

British Wreck Commissioner's Inquiry

Day 9

Testimony of John E. Hart

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

Examined by the SOLICITOR-GENERAL.

9833. Is your name Hart or steward?

- Hart.

9834. Were you a third class steward on the "Titanic"?

- Yes.

9835. And at the time when the collision occurred were you off duty and in your bunk?

- Yes.

9836. What deck is your room on?

- The glory hole below E deck, below the main working alleyway.

9837. Do you mean that it is on E deck, or below E deck?

- Below E deck.

9838. Is it a room in which a number of third class stewards are together?

- Yes.

9839. I see a room on the plan that is marked "42 third class stewards"; would that be it?

- We have two rooms for third class stewards. They are both on the same level, but one is beside the third class dining room.

9840. And the other one?

- The other is further along - more amidships.

9841. I see, which was yours?

- Just beside the third class dining room.

The Solicitor-General:

Has your Lordship got it?

The Commissioner:

Yes, I have just seen it.

9842. (*The Solicitor-General - To the witness.*) It is marked "38 third class stewards," on deck F, I think?

- I think it is.

The Solicitor-General:

I think it is the more after one of the two, your Lordship sees.

The Commissioner:

Is it marked, "42 third class stewards"?

The Solicitor-General:

I understand him, My Lord, rather to suggest that it is the one in the afterpart of the same deck, a little further aft. There is another one marked, "38 third class stewards."

The Commissioner:

Yes, I see it.

9843. (*The Solicitor-General.*) I think that is what he means. (*To the witness.*) Close to the bakers?

- Yes.

9844. There is a room for six bakers next door?

- Yes.

9845. Very well, that is your room. Were you awakened by the collision?

- No.

9846. Did somebody else come and wake you up?

- Yes, somebody came along and woke me.
- 26 9847. You heard there had been an accident?
- Yes, they said there had been an accident.
- 27 9848. I think at first you did not think it was serious, and did not take much notice of it?
- Yes, and went to sleep.
- 28 9849. Who was it who came afterwards and gave instructions?
- The chief third class steward, Mr. Kieran.
- 29 9850. (*The Commissioner.*) Is he a third class steward?
- Yes.
- 30 9851. (*The Solicitor-General.*) What were the orders to pass along?
- He passed several orders. To me he said, "Go along to your rooms and get your people about."
- 31 9852. Would your rooms be the third class passengers' rooms?
- Yes.
- 32 9853. Which part of the third class accommodation is it that you were responsible for?
- Section K and part of M, the adjoining section, on E deck.
- 33 9854. That is part of the after third class accommodation?
- Yes.
- 34 9855. K and M?
- Yes.
- 35 The Solicitor-General:
Does your Lordship see on the plan of the E deck there is the letter "K" marked in that alleyway?
- 36 The Commissioner:
I see it.
- 37 9856. (*The Solicitor-General.*) And then further aft again M. (*To the witness.*) They use those letters K and M, and the other letters of the alphabet to indicate the different watertight compartments?
- No.
- 38 9857. Do not they lie between two watertight bulkheads?
- Yes, there are two watertight bulkheads at the afterpart of the beginning of the third class.
- 39 9858. I thought K lay between two, and M between two others, and so on?
- Yes, that is quite correct, K lies between two.
- 40 9859. (*The Commissioner.*) And M lies between two?
- No, M lies between the afterpart and one bulkhead.
- 41 9860. (*The Solicitor-General.*) We mean the same thing, I think, Mr. Hart. I thought we noticed when we went to see the ship that they used the letters of the alphabet to indicate the different compartments right along?
- That is it.
- 42 9861. Anyhow, your third class passengers were in the K section and in the m section?
- Part of M, yes.
- 43 9862. Are the third class passengers accommodated in different parts of the ship according as they are single men or married couples, and so on?
- Yes.
- 44 9863. And what is it you had in your section?
- I had part single women and part married.
- 45 9864. Married couples, I suppose?
- Yes.
- 46 9865. How many third class passengers had you in your sections altogether?
- Somewhere about 58.
- 47 9866. (*The Commissioner.*) Altogether?
- Altogether.

- 48 9867. Men and women?
- All told.
- 49 9868. (*The Solicitor-General.*) That would be including children?
- All told.
- 50 9869. And of those 59, how many would be in the married couples' part?
- How many married couples, do you mean?
- 51 9870. Yes, or put it the other way, you have a certain number of married men with their wives and families and a certain number of single women. Just divide it up?
- At the same time we had some married women travelling with their children.
- 52 9871. Give me some guide?
- I will give you a rough estimate.
- 53 9872. Take your 58?
- I had about nine married couples with children.
- 54 9873. I understand you had no single men?
- No, no single men.
- 55 9874. That would mean that you had got nine men?
- Nine husbands travelling with their wives.
- 56 9875. Nine husbands altogether?
- Yes.
- 57 9876. And the rest would be either ladies travelling alone, or wives or children?
- Yes.
- 58 9877. (*The Commissioner.*) Of the 58, nine were men?
- Nine were men.
- 59 9878. All the others were women or children?
- Yes.
- 60 9879. (*The Solicitor-General.*) When you got those instructions just tell us what you did?
- The chief third class steward was there, and he said "Get your people roused up and get lifebelts placed upon them; see that they have lifebelts on them." I did so.
- 61 9880. I suppose most of those people would have retired for the night?
- The majority had retired.
- 62 9881. Did you knock them all up?
- Yes.
- 63 9882. Can you tell us so far as your third class passengers are concerned, did you go to each third class compartment and rouse up your people?
- I went to each third class room and roused them.
- 64 9883. (*The Commissioner.*) Were most of them up or were they asleep?
- The majority were up. They had been aroused before I got there.
- 65 9884. (*The Solicitor-General.*) They are not single cabins, these third class compartments, are they; not single berths?
- They consisted of four berth-rooms and two berth-rooms, and two six berth-rooms.
- 66 9885. And what did you do about the lifebelts?
- I saw the lifebelts placed on them that were willing to have them put on them.
- 67 9886. (*The Commissioner.*) Some would not put them on?
- Some refused to put them on.
- 68 9887. (*The Solicitor-General.*) Did they say why?
- Yes, they said they saw no occasion for putting them on; they did not believe the ship was hurt in any way.
- 69 9888. Up to this time were any instructions given for your people to go to any other part of the ship?
- Not to my knowledge.
- 70 9889. Just tell us next what the next instructions were, or the next thing that you did. I will put the question

in another way. You have told us that the instructions you got from Mr. Kieran, that you were to rouse up your people and get lifebelts on them. Did he say anything about future instructions that would be given?
- He said there would be further instructions; that I was to stand by my own people.

71 9890. So you were expecting further orders?
- Yes.

72 9891. Now you can tell us what happened. What further orders were given?
- He said, "Have you placed lifebelts on those who are willing to have them?" I said, "Yes." After that there was a large number of men coming from the forward part of the ship with their baggage, those that were berthed up forward - single men.

73 9892. Third class?
- Yes. When I saw that my own people had the required number of lifebelts, or those who were willing to have them, I placed the remainder of the lifebelts in one of the alleyways beside which these people would have to pass in case any came through without lifebelts from the forward part of the boat.

74 9893. This is also on deck E?
- Yes.

75 9894. You told us these third class passengers who were berthed forward came down to the aft?
- Yes.

76 9895. That would be down that alleyway?
- Yes, down to the afterpart of the ship.

77 9896. And whether a third class passenger is berthed forward or berthed aft, is the third class dining-room aft?
- The third class dining-room runs from almost amidships to aft.

78 9897. What I mean is the third class passengers who are berthed forward would know their way aft, because they had been accustomed to go to the dining-room?
- Yes.

79 9898. (*The Commissioner.*) What deck is the dining-room, is it below E deck; that would be f?
-

80 The Solicitor-General:
It is very clearly shown on that big section up there. Your Lordship sees "Third class dining-room," indicated amidships. (*Pointing on the section.*)

81 The Commissioner:
It is right amidships.

82 The Solicitor-General:
Yes. Your Lordship sees the people who are berthed right forward would be quite accustomed to come back to that extent.

83 9899. (*The Commissioner.*) Yes, I see it. (*To the witness.*) These men coming from the forward part of the ship would come along the alleyway and then go down a companion ladder and get to the dining saloon?
- Yes.

84 9900. On the deck below?
- Yes.

85 9901. (*The Solicitor-General.*) Where was it you saw them?
- I saw them where I was placed in my part of the ship, where my people were.

86 9902. That is K and M?
- Yes, on the main alleyway.

87 9903. I think the next thing you will be able to tell us will be the further instructions as to where these people were to go?
- I waited about there with my own people trying to show them that the vessel was not hurt to any extent to my own knowledge, and waited for the chief third class steward, or some other Officer, or somebody in authority to come down and give further orders. Mr. Kieran came back. He had been to sections S, and Q, and R to see that those people also were provided with lifebelts.

88 9904. S, and Q, and R are all in the extreme afterpart of the ship, are not they?

- That is correct.

89 9905. S is on deck G, R is on deck F, and Q is on deck E, all in the extreme afterpart of the ship?
- Yes.

90 9906. He had been there to your knowledge?
- Yes, he had also his assistant with him, one by name, Sedginary. [Sidney Sedunary.]

91 9907. (*The Commissioner.*) The chief steward and his assistant, Sedginary, went right aft, did they?
- Yes.

92 9908. To S, R and Q?
- Q, S and R.

93 The Solicitor-General:
Your Lordship happened to say, "The chief steward." Of course, it is the chief third class steward. Your Lordship appreciates that?

94 The Commissioner:
Yes.

95 9909. (*The Solicitor-General - To the witness.*) Would those two people you have spoken of, Mr. Kieran and Mr. Sedginary, have any responsibility except for third class passengers?
- No, I think not; that is their own department of the ship.

96 9910. What about the assistant; you say his assistant was with him?
- Yes.

97 9911. In these compartments, do you mean?
- Going around he went round with him.

98 9912. Did Kieran survive?
- No.

99 9913. He was drowned?
- Yes.

100 9914. And the other man?
- The assistant also, he was drowned.

101 9915. You would have colleagues, other of the third class stewards, of course; do you know whether they were doing what you were doing?
- All the men that had rooms were.

102 9916. All the third class stewards who had got rooms?
- The third class stewards do not all have rooms. The third class stewards that had rooms went round to their respective sections and were doing the same as I was doing.

103 9917. (*The Commissioner.*) You mean those who had charge of rooms?
- Yes.

104 9918. You mean to say they roused the passengers and tried to get them to put on lifebelts?
- Yes.

105 9919. (*The Solicitor-General.*) How many third class stewards would there be who would have charge of rooms in the afterend of the ship?
- Eight.

106 9920. As far as you know they were each engaged in doing this?
- Yes.

107 9921. Now just tell us about the next thing?
- I was standing by waiting for further instructions. After some little while the word came down, "Pass your women up on the boat deck." This was done.

108 9922. That means the third class?
- Yes, the third class.

109 9923. Anything about children?
- Yes. "Pass the women and children."

- 110 9924. "Pass the women and children up to the boat deck"?
- Yes, those that were willing to go to the boat deck were shown the way. Some were not willing to go to the boat deck, and stayed behind. Some of them went to the boat deck, and found it rather cold, and saw the boats being lowered away, and thought themselves more secure on the ship, and consequently returned to their cabin.
- 111 9925. You say they thought themselves more secure on the ship? Did you hear any of them say so?
- Yes, I heard two or three say they preferred to remain on the ship than be tossed about on the water like a cockle shell.
- 112 9926. Can you in any way help us to fix the time, or about the time, when the order was given to pass the third class women and children up to the boat deck? Could you tell us how long it was after you were first roused, or how long it was before the ship went down?
- Well, as near as I can. The vessel struck, I believe, at 11.40. That would be 20 minutes to 12. It must have been three parts of an hour before the word was passed down to me to pass the women and children up to the boat deck.
- 113 9927. (*The Commissioner.*) This would be about 12.30?
- Yes, My Lord, as near as can be.
- 114 9928. (*The Solicitor-General.*) You say the word was passed down and you heard it?
- Yes.
- 115 9929. And you had your other colleagues there, other third class stewards. Was the word passed along?
- Yes, we were in a bunch. The whole sections are in a bunch. The word was passed right round, "Women and children to the boat deck," at somewhere about 12.30.
- 116 9930. When you heard it you would repeat it?
- The word was passed along; it was said loud enough for anybody to hear.
- 117 9931. In order that your third class women and children should get from those quarters up to the boat deck, they would have to mount a number of decks and go up a number of stairs?
- I did not take them that way.
- 118 9932. How did you take them?
- I took them along to the next deck, the C deck, the first saloon deck.
- 119 9933. You are making it very clear. There is a third class stairway going up?
- Yes.
- 120 9934. Did you take them by the third class stairway up to C deck?
- I took them up into the after-well deck, that would be the third class deck up one companion to C deck.
- 121 9935. Do you see the plan (*Pointing on the plan.*)?
- There is no occasion; I know the ship.
- 122 9936. It is to help us, not you. You say there are a series of stairways indicated. It is the third class stairway going up, is it not?
- Yes.
- 123 9937. The regular way by which third class passengers would go up if they were going to get to -?
- The after-well deck.
- 124 9938. And is that the way you took them up?
- Yes.
- 125 9939. As far as the C deck?
- Yes.
- 126 9940. It is marked on the plan?
- It is up one companion.
- 127 9941. It is marked on the plan, "Third class Entrance," I think?
- I do not know how the plan is marked.
- 128 9942. Is it a wide stairway with rails dividing the stairs into sections?
- Yes, it is very wide.
- 129 9943. So that 20 or 30 people could walk up abreast?

- Well, hardly that.
- 130 9944. Well, 15 people?
- I should imagine six aside could go up easily.
- 131 9945. That would bring them up then, as I follow you, to the C deck, to the after-well deck; and how would you get them from there to the boat deck?
- I took them along to the first class main companion from there.
- 132 9946. (*The Commissioner.*) You did yourself?
- Yes.
- 133 9947. (*The Solicitor-General.*) You led them, you guided them?
- I went ahead of them.
- 134 9948. That would mean on C deck going forward. Would it mean passing the second class library, and all that?
- Yes. The beginning of that deck is the second class, and further along, the saloon.
- 135 The Solicitor-General:
Your Lordship has the plan of C deck. I do not know whether that is before you now?
- 136 The Commissioner:
Yes.
- 137 The Solicitor-General:
Your Lordship sees he comes up to that deck by what is there marked as "Third class Entrance" in the extreme afterpart of the ship?
- 138 The Commissioner:
I see that.
- 139 The Solicitor-General:
Then he guides his people forward along that deck, past the second class part of the ship, where the second class library is marked.
- 140 The Commissioner:
I see that.
- 141 9949. (*The Solicitor-General.*) And goes still forward until he comes to the first class stairs, which is next to what is marked "Barber's shop," a big stairway. (*To the witness.*) Then did you guide them up that first class stairway to the boat deck?
- Right to the boat deck.
- 142 9950. At that time, when you took up your people by that route, was there any barrier that had to be opened, or was it open to pass?
- There were barriers that at ordinary times are closed, but they were open.
- 143 9951. They were open when you got there?
- Yes.
- 144 9952. How many people of your lot did you take up the first time you went up this course to the boat deck?
- Somewhere about 30.
- 145 9953. All women and children of the third class?
- Yes, on that occasion, on the first occasion.
- 146 9954. And having got them to the boat deck, do you remember whereabouts on the boat deck you took them to?
- Yes. I took them to boat No. 8, which was at that time being lowered.
- 147 9955. That is the fourth boat on the port side?
- Yes.
- 148 9956. Practically opposite the second funnel, or a little more forward than the second funnel?
- Yes.
- 149 9957. Did you leave them there?
- I left them there and went back again.

- 150 9958. And when you went back what happened then?
- But on the way of my getting back other passengers were coming along, third class passengers. They were also being shown the way to the boats. Amongst them were females - the husbands and fathers were with them.
- 151 9959. Who was showing them the way?
- One by the name of Cox.
- 152 9960. Is he a steward?
- Yes.
- 153 9961. One of your colleagues?
- One of the third class stewards.
- 154 9962. Was Cox saved, do you know?
- No.
- 155 9963. Did they follow the same route to go to the boat deck?
- Well, by the way he was taking them they must have done.
- 156 9964. You returned to your people?
- I returned to my own part of the ship.
- 157 9965. Did you bring up any more?
- Yes, about 25. I had some little trouble in getting back owing to the males wanting to get to the boat deck.
- 158 9966. The men?
- Yes. After the word was passed round for women and children, I was delayed a little time in getting a little band together that were willing to go to the boats.
- 159 9967. A band of women and children?
- Yes.
- 160 9968. How many did you gather?
- Somewhere about 25.
- 161 9969. Were those all people from the rooms you were responsible for?
- No, also from other sections.
- 162 9970. Were they all third class passengers?
- Yes.
- 163 9971. Did you guide them by the same route?
- Yes.
- 164 9972. Where did you take them to?
- I took them to the only boat that was left then, boat No. 15.
- 165 9973. This is an important thing. You say the only boat that was left?
- That I could see.
- 166 9974. Do you mean the only boat that was left on either side of the ship?
- I came along the starboard side of the vessel and on that side of the vessel that was the only remaining boat.
- 167 9975. That is the aftermost boat on the starboard side?
- Yes, the last boat on the starboard side.
- 168 9976. That is the boat we have had some evidence about this morning. Can you tell me whether at that time there were any boats on the port side?
- I cannot say, I did not go; the last boat I saw on the port side launched was when I took my first lot of passengers to boat No. 8.
- 169 9977. At that time when you took your lot of passengers to boat No. 8 on the port side were there any other boats left on the port side?
- It is like this. From boat No. 8 I believe there is a big square right amidships. I did not look further.
- 170 9978. You mean there is a big empty space?
- Yes.

171 9979. Of course boat No. 8 is one of the forward lot of boats?
- Yes.

172 9980. You would come up by the main companion way, and coming up by the main companion way would come up almost opposite boat No. 8?
- Yes.

173 9981. And so you went straight to it?
- Yes.

174 9982. You really cannot tell us whether at that time the after boats on the port side were still there or not?
- I cannot tell you.

175 9983. And when you came up the second time you say you went to the starboard side?
- I came up on the starboard side. It was on the starboard side that I came up. I went across in the first place to the port, because at that time they were lowering away the port boats.

176 9984. You mean the first time you came on the boat deck?
- Yes, and on my return to the deck the second time, I could see that there were no boats being lowered away from the port.

177 9985. You could?
- Yes, from the open space which is right opposite. I then took them to the starboard side. There was on that side one remaining boat, No. 15.

178 9986. I see that in order to get from the first class companion up which you came to boat No. 15, you would come out on the boat deck, if you look at the model, just in front of the second funnel, and you would have to walk right back to the aftermost boat, which we see there. That is right, is it not?
- Yes.

179 9987. And you could see, of course, that there were no boats left until you got to No. 16?
- On the starboard side there were no boats left except that one.

180 9988. When you got with these people to No. 15 was there room for them in it?
- Yes, they were placed in it.

181 9989. Now this is on the boat deck?
- Yes.

182 9990. Not on A deck?
- No.

183 9991. Do you mean that these people were put into it from the boat deck?
- From the boat deck. The boat was lowered right flush with the rail on the boat deck.

184 9992. From the davits?
- From the davits to the level of the rail to enable the people to get in easier.

185 9993. I had better tell you why, because it helps us all. We have had other evidence, you see, and it is not very clear from the other evidence where the people got in?
- Am I clear?

186 9994. You are clear. Are you quite clear in your own mind that they got in from the boat deck?
- Yes.

187 9995. (The Commissioner.) 25?
- There were more than 25, but I took up 25.

188 9996. Your 25 got into No. 15 boat from the boat deck?
- Yes.

189 9997. (The Solicitor-General.) I daresay you can tell us a bit further about it. When you got to boat 15 with these 25 people, were there any people in boat No. 15 already?
- Yes.

190 9998. About how many, or who?
- Well, I can give you a rough estimate.

191 9999. Yes, of course?

192 - The last 25 were passed in from the boat deck.
 10000. Your 25?
 - Yes.
 193 10001. (The Commissioner.) Were they mixed, women and children, or were they women?
 - There were three children with them, My Lord.
 194 10002. Twenty-two women and three children?
 - The boat was then lowered to A deck. We there took in about five women, three children,
 and one man. He had a baby in his arms.
 195 10003. Five women, three children, and a man with a baby from A deck?
 - Yes; the boat was then lowered away.
 196 10004. Into the water?
 - Yes.
 197 10005. You were in her, as I understand?
 - Yes.
 198 10006. Did you get in her from the boat deck?
 - Yes.
 199 10007. At the time when your second contingent got in?
 - After; yes.
 200 10008. How many people do you think were in boat No. 15 after she got into the water,
 and when she was saved?
 - I would not like to vouch for its accuracy, but I can give you an estimate.
 201 10009. What is your estimate?
 - I should say somewhere about 70 after we left A deck.
 202 10010. Another Witness has told us he thinks 68?
 - Well, it is a rough estimate; it is pretty near it.
 203 10011. Now let us see if you can help us as to how many members of the crew there were
 in boat No. 15. There is yourself, of course?
 - Yes.
 204 10012. Can you tell us how many other members of the crew there were in boat No. 15?
 - I should say about 13 or 14 all told of the crew.
 205 10013. There is a man named Cavell, a little short man, who is a trimmer?
 - Yes.
 206 10014. Do you know him?
 - Yes.
 207 10015. He was in the boat?
 - Yes.
 208 10016. Do you know a bath room steward named Rule?
 - Yes, I know him.
 209 10017. He was in the boat?
 - I saw him get out of the boat.
 210 10018. That will prove it. Then a man named Diamond we have heard of; he was a
 fireman?
 - Yes.
 211 10019. Was he in the boat?
 - Yes.
 212 10020. Who was in charge of her?
 - This Diamond - at least, he had all the say, and so I take it he was in charge.
 213 10021. I suppose so. Then I think there is only one other name I have heard, that is Lewis.
 Was there a man named Lewis, said to be a third class steward? Do you know about that?
 - I no doubt know them by sight, but we had nearly 60 third class stewards, and it is rather

difficult to know their names.

214 10022. Then we have heard something about somebody called Jack Stewart. Is that somebody else?

- Well, I know the name, but I would not like to vouch for him being in the boat, as I did not see him.

215 10023. I want to be sure we do justice to you. You got your second contingent, 20 or 25, into the boat. They got in before you did?

- Yes.

216 10024. Now, were any directions given about your getting into the boat?

- Yes, I was ordered to get into the boat.

217 10025. Please, tell us about it?

- After I saw my people in, the Officer who had charge of the lowering away of that boat.

218 10026. That was Mr. Murdoch, was it not?

- Yes, Mr. Murdoch. It was rather dark on the deck. He said, "What are you?" I said, "One of the crew. I have just brought these people up." He said, "Go ahead; get into the boat with them."

219 10027. And that is how you came to get in?

- Yes.

220 10028. Let us take your estimate - 13 or 14 of the crew out of some 70?

- Yes.

221 10029. That will leave us something like 55 others?

- Yes, or 57.

222 10030. You have told us of that 55 or 56, some 25 were your contingent, your women and children that you brought up?

- Yes.

223 10031. That is 25 out of the 55; that leaves about another 30?

- Yes.

224 10032. And you have told us that, besides, there were taken in from the a deck five women, three children, and a man with a baby?

- Yes.

225 10033. That knocks off 10 more?

- Yes.

226 10034. That leaves 15 more people. Now, can you give us any idea whether those 15 remaining people were men, women, or children, or what?

- Yes.

227 10035. Will you tell us?

- There were about three male passengers and the rest were women.

228 10036. (The Commissioner.) Do the three that you talk about include the man who came on board with a baby in his arms?

- No.

229 10037. Then there were four men?

- There were four men.

230 10038. Four men and 13 or 14 of the crew?

- Yes.

231 10039. Then out of the whole boatload of 70 there were about 18 men?

- Yes.

232 10040. (The Solicitor-General.) And it follows that if that is right there would be about 50 women and children?

- Yes.

233 10041. Your people that you were responsible for were third class people?

- Yes.

234 10042. Can you tell us about the people that were taken in from the a deck, the five women and three children and the man with the baby; do you know at all what class they belonged to?

- Yes.

235 10043. What were they?

- They were also third class.

236 10044. And those people who were on the boat before your contingent got into it, what class did they belong to as far as you know?

- I should imagine they were either first class or second.

237 10045. Then it comes to this, that as far as you can tell us, it was either first or second class people who were in that boat before you got there. Then your people got in and some more people got in from A deck, and those people you think were third class people?

- Yes.

238 10046. When you left the third class part of the ship the second time, the last time, were there any more third class passengers down there?

- Yes, there were some that would not come to the deck.

239 10047. They would not come?

- They would not leave their apartments.

240 10048. Of course by that time you at any rate had realised that this was a very serious accident?

- Yes, but they would not be convinced.

241 10049. Did you do your best to convince them?

- Everybody did their best.

242 10050. Did you hear other people trying to persuade them?

- Yes.

243 10051. On this second journey of yours, the last journey, did you see other stewards or not engaged in getting people?

- Yes, I met several on the deck directing them the way to the boat deck. There was one man at the foot of the companion leading from the sleeping accommodation to the after-well deck; there was one man at the end of the companion leading from the well deck to the E deck, and there were others along the saloon and second cabin deck showing them the way to the boat deck. So that there was no difficulty for anybody who wanted to get to the boats to find their way there.

244 10052. There is a third class interpreter, is there not?

- Yes.

245 10053. Did you see him about?

- Yes.

246 10054. Some of your third class passengers are foreigners?

- Yes.

247 10055. What was he doing?

- He was trying to keep some of the foreigners quiet.

248 10056. We have been told that there is an emergency door that can be opened and will let people from the third class into the alleyway, so that they could use the second class companion?

- Yes.

249 10057. You did not go by that route, I know?

- No.

250 10058. Did you see whether or not that door was open?

- Yes, I could see the door was open.

251 10059. Could you see whether it was being used as a means of getting from the third to the second?
 - The people that were coming from the forward part of the ship were making right for the after-well deck of the third class, and one was following in the others' train.

252 10060. And would they pass through that door?
 - No, they would have to pass that door but not through it.

253 10061. What I wanted you to tell me was, whether that door which you say was open in order that people could get through, was used at all?
 - I cannot tell you that; I saw nobody use it.

254 10062. When this boat No. 15 left the boat deck with your 25 women and children in it and then you following in as Mr. Murdoch told you, were there any other women and children on the boat deck there?
 - Yes, there were some first-cabin passengers.

255 10063. Women?
 - Women with their husbands, I take it.

256 10064. This was the last boat to leave, at any rate, on the starboard side?
 - Yes.

257 10065. Were there men there?
 - Yes.

258 10066. A number of them?
 - A number of them.

259 10067. What was the discipline? What was the order then?
 - Absolute quietness.

260 10068. On the boat deck?
 - Yes.

261 10069. And when this last boat No. 15 got to the a deck and took in these five women and three children and the man, were there any other people on the a deck?
 - Yes, there were some men.

262 10070. Men?
 - Yes.

263 10071. Do you mean that there were only men left on the a deck?
 - Yes.

264 10072. When the boat got to the a deck did you hear any orders given or any cry raised to see whether there were women and children?
 - Yes, there had been repeated cries before that boat was lowered, for the women and children.

265 10073. And were they looked for when it reached the a deck?
 - Well, there were stewards all round the ship. I take it that there were.

266 10074. I understand you to say that so far as you know there were no other women and children on the a deck?
 - No. I saw none.

267 10075. As a matter of fact, was there any room in your boat when it left A deck, or was it full?
 - Had there been any more women or children I take it they would have made room.

268 The Commissioner:
 There were some women.

269 The Solicitor-General:
 Not on the a deck.

270 The Commissioner:
 No, on the boat deck.

271 The Solicitor-General:
His point is that those on the boat deck would not go.

272 The Witness:
Had there been any more I have no doubt a place would have been found for them, even if they had to lie on others.

273 10076. Lord Mersey has just pointed out that you told us, on the boat deck where the boat left there were some women and their husbands. How was it they did not get into the boats?
- Because the cry was for the women and children, and the boat at that time was practically full of women and children, and these women would not leave their husbands.

274 10077. That is what I wanted, that was the impression you got, was it?
- Yes.

275 10078. Did you hear any of them say so on the boat deck?
- Yes.

276 10079. You did?
- Yes.

277 10080. You have told us that you were one of a number of some 60 third class stewards?
- Yes.

278 10081. Can you tell me how many third class stewards were saved?
- Yes, I believe 11 or 12.

279 10082. Out of 60?
- Yes.

280 10083. And you have told me that you had about 55 or 60 people to look after in the third class cabins that were your duty?
- Yes.

281 10084. Can you tell me of those how many were saved?
- I would not vouch for those that got away in other boats outside of the one that I was in myself.

282 10085. Do you know how many of your own lot of people you were able to save?
- I would not like to say "able to save," but I saw in the same boat as myself those that I took to the boat - in the boat I got away in, No. 15.

283 10086. And the others?
- They were not all mine.

284 10087. (The Commissioner.) They did not all come out of your section of the afterpart; some belonged to other stewards?
- Yes, other sections.

285 10088. (The Solicitor-General.) I thought you might have been able to see them afterwards on the "Carpathia"?
- Yes, I saw a lot of them.

286 10089. I thought that you could tell us probably how many people that were under your charge were saved?
- I see what you mean. I should like to give you some idea. I saw about 20.

287 10090. Whom you recognise as being in the cabins you had?
- Whom I recognised as being in my rooms.

288 10091. (The Commissioner.) That is 20 out of 58?
- Yes.

289 10092. (The Solicitor-General.) The others came from other sections. I am told I may have made a mistake, and we ought to get it right. It is the first class companion up which you came. I said it was the one near the barber's shop. Is that right or not?
- To tell you the truth, I did not know where the barber's shop was.

290 10093. Is it the main companion?
 - The main companion.

291 10094. The big one?
 - Yes.

292 The Solicitor-General:
 That identifies it. I see it is close to the purser's office.

293 The Commissioner:
 The companion forward of the boiler casing?

294 The Solicitor-General:
 Yes, My Lord, that is my meaning; it is the big one.

295 The Commissioner:
 And it would bring him up opposite No. 8 boat?

296 10095. (The Solicitor-General.) That is it. And, putting it another way, it would bring him
 up between the first and second funnels of the ship. (To the witness.) That is the one, Mr.
 Hart, is it not?
 - Yes.

297 Examined by Mr. SCANLAN.

298 10096. At first, I take it, you were trying to assure the passengers under your charge that
 they were in safety?
 - Yes.

299 10097. When you realised that the position was very serious, what did you say to those
 people?
 - I told the people to lose no time in getting to the boat deck.

300 10098. Did you tell them the ship was sinking?
 - No, I did not know the ship was sinking.

301 10099. Even amongst the 49 women and children for whom you were responsible, did
 some of those go back to their quarters?
 - Yes.

302 10100. And refused to go?
 - Yes.

303 10101. When those people refused to go, did you again go back to them and tell them that
 those in charge knew that the ship was in a very dangerous condition?
 - Yes; they were informed the second time I went back.

304 10102. You made it perfectly clear to them?
 - Everything was clear.

305 10103. At the time you were leaving in No. 15 boat, were there rockets being sent up?
 - Yes; rockets had been fired some time previous to that.

306 10104. You saw that yourself?
 - I saw the rockets fired; yes.

307 10105. Have you had boat drill during your experience as a steward?
 - Yes.

308 10106. On a number of ships?
 - Yes.

309 10107. You handled an oar yourself, did you in No. 15?
 - Yes.

310 10108. And you are quite accustomed to the handling of an oar?
 - I believe so.

311 10109. Have you had practice, some training, in handling lifeboats?
 - Well, I have had the usual boat drill on board ship, but previous to that I have had some
 exercise at rowing a boat.

312 10110. Is it the usual practice in ships you have been on to have boat drill?
 - Yes.

313 10111. What companies have you been with?
 - The American Line.

314 10112. And what else?
 - Only that.

315 10113. How often do they have boat drill there?
 - As a Rule, one each way, out and home.

316 10114. Do you call that a boat drill or a boat muster?
 - Fire and boat muster.

317 10115. Do the stewards and the firemen as well as the a.B.'s and other deckhands take part in that boat muster?
 - Yes. They have to attend this boat muster, failing which, they are logged for non-attendance - fined.

318 10116. You had not a boat muster on the "Titanic"?
 - No.

319 Examined by Mr. ROCHE.

320 10117. You have told us that when you got the order to muster the women and children it was about half-past 12, you think?
 - Somewhere about that.

321 10118. Now I want you to give us your best estimate of the time when you left the ship - when the boat was lowered from the ship?
 - When boat No. 15 was lowered?

322 10119. Yes; it was the last boat, was it not?
 - Yes.

323 10120. What is your idea about the time then?
 - I should say about a quarter after one.

324 10121. You had been going between half-past 12 and a quarter-past one two or three times backwards and forwards from the deck to your quarters at k that you had charge of?
 - Yes.

325 10122. To do that you passed "Engine Room Casing"?
 - I could not tell you anything about the engine room casing.

326 10123. You pass along E deck, do you not?
 - No, I did not go along E deck.

327 10124. What deck were you on?
 - I was on E deck, but I went right aft.

328 10125. You never went as far as the engine room?
 - No.

329 10126. Was the electric light going all the time?
 - Yes.

330 10127. But what the engines were doing you do not know?
 - No; the light was burning brightly.

331 10128. But what the main engines were doing, you did not know?
 - I cannot vouch for what they were doing.

332 10129. Did you ever see any of the engineers on the boat deck?
 - No; I would not know them, perhaps, if I saw them.

333 10130. You would not know them at all?
 - No.

334 10131. How many Officers did you see on the boat deck? You saw Mr. Murdoch?
 - I saw Mr. Murdoch on two occasions, the only two occasions on which I went to the boat

deck.

335 10132. You never were on any deck below No. E deck at that time?

- Yes, the third class dining room is below E deck; our own quarters are below it.

336 10133. The watertight bulkheads are there and extend up to E deck, I understand?

- Yes.

337 10134. They extend up as high as E deck. When you passed along to go to the third class dining saloon, was the watertight bulkhead in the way there, open or shut?

- Open.

338 10135. It is F deck you are talking about?

- It is the deck below E deck.

339 10136. It is f you are speaking of?

- Yes; that is where the dining room is situated, and where I was sleeping.

340 Mr. Roche:

When did you go there that night?

341 The Commissioner:

What is it you are putting to him?

342 Mr. Roche:

I am putting to him whether he was on a deck below E deck.

343 The Commissioner:

Yes, and he says he was.

344 10137. (Mr. Roche.) When was that? You slept there. Your own berth was there?

- Yes.

345 10138. You were there in your berth at the time of the collision?

- Yes.

346 10139. You went up from there to E deck?

- Yes.

347 10140. Pretty soon?

- Yes, pretty soon, when I realised the ship's condition.

348 10141. When you went along to get up you passed the position where the watertight bulkheads were?

- Yes.

349 10142. Were they open or shut?

- Open.

350 10143. Did you go down on to that deck again at any time?

- No.

351 10144. You cannot tell us at all whether those watertight bulkheads were open or shut?

- No, I cannot tell you.

352 10145. How long after the collision was it that you went up? Five minutes, ten minutes, or only a few minutes?

- Well, after the collision, on being aroused first by a man coming from forward, a steward, he said there had been an accident, and I closed my eyes and went to sleep again; I did not believe it.

353 10146. How long for, do you suppose?

- Oh, I should imagine somewhere about 15 or 20 minutes.

354 10147. And when you left 15 or 20 minutes or longer than that, after the contact with the berg, the watertight bulkheads were open?

- Yes.

355 Examined by Mr. HARBINSON.

356 10148. Did I rightly understand you to say that very shortly after the impact Kieran told you to go down to your people and rouse them up?

- Yes.

357 10149. Did I rightly understand you also to say that you went round the whole of the two sections allotted to you?

- Yes.

358 10150. Did you go to each of these cabins and arouse the occupants of each compartment?

- Yes, those that were not already aroused.

359 10151. Those that were not already up or had not gone to bed. Now, I should like to know what are the means employed to prevent the third class passengers during the voyage from straying into the first and second class decks and quarters of the ship. First, are there collapsible gates?

- Yes, gates that can be removed. Dividing the third class deck there is a companion; dividing the second class deck and the first class deck there is a barrier.

360 10152. Are those kept fastened during the course of a voyage - the barrier and the companion?

- No.

361 10153. Are they open?

- Well, the barrier that lifts over and the gate that fixes in, you can just take it out with your hand; it is never locked.

362 10154. Do I understand you to say that those gates are not locked at any time and the barrier is not fastened?

- Not to my knowledge.

363 10155. So that at any time a third class passenger, by pushing the gate or by raising the barrier, can go to the second class deck or to the first class deck. Is that right?

- That is correct. That is, of course, if there is nobody there on watch. There usually is a quartermaster standing by there or a seaman.

364 10156. Have you ever seen those gates locked?

- No, I was not long enough on the ship to see them locked.

365 10157. I mean, any other ship. What ship were you on before you came on to this ship?

- I have been in the whole four of the American Line boats.

366 10158. On any of the previous boats have you seen those barriers or gates locked to prevent the third class passengers straying on to the first or second class decks?

- You see, the ships are built differently. The American Line boats are built entirely differently from the "Titanic."

367 10159. I want to make it quite clear. Is it the usual practice on trans-Atlantic passenger steamers to keep the gates locked and the barriers fixed so that they cannot be opened by third class passengers?

- I do not know of it.

368 10160. Have you seen it?

- I have not seen it.

369 10161. How many days had you been on the "Titanic" before the accident took place? What day did you join?

- The ship left on the 10th, on the wednesday; I joined the ship on the Friday before the wednesday.

370 10162. You had been on board a number of days then, and during the time that you had been on board had you looked whether or not those gates were locked or the barriers fixed?

- No.

371 10163. You had not looked?

- No.

372 10164. Do I rightly understand you to say that you do not know whether they were locked

or not? Is that the effect of your evidence?

- No; I fail to understand you.

373 10165. You did not look whether the gates were locked or the barrier closed from the time you went on to the "Titanic" until the time of the accident. Is that so?

- I do not see how they could be locked. I do not think so at all.

374 10166. Did you look to see whether the gates were locked or the barriers permanently fixed down?

- Prior to the accident?

375 10167. Yes?

- No.

376 10168. Therefore you do not know whether they were or were not?

- Previous to the accident I cannot answer.

377 10169. Therefore at the time of the collision you do not know?

- No. I say previous to the accident.

378 Mr. Harbinson:
I quite follow you.

379 10170. (The Commissioner.) They were all down, as I understand, when you were bringing the passengers away?

- Yes, My Lord.

380 10171. All three were opened?

- Yes, My Lord.

381 10172. (Mr. Harbinson.) Did you see anybody open these gates or raise these barriers?

- No, I did not see anybody open them; but I had to pass through them, and I saw them open.

382 The Solicitor-General:
Not "opened" but "open."

383 10173. (Mr. Harbinson.) You saw them open?

- Yes.

384 10174. You do not know who opened them?

- No.

385 10175. You saw them open?

- Yes.

386 10176. That was when you were taking up the first batch of third class passengers?

- Yes.

387 10177. Do I gather rightly from you that it was a considerable time after the third class steward had told you to rouse up your people that you went about reassuring these people and telling them that the vessel was not hurt?

- No; right from the very first we were trying to convince the people that she was not hurt.

388 10178. Did I understand you rightly when you said that "A large number of men were coming from forrard, from the front part of the ship; I went about among my people trying to show them that the vessel was not hurt"?

- Trying to "assure" them - not to "show" them.

389 10179. I accept your correction - "trying to assure them that the vessel was not hurt" - is that what you said?

- That is so.

390 10180. Why did you on your own authority, after you had been told by the first class steward -?

- By who?

391 10181. By your chief third class steward to go down and rouse these people - Why did you upon your own authority go round and tell them that the vessel was not hurt?

- It was not on my own authority at all.

392 10182. Who told you to do that?

- The third class steward told me to get my people about as quietly as possible.

393 10183. Why did he tell you to get them up?

- I cannot answer why he did. I take it, on account of the collision. He must have had word that there had been an accident.

394 10184. And, knowing from him that there must have been an accident, and that he considered the accident was of such a character that these people should be roused, you went round among them, and tried to assure them that the vessel was not hurt?

- In the first place.

395 10185. Why did you do that?

- Because it was my instructions to.

396 The Commissioner:
Why?

- To keep them quiet; it is quite obvious.

397 10186. (Mr. Harbinson.) I put it to you that it was as a result of these assurances of yours that the people refused to go up on deck?

- You put it to me as such?

398 10187. I put it to you that as a result of these assurances given to the people they refused to leave their berths?

- I do not take it as such.

399 10188. Was it so?

- It was not so. If you will pay a little attention you will find that some people were taken to the boat deck.

400 10189. Please do not be impertinent?

- I do not wish to be impertinent.

401 10190. I suggest to you that it was as a result of these assurances given by you that they were declining to leave their berths?

- You take it as such.

402 10191. I ask you, is that so?

- I do not know.

403 10192. You do not know?

- I do not think so.

404 10193. How many women refused to leave their berths?

- Several.

405 10194. Could you give us any estimate?

- I might if I think.

406 The Commissioner:
His estimate in such circumstances is, to my mind, of no value at all.

407 10195. (Mr. Harbinson.) Were there half-a-dozen out of the 58?

- I take it there was.

408 10196. You do not know?

- I could not vouch for the number.

409 10197. Was it a small number compared with the number who came up with you?

- Oh, yes.

410 10198. A very small number?

- Yes.

411 10199. So that I am right in assuming that all except a small number responded to your warnings?

- That I can account for myself in my own part of the ship.

412 10200. That it was only a small number who refused to leave?
 - It was only a small number who refused to leave.

413 10201. You have told us, I think, that there were sixty third class stewards?
 - Yes.

414 10202. How many of those sixty were in the afterpart of the ship?
 - None.

415 10203. Can you tell us how many were in the after, and how many were in the forward part?
 - No.

416 10204. You have no means of telling?
 - I could not tell you.

417 10205. Could you give us any estimate of the number of women and children who were in the afterpart of the ship - third class men, women and children?
 - No.

418 10206. You cannot?
 - No.

419 10207. Who will be able to tell me that?
 - No doubt the White Star Line can tell you. The single men were all berthed in the fore part of the ship.

420 10208. You can give us no estimate of the numbers of the third class passengers who were in the after portion?
 - No.

421 10209. And therefore you cannot tell me how many stewards were allotted to look after the third class passengers?
 - In the afterpart of the ship, I can.

422 10210. That is what I am asking you?
 - Eight.

423 10211. Eight stewards to look after all the third class passengers in that portion?
 - That is for the sleeping accommodation.

424 10212. It is a considerable distance, is it not, from the aft part of the ship to the boat deck?
 - Yes.

425 10213. You have told us that you saw a number of stewards placed at various portions to direct the third class passengers how they were to go?
 - Yes.

426 10214. About how many stewards were so placed?
 - I passed about five or six on the starboard side.

427 10215. Who else besides you, then, were bringing the people from their berths - rousing them and bringing them up to the boat deck? How many others?
 - Almost eight. A portion of the third class stewards were room stewards, of whom I am the only survivor.

428 10216. I understood that there were only eight third class stewards in the aft portion altogether?
 - To look after them.

429 10217. Who were stationed at various places to direct the third class passengers the way they were to go?
 - Not of that eight.

430 10218. There were five?
 - Five others.

431 10219. What class stewards were they?
 - I could not tell you. Stewards were placed all round the ship.

432 10220. Do you know who placed them there?
 - I cannot tell you.

433 10221. Do you know the stewards by sight who were placed to direct the third class passengers?
 - No.

434 10222. But you say they were not third class stewards?
 - They were not third class stewards.

435 10223. Did you see the emergency door open?
 - I saw it open - The swing door to the second class you mean?

436 10224. Yes?
 - Yes.

437 10225. Do you know at what time it was opened?
 - Yes, I can tell you. It was open at half-past 12.

438 10226. Would it be right if anyone said that a number of sailors were keeping back the third class passengers from reaching the boat deck?
 - Would it be right to do so?

439 10227. Would it be right if anyone said so?
 - I do not say that it would be right.

440 10228. I asked you would it be right if anyone said so?
 - I would not like to say it would be right.

441 10229. (The Commissioner.) Would it be true?
 - I should not think so.

442 Mr. Harbinson:
 It is not what you think. Did you see any sailors keeping back the third class passengers from reaching the boat deck?

443 10230. (The Commissioner.) Did you see anyone keeping the third class passengers back, so as to prevent them getting to the boat deck?
 - No, My Lord.

444 10231. (Mr. Harbinson.) You told us about a rush of men from the front part of the ship coming aft?
 - Yes.

445 10232. They were coming towards the third class quarters?
 - Yes.

446 10233. They were third class passengers?
 - They were.

447 10234. Why do you think they were coming aft?
 - Because I saw them coming aft.

448 10235. I quite realise that you saw them. But what was it caused them, do you think, to do that? Was it because they could not escape to the boat deck by the companion ladder leading to the front part of the ship?
 - I do not believe so.

449 The Commissioner:
 How can he know that? Do let us have some sort of order in these questions. How can he know why they did come aft?

450 Mr. Harbinson:
 Did you form any opinion at the time?

451 10236. (The Commissioner.) Did you ask them why they were coming aft?
 - No, Sir, there was no occasion to ask.

452 10237. (Mr. Harbinson.) Did you form any opinion at the time?
 - I knew why they were coming aft.

453 10238. That is what I want to know. Why did they come aft?
 - Because the forward section had already taken water.

454 10239. And that was the only way they could escape?
 - Not necessarily, no. They could escape from the fore part of the ship.

455 10240. Up the companion ladder would have been the nearest way for them, would not it?
 - Yes.

456 10241. But they did not do that; they chose the other way?
 - They chose the other way?

457 10242. That is rather curious, is it not?
 - No, it is not curious at all.

458 10243. Is it not?
 - No.

459 10244. That is to say, they go the whole length of the ship and come up from the well deck at the back, rather than go up the companion ladder leading from the fore deck to the boat deck?
 - Perhaps the people did not stop to think where they were going to.

460 10245. If there had been anybody to show them, they would not have had occasion to think?
 - That may be so.

461 10246. According to you - and, of course, I am not disputing the accuracy of your figures at all - you took practically the whole of your section, the greater number of them, up; you took two batches?
 - Yes, but they were not all men.

462 The Commissioner:
 Oh, no, no. Do not make that mistake. They were not all from his section. A great many of them were from other sections.

463 10247. (Mr. Harbinson.) All your own went up except the few who refused to go?
 - All of mine went up except a few.

464 The Commissioner:
 Some of them went up and went back again.

465 10248. (Mr. Harbinson.) I will deal with that, your Lordship. (To the witness.) Except the few who you say refused to go?
 - Yes; all went to the boat deck.

466 10249. Except the few who refused to go?
 - Yes.

467 10250. With regard to the ones who went up and went back again when they found, I think you said, it was rather cold on the boat deck, did they belong to the first or second lot that you took up?
 - How do you mean? Please say that again.

468 10251. You said a number went to the boat deck and returned to their berths?
 - They belonged to the first lot, because the second lot I saw placed in boat No. 15.

469 10252. The whole of them?
 - Yes.

470 10253. How many of the first lot returned to their berths?
 - I cannot tell you that.

471 10254. You cannot give any estimate?
 - No. I know I saw them to the boat deck.

472 10255. According to you, all the women and children, from the aft part of the boat who were taken up and who wanted to escape could have done so?
 - I do not doubt that for a moment.

473 10256. Can you explain how it was, that being so, that 55 percent of the women of the
third class were drowned?
- I cannot account for it - No, sir.

474 10257. I would like you to try and give us your opinion. That is a very high percentage, is
it not?
- I simply referred to those that I took up.

475 10258. (The Commissioner.) Were you ever in an accident of this kind before?
- Something similar, My Lord.

476 10259. When was that? Were a great many people drowned?
- There was nobody drowned.

477 10260. Then it was not an accident. Can you form any opinion as to what percentage of
third class passengers might be expected to be drowned in an accident like this?
- No, My Lord.

478 The Commissioner:
Do not ask him such questions - they do not help me at all.

479 Mr. Harbinson:
If I may respectfully explain to your Lordship, after what he has said it raises a curious
condition of affairs - That all the women could have escaped who wanted to escape, and
yet the fact remains, as stated by the learned Attorney-General, that the percentage of the
third class female passengers who were drowned was 55.

480 The Commissioner:
I know, but you are wasting our time by asking a steward questions about percentages. He
does not know anything about such things. Ask him about things that happened and that he
saw, and that he can tell us of, and then we will form our own opinion as to what
deductions are to be drawn from the facts.

481 Mr. Harbinson:
I do not think I shall ask him anything more, My Lord.

482 Examined by Mr. HOLMES.

483 10261. At the time your boat was lowered, was the ship badly down by the head?
- Yes.

484 10262. Had she a list?
- Not that I noticed. I noticed she was badly down by the head.

485 10263. You did not notice any list either way?
- No.

486 10264. Did you see any lights of ships out at sea?
- When?

487 10265. At any time?
- Yes.

488 10266. Before or after you were lowered into the water?
- Before and after.

489 10267. In which direction?
- On the starboard side of the ship.

490 10268. Bearing how from the ship?
- I should take it bearing North.

491 10269. That would be on the starboard bow?
- Yes, on the starboard bow.

492 10270. What were the lights like?
- I saw two lights. I took them to be plain, ordinary white lights - two masthead lights.

493 10271. Masthead lights?
- Yes.

494 10272. It looked like a two-masted ship?
 - Yes.

495 10273. Could you judge at what distance?
 - No. Distance on water is very hard to judge.

496 10274. Could they have been lamp lights in any of your small boats?
 - No. They would not be that high.

497 10275. Did you find a lamp in your boat when it was lowered?
 - No, there was no place to look for any lamp.

498 10276. Were there lamps in any of the other boats you saw in the water?
 - Yes.

499 10277. How many?
 - I saw three.

500 10278. Three other boats with lamps in them?
 - Yes, three other boats with lamps in them, and there may have been more.

501 Examined by Mr. COTTER.

502 10279. Is it not a fact that a bugle goes at nine o'clock every night at sea ordering third
 class women below?
 - Not to my knowledge.

503 10280. What time are they ordered below, off the decks?
 - It is the usual custom for the master-at-Arms to go round and tell them when it is the
 proper time to go down - I believe somewhere about nine and ten.

504 10281. Between nine and ten they are ordered off the decks?
 - Yes.

505 10282. When you went below, or when you received the order from the third class
 Steward, did not you, as a sensible man, think it was the only sensible order you could
 receive to go down and tell the women quietly to get out and get their lifebelts on?
 - Yes. But whether I had been told that by the third class Steward or not, I would have
 done it.

506 10283. You knew that if you went down below and did not do it in that way you might
 cause a panic - they might be hysterical?
 - That was the idea in informing the people quietly.

507 10284. There were no orders given to tell the third class men - the single men living in the
 bow of her - to come up on the boat deck, were there?
 - Not to my knowledge.

508 10285. So that there was no necessity for a Steward to go there and show them the way to
 the boat deck at the top?
 - I believe that somebody went forward after the collision to try to see what damage was
 done after the collision had happened, and there met the passengers coming along. He
 came along with them. I believe that was the interpreter Mellor.

509 10286. He was bringing them along E deck?
 - The main alleyway, E deck.

510 10287. He would not take them up to the boat deck and mix them with the women?
 - I do not think he would, because he brought them along that way.

511 10288. When you went down below, did you find any difficulty in getting the women to
 leave their baggage behind?
 - Some were inclined to take their baggage, but they, of course, would not be Europeans. I
 take it they were foreigners.

512 10289. You found a difficulty in getting them to leave their baggage behind; they wanted
 to take it up with them?
 - I did not find any difficulty at all, because I had no foreigners.

513 10290. But the foreigners did not want to part with their baggage?
 - I have heard so.

514 10291. When you went back again the second time, did you go down to F deck?
 - No.

515 10292. You did not go down to F deck?
 - There was no occasion to go there.

516 10293. Where did you go to?
 - The second time I went to my station on this deck.

517 10294. Did you see any water along E deck?
 - I saw none.

518 10295. No water at all?
 - I saw none.

519 10296. You saw no water at all along any deck from the time she struck?
 - I saw no water to the time I quitted that ship, with the exception of outside the ship, of course.

520 10297. I said, "along the deck"?
 - No, Sir; I saw none.

521 10298. What ship were you in when you met with your last accident?
 - I was in the "St. Paul" when she collided with the "Gladiator."

522 10299. So that you would know what to do in the case of an accident?
 - I imagine I would, yes.

523 10300. Were all the third class stewards trying to get the women out, and showing them up to the decks?
 - Yes.

524 10301. My learned friend thinks there were only eight stewards in the third class. Will you tell us how many stewards there are in the third class?
 - There are somewhere about fifty-nine or sixty.

525 10302. Part of them were bed-room stewards, and part of them were table waiters, is that so?
 - Yes.

526 10303. And they would all be doing their little bit to get the passengers up?
 - They all helped to get the passengers away. Those that were not told off to their own rooms were sent on the boat deck to help in the best way they could.

527 10304. Did you notice between the dining room and the after section on F deck whether there were any bulkhead doors?
 - Yes, there were two.

528 10305. Did you ever see them closed on the voyage?
 - Yes, I saw them closed at bulkhead door inspection on the day after we left Southampton.

529 10306. Was there a general bulkhead inspection the day after you left England?
 - Yes; the Chief Officer came round with Mr. Andrews, the man representing Harland and Wolff's.

530 10307. Were the stewards told off to close those doors?
 - Yes; I myself was told off.

531 10308. And you closed a bulkhead door?
 - Yes.

532 10309. Do you know what you closed those bulkhead doors for - what that drill is for?
 - Yes; I take it as such, that in case anything should go wrong with the machinery leading from the bridge in closing those doors.

533 10310. These doors are hand doors?
 - No; they can be closed from the bridge as well.

534 10311. On E deck?
 - Yes.

535 10312. I think you are mistaken, My Lord. I do not think that is a fact?
 - I think so. Anyhow, I closed them by hand with a big spanner.

536 10313. You turn a spanner with a wheel?
 - Yes; I turned it with a spanner.

537 10314. You are not sure about whether they can be closed from the bridge?
 - I would not be sure that they can be closed from the bridge on E deck, but I take it as such, by the overhead gear, that they could be closed from the bridge.

538 10315. The real object of that drill is, is it not, that in case of collision a man should go there and close the door?
 - Yes.

539 10316. Do you remember anybody doing it that night?
 - No, I do not.

540 Examined by Mr. LEWIS.

541 10317. When you returned from your first visit to the boat deck you told us you had some trouble to get back owing to the men trying to get up. What prevented you?
 - The stewards prevented these men getting up when the order was passed around for the women and children.

542 Examined by Mr. MAURICE HILL.

543 10318. When you passed from your "glory hole" to M and K sections, did you pass along F deck or did you go up at once on to E deck by the stairway?
 - I went on to E deck by the stairway.

544 10319. Just outside your quarters?
 - Yes.

545 10320. Were you at any time after that on F deck?
 - No.

546 The Commissioner:
 Do you want to ask this Witness any more questions?

547 The Solicitor-General:
 Just one or two more, My Lord.

548 Further examined by the SOLICITOR-GENERAL.

549 10321. Some questions have been put to you by some of these gentlemen rather suggesting that you discouraged these third class people from doing what was best to save their lives. Did you do anything of the sort?
 - No, Sir, I would not take it that way.

550 10322. I suppose you found they got a little excited when they were asked to put their lifebelts on?
 - They were simply told to put their lifebelts on in a quiet manner to prevent any kind of a panic that might have ensued.

551 10323. And you did your best to discharge that duty?
 - Yes.

552 10324. Was that before any order had been passed along that these people were to go up to the boat deck?
 - Yes.

553 10325. And when the order was passed along that they were to be taken up to the boat deck, did you do your best to get them through?
 - I did my duty, Sir, to get them through.

554 (The Witness withdrew.)