 2598. Have you seen it done?
 - I have.

260 2599. Have you seen it done frequently?
 - Frequently.

261 2600. Is not a haze a kind of a fog?
 - It is a kind of a fog, but you could not describe it as a fog.

262 2601. How long were you on your last watch before you observed the haze?

- I think I answered that question before. Didn't you hear me answer that question before?

263 Mr. Scanlan:
I did not.

264 The Commissioner:
You must not whisper your answers. Speak up so that we can hear you.

265 2602. (Mr. Scanlan.) How long had you been in the crow's-nest on your last watch?
- It was not so hazy to begin with as it was when the accident occurred.

266 Mr. Scanlan:
When you found the haze thickening -

267 The Commissioner:
Did he ever find it thick?

268 Mr. Scanlan:
I said "thickening," my Lord.

269 2603. (The Commissioner.) I thought you said "thick." (To the Witness.) Were you in a fog when this accident happened?
- No.

270 2604. (Mr. Scanlan.) Did you communicate with the bridge, that you found it hazy?
- No.

271 Mr. Scanlan:
I think you mentioned that you said to your mate, or your mate said to you, that you would be very lucky if you could see through the haze.

272 The Commissioner:
"If we can get through this."

273 2605. (Mr. Scanlan.) Were you not then of opinion that the pressure of that haze made the passage dangerous?
- I am not the Officer of the watch.

274 Mr. Scanlan:
I am not accusing you of that.

275 The Commissioner:
These questions are proceeding upon the assumption that that observation was made.

276 Mr. Scanlan:
That this observation was made to him, my Lord.

277 The Commissioner:
Yes.

278 Mr. Scanlan:
Was that observation made to you?

279 The Commissioner:
He says it was.

280 2606. (Mr. Scanlan.) When this observation was made to you did you not think it a proper thing to communicate with the Officer on the bridge?
- Certainly not. The Officer of the watch would ask you what you meant by it. He would ask you whether you were interfering with his duty or not.

281 2607. When you are going through a haze at night, is it usual to slow up - slacken speed?
- That has nothing to do with me. I am not on the bridge. I am a look-out man, as I said before.

282 2608. You have often been in a fog, I daresay, in Atlantic passages?
- I am in a fog now.

283 2609. You have been at sea for a number of years. Have you been sailing through an ice-field?
- Yes.

284 2610. When your ship is sailing through an ice-field, is it usual to go slow - to slacken speed?
 - Certainly.

285 2611. Is it not also usual when you are in a fog or in a haze to slacken speed?
 - Certainly.

286 2612. And speed on this occasion was not slackened?
 - I could not tell you.

287 2613. You could not tell?
 - No.

288 2614. What is the height of the crow's-nest above the foc'sle deck?
 - I do not know. I suppose it is a matter of between 40 and 50 feet above the foc'sle deck.

289 2615. (The Commissioner.) It is a little higher than the bridge, is it not?
 - Some distance higher, my Lord.

290 Mr. Scanlan:
 About 40 feet.

291 The Commissioner:
 He said that the crow's-nest is about 40 feet higher than the bridge.

292 The Attorney-General:
 I do not think he meant that, my Lord; I think he meant the foc'sle deck.

293 The Witness:
 Yes, I meant the foc'sle deck

294 The Attorney-General:
 Forty feet higher than the foc'sle deck.

295 2616. (The Commissioner.) That is a very different thing. How much higher than the bridge is it?
 - I suppose 20 feet something.

296 The Attorney-General:
 Your Lordship can see it there on the model.

297 The Commissioner:
 Yes, and I have seen the thing itself on the "Olympic."

298 2617. (Mr. Scanlan.) Would it have been easier to have observed the iceberg from the bow than from the crow's-nest?
 - I cannot answer you that.

299 2618. When you have been on other ships have you ever been at watch on the bows?
 - Yes.

300 2619. (The Commissioner.) Was there a crow's-nest on that ship?
 - Yes.

301 2620. And was there somebody in the crow's-nest as well?
 - Yes.

302 2621. And somebody on the bridge as well?
 - That was off the banks of Newfoundland.

303 2622. Was there somebody on the bridge as well?
 - Two quartermasters were there, and the Officer of the watch.

304 2623. What ship was this?
 - The "Minnehaha."

305 2624. What line does she belong to?
 - The Atlantic Transport.

306 2625. Is she a mail boat?
 - No, Sir.

307 2626. (Mr. Scanlan.) As you have been stationed both in the crow's-nest and in other ships

on the bows, I want you to give us your opinion as to whether it would be easier to see the iceberg if you were stationed at the bows than in the crow's-nest?

308 The Commissioner:
He has given you an answer to that which I believe to be quite true, that he does not know.

309 2627. (Mr. Scanlan.) You were assisting in the launching of all the boats from the starboard side?
- I did not say all the boats.

310 2628. A number of them?
- Some of them.

311 2629. How many of them?
- I do not know how many - about three or four.

312 2630. Were any of these three or four boats that you assisted in launching provided with lights, lamps?
- I did not look for them.

313 Examined by Mr. HARBINSON.

314 2631. I believe you went from Southampton to Cherbourg?
- Yes.

315 2632. Did you take many passengers on at Cherbourg?
- That I could not say.

316 2633. You do not know?
- No.

317 2634. Then you went from Cherbourg to Queenstown?
- Yes.

318 2635. Did you ship many passengers at Queenstown?
- A good number, but I cannot say how many.

319 2636. But a good number?
- Yes.

320 2637. Mainly, I suppose, third class passengers?
- Yes, third class passengers.

321 2638. (Mr. Harbinson.) Do I rightly understand that third class passengers were carried both fore and aft in the "Titanic"?

322 The Commissioner:
You do; you need not wait for an answer to that.

323 Mr. Harbinson:
Thank your Lordship.

324 The Witness:
Yes, fore and aft.

325 2639. You say you asked for glasses. Who did you ask?
- I did not ask.

326 2640. Did you know that anybody asked for glasses?
- Yes, I think Simmons asked.

327 2641. Who did he ask?
- He was supposed to ask one of the Officers on the bridge, but I do not know whether he asked. I am only just saying what I was told.

328 2642. (The Commissioner.) Simmons told you that he asked, did he?
- So I understand, that he asked the question on the bridge.

329 2643. Did Simmons tell you that he asked the question on the bridge?
- I think I am right in saying that he did.

330 2644. Are you sure about it?
- I will not swear that he did. I know that we all spoke about it, my Lord, and when they

asked.

331 2645. When who asked?

- When one of them asked about the glasses they were told there were none for us.

332 2646. Who was the one that asked?

- I think it was Simmons.

333 2647. What makes you think so?

- Because I can remember the conversation about it. We all spoke about it together.

334 2648. Who was there at this conversation?

- Fleet, Hogg, Evans, Simmons, and myself were all there.

335 2649. And were you all talking about binoculars?

- They were asking why they could not have them, because they had been in use from Belfast to Southampton, and they wanted to know what had become of the glasses that we had used in that time.

336 2650. Then the binoculars, according to this conversation, had been in the crow's-nest coming from Belfast to Southampton?

- Yes.

337 2651. And therefore when she left Harland and Wolff's, if this conversation ever took place and it was accurate, the binoculars were there, and they had vanished at Southampton?

- I was not there at the time, my Lord.

338 2652. But, as I understand, the conversation was to the effect that they had been in the ship when she left Belfast?

- Yes.

339 2653. And the matter being discussed at this conversation was where they had gone?

- Yes.

340 2654. And where had they gone?

- I do not know.

341 2655. Did the conversation lead to any conclusion on that point?

- We did not have any to use.

342 2656. I know that, so you say; but did you in your conversation arrive at any conclusion as to what had become of them?

- We simply went without them, my Lord, that is all.

343 2657. (Mr. Harbinson.) You considered it was a serious matter not to have them?

- If you have got good eyesight it is not necessary to have them perhaps.

344 The Commissioner:

That is your statement, you know.

345 2658. (Mr. Harbinson.) You were told to look out for ice and "growlers"?

- Quite so.

346 2659. Had you been told there was ice about?

- Yes.

347 2660. Did you know, as a matter of fact - had it been communicated to you - that a warning had been given from the "Baltic" as to ice being about?

- No. The orders were passed over from the man that we relieved.

348 2661. Jewell and the others?

- Jewell and Simmons.

349 2662. You knew that ice was about?

- You could smell it.

350 The Commissioner:

"Smell it"?

351 Mr. Harbinson:

That is his reply.

352 2663. (The Commissioner.) This is the first time I have heard that. Does he mean that he felt the cold? (To the Witness.) Is that what you mean by "smell"?

- There was a sudden change in the temperature, my Lord.

353 The Commissioner:
Then I understand.

354 2664. (Mr. Harbinson.) But so far as you knew the boat was going at the same speed?

- Yes.

355 2665. Was the haze visible from the bridge, this haze that you saw?

- It should have been.

356 2666. Despite the fact that this haze was about, you saw no slackening of speed?

- No.

357 2667. And no alteration of the course?

- No.

358 2668. I think you said that off the banks of Newfoundland on previous occasions there has been an additional man in the bows - an additional look-out?

- Yes.

359 2669. How many times in your experience?

- In the Navy they have extra look-outs on each side of the foc'sle, and may be aloft as well.

360 2670. But you yourself have seen it on boats you have been previously employed on?

- Yes.

361 2671. Immediately after the collision, did you come down from the crow's-nest?

- No, I waited till our relief's came up at 12 o'clock.

362 The Commissioner:
You are taking him all over the same story again. He told you that he came down from the crow's-nest at 12 o'clock, the end of his watch.

363 2672. (Mr. Harbinson.) Immediately you came down from the crow's-nest, did you see any of the passengers come from the forepart of the boat?

- No, because underneath the foc'sle you would not see anybody there, only the sailor folk or some of the firemen.

364 2673. Were there many passengers about the front of the boat when you came down?

- No.

365 2674. Did you see any stewards about?

- Yes, there may have been one or two, but I did not see many.

366 2675. Did you see anybody giving any instructions or warnings to the passengers in that part of the boat?

- I saw the bos'un and he sent the watch up on deck to clear the boats.

367 2676. But you did not hear any instructions given as to warnings to be given to the passengers?

- No, I could not hear them there.

368 2677. You made your way immediately down to boat No. 13?

- No, up from the foc'sle to the boat deck here (Showing.) right along the starboard side.

369 2678. To boat No. 13?

- No. 11, down the side to No. 11 and No. 13. (Showing.)

370 2679. Were there any passengers about the place about the position of boat No. 13?

- We had no women or children there, but there were a few men that went over to the other side, or got into the next boat.

371 2680. Was it before or after the lowering of your boat that you saw the rockets first go up?

- They were sending them up before the boat was lowered into the water.

372 The Commissioner:
 You have told us that already, you know.

373 Examined by Mr. LEWIS.

374 2681. How long have you been an A.B.?
 - [No Answer.]

375 2682. (The Commissioner.) How long have you been a sailor? How old are you now?
 - Forty-one.

376 2683. When did you first go to sea?
 - In 1887.

377 2684. That is twenty-five years ago, so that you went to sea when you were about 16?
 - Yes, 16.

378 2685. When did you become an A. B.?
 - Last year.

379 The Commissioner:
 It is a long time you know. He says he became an A. B. last year.

380 2686. (Mr. Lewis.) I do not press that point, Sir. How many times have you acted as look-out man?
 - [No Answer.]

381 2687. (The Commissioner.) Have you counted the number of times that you have acted as a look-out man?
 - I could not swear I have. I was a look-out man on the way to China in the "Cordelia," but I was not paid for it. I was 14 years in the Naval Service. I was in the "Minnehaha," and I was in the "Olympic," and I was in the "Titanic."

382 2688. (Mr. Lewis.) Is your sight good?
 - I hope so.

383 2689. Never anything the matter with your sight at all?
 - No.

384 2690. Is there an examination of the eyes before you are appointed look-out man at Southampton, or elsewhere?
 - Yes.

385 2691. Who by?
 - You go through the Board of Trade office.

386 2692. At Southampton?
 - Yes.

387 2693. What doctor examined you?
 - I do not know his name.

388 2694. A doctor did examine you at Southampton; did he particularly examine your eyes; did he test your sight?
 - Yes.

389 2695. Do you swear that he tested your sight at Southampton at the Board of Trade Dock there; do you swear that?
 - No.

390 2696. Let us be quite clear. You were examined by the Board of Trade doctor at the Southampton - is that so?
 - I am not going to answer that.

391 2697. (The Commissioner.) What did you say? Were you examined at Southampton by a doctor?
 - Yes, Sir, but not for eyesight though. He only just asked me - not a test to get a certificate for so that I can prove it. There is a doctor's examination when you fall in.

392 2698. Were you asked about your eyesight?

393 - Not specially.
 2699. Were you asked in any way about it?
 - I cannot say that I was.
 394 2700. (Mr. Lewis.) Can you tell us what form the examination took then. Were you
 examined separately; were all the men examined separately? What sort of examination did
 the doctor make?
 - I suppose he pleased himself. A medical man generally does, does not he?
 395 2701. What sort of examination did he make of you? What did he say to you?
 - You might ask me something easier because I cannot remember what the man said.
 396 2702. You say you were examined by the doctor - this is very important. I want you to
 answer the question. What form did the examination take; how long did it take?
 - We were falling in on the lounge deck and the doctor came and examined us all. I do not
 know that he particularly asked me anything.
 397 2703. Just a casual examination?
 - It was a casual kind of examination.
 398 2704. He did not ask you anything at all about your eyes?
 - No.
 399 2705. No special examination. Has there been any examination by anyone since, by a
 ship's doctor or anyone else, with respect to your eyes?
 - No.
 400 2706. (The Commissioner.) Is your eyesight good?
 - I think so, my Lord.
 401 2707. Do you believe that it is good?
 - I do.
 402 Examined by Mr. COTTER.
 403 2708. You said that the berg, when you first saw it, was half a mile away?
 - I did not. I said I could not say whether it was half a mile or a little more or a little less. It
 was impossible to say.
 404 2709. (The Commissioner.) I thought you said it was about half a mile away?
 - About half a mile.
 405 The Attorney-General:
 He did say that he really could not say, but that that was it as it appeared to him.
 406 2710. (Mr. Cotter.) If you had had a pair of night binoculars that night, and you were using
 them, I suggest to you that you would have seen that berg earlier?
 - Quite feasible.
 407 2711. And then there would have been a chance of telling the Officer on the bridge that it
 was ahead before you did.
 408 2712. (The Commissioner.) Can you tell me the difference between day binoculars and
 night binoculars?
 - No, my Lord, except that they are made in the trade for night use and day use.
 409 Examined by Sir ROBERT FINLAY.
 410 2713. Just a few questions. The practice varies a good deal, does not it, about supplying
 binoculars to the look-out men?
 - Well, Sir, I do not know. They are supposed to be. It may be that some companies would
 supply them and some companies would not supply them.
 411 2714. You know, I daresay, there is some difference of opinion as to whether it is desirable
 that the men who have to look out all round should have glasses?
 - Yes.
 412 2715. That is, I believe, because it leads them to fix their attention on the spot to which
 they are directing the glasses?

- Yes.

413 2716. There is a difference of opinion about that. Now about this light that you saw after you were in the boat. You saw it before the "Titanic" went down, as I understand you?

- Yes.

414 2717. Were there more lights than one?

- It seemed like a masthead light, or, as I said, it might be one of our own boats with a small light.

415 2718. How far off did you think it was?

- It might have been a matter of six miles; it might have been five miles.

416 2719. Five or six miles?

- It might have been that, five or six miles.

417 2720. How long did you see it?

- I could not say. I never know that I noticed it, because it was pointed out to me, and all the passengers were saying that they thought there would be a ship coming along. But really I could not tell whether it was a ship or whether it might have been one of our own boats that had gone away from the other side of the ship and pulled ahead.

418 2721. You thought it might be a masthead light of a ship five or six miles away?

- Yes, five or six miles away, of another ship; but as for being certain about it - I could not be certain.

419 2722. The haze could not have been very bad if you thought it was a masthead light, five or six miles off?

- This is afterwards, Sir. This is in the morning - when I say in the morning, it is about what time?

420 2723. The "Titanic" sank about 2 o'clock?

- Two something.

421 The Commissioner:
Half-past two.

422 2724. (Sir Robert Finlay.) Before the "Titanic" sank?

- This is after she had passed the berg, Sir. As she got clear of the berg the weather was clearer.

423 2725. Had the whole haze gone by that time? Had the whole of the haze disappeared by that time?

- It seemed to be clearer about that time.

424 2726. (The Commissioner.) About what time?

- I suppose about 2.30, my Lord.

425 2727. Then did this haze come on some time before 12 o'clock, and then lift just about the time the "Titanic" was sinking. Are you sure this haze existed at all?

- Yes, Sir, quite positive.

426 2728. (Sir Robert Finlay.) Was it ever very bad?

- It was so bad that you could not see the iceberg, Sir.

427 The Commissioner:
It was so bad that you could not see it.

428 2729. (Sir Robert Finlay.) It had lifted. When did it lift?

- It cleared.

429 2730. When?

- It was towards daylight. That is the only thing I can say.

430 2731. (The Commissioner.) But it was not daylight till about five o'clock?

- No.

431 2732. I understand that when you saw this light the rockets were going up from the "Titanic"?

- So they were.

432 2733. You saw the light before the "Titanic" went down, and when the "Titanic" was sending up rockets, and there was no answer from the light?

- Not as far as we could see.

433 2734. (Sir Robert Finlay.) There is just one other matter that perhaps you can tell me about. When you saw the water coming in you looked down No. 1 hatch?

- Yes.

434 2735. Could you see down to where on a lower deck the hatch was battened over and tarpaulined - battened down?

- Yes.

435 2736. You saw down to that?

- Yes.

436 2737. Below that would be the cargo?

- Yes.

437 2738. You know that, do not you?

- Yes.

438 2739. The various decks down to that would be decks with quarters for the firemen and so on?

- Yes.

439 2740. You saw this hatchway?

- I am not sure about this deck business. You could hear the water rushing in, but where it was coming from I could not tell you.

440 2741. What I want to know is did you see the water rising on the deck where the hatch was?

- Yes.

441 2742. That is what you mean?

- Yes, but I cannot tell you whether it was two decks or even below that.

442 2743. I will not trouble you about the number?

- The water was making its way into the ship.

443 2744. I quite follow. All I wanted to get clear was that you saw down to this hatchway?

- You could hear the water running in there.

444 2745. You saw the hatchway where it was tarpaulined over and battened down?

- Yes.

445 2746. The water was rising there?

- The water was washing round it as it came on to the deck.

446 2747. Did you see where the water was coming from - did you see any hole or anything like that?

- No, I could not see that from up top; you could not see that.

447 2748. From all you saw, the water may have been rising from below?

- Rising from below for all I know.

448 Further examined by the ATTORNEY-GENERAL.

449 2749. If I understand you aright, I suppose you were examined by the doctor when everybody else was examined - when you were all told to fall in?

- Yes.

450 2750. And not specially because you were the look-out man, or anything of that kind?

- No.

451 2751. That is in accordance with the regulations. There is one question I would like to put to you, because I am not sure that we have got your answer clearly upon it. When you were in the crow's-nest did you first of all feel the impact, the blow of the vessel on the iceberg? Did you feel it?

452 - The ship seemed to heel slightly over to port as she struck the berg.
2752. You felt her strike, did you?

453 - Oh, indeed, Sir.
2753. Then she heeled a little over to port?

454 - Very slightly over to port, as she struck along the starboard side.
2754. Could you tell at all whether she had struck above or below the waterline? Can you say that?

455 - It was hard to say that - we would not know.
The Commissioner:
What is supposed to have caused the ice to fall on the deck? Was it some part of the ship, the "Titanic," striking the berg above the waterline, or was it something that fell from the iceberg without the iceberg being struck.

456 The Attorney-General:
I should have thought myself that it followed that the vessel must have struck the iceberg, and brought the ice on to the deck.

457 The Commissioner:
So I should have thought, but I was wondering what part of the "Titanic" would strike the iceberg.

458 2755. (The Attorney-General.) I do not think there is any such suggestion. (To the Witness.) You have told us that you saw some ice fall on to the forewell deck?

- It must have been overhanging from the berg as she struck, otherwise it could not have come there, because there were no yards on the mast or anything of that sort. It must have been.

459 2756. It must have been either the head or the side?

- It caused it to fall inboard. This is where it landed, just on that forewell deck. (Showing on the model.)

460 2757. You did not notice that, did you. Did you notice whether there was any overhanging part?

- No, I cannot say what was overhanging; I cannot say the size.

461 2758. Did you notice where it fell on the forewell deck. Was it amidships or on the starboard side or port side?

- It was on this side here, the starboard side. (Showing.)

462 2759. I think there is one other thing you may still be able to tell us. When she struck, did the blow continue? Did she seem to be ripping along?

- There was a rending of metal.

463 2760. Did you notice that?

- Yes. You could hear that from where we were.

464 2761. You could hear a rending of metal?

- Yes, you could hear a rending of metal right away. It seemed to be running right along the starboard side.

465 The Attorney-General:
That is what I wanted to understand from you.

466 (The Witness withdrew.)