

British Wreck Commissioner's Inquiry

Day 6

Testimony of Samuel Rule

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

Examined by the ATTORNEY-GENERAL.

6367. You were bathroom steward on board the "[Titanic](#)"?

- Yes.

6368. Did you join her at Southampton?

- Yes.

6369. As bathroom steward?

- Yes.

6370. Did you hear anything at all about being in the neighbourhood of ice before the collision?

- No.

6371. Where were you at the time of the collision?

- In my bed.

6372. Were you asleep?

- Yes.

6373. Would you help us to find out where you were from the plan? Where did you sleep?

- On E deck.

6374. What part of E deck?

- The afterpart. It is an eight-berthed [room](#); eight people slept in it - the saloon steward, and the lounge steward, and deck steward -

6375. Was it starboard or port side?

- Port side. It is next door to the chef's room.

6376. Was it forward or aft of the chef?

- Forward, the same passage. The chef went past our door in that passage way.

6377. Who were the men who were with you in this berth?

- At the time?

6378. Yes, what were they? Storekeepers?

- No. The Linen Keeper, the Smoke Room Steward, the Deck Steward, the Lounge Steward, and the Second Bedroom Steward, and the Bathroom Steward, myself.

6379. Was there any other eight-berthed cabin close there?

- No, the next one is twelve.

The Attorney-General:

Your Lordship will see where it is if you look just forward of the "Engine casing" on the port side. Your Lordship has the room where [Joughin](#) was. Forward of that there is the chef and forward of that again there is a berth and in front of that another one. "Twelve superior stewards." It is the one which has the eight in, and it is marked "One barkeeper, six storekeepers," and something else.

The Commissioner:

Are you sure it is there?

The Attorney-General:

It must be from what he says, because it is just abaft the twelve.

6380. (*The Commissioner.*) I can see the big berth a little further on. (*To the Witness.*) How many were there in yours?

- Eight.

The Attorney-General:

That is why it fixes it, my Lord.

24 The Commissioner:
I see in the one I am looking at there are a great many more.

25 6381. (*The Attorney-General.*) This is the only eight one there. (*To the Witness.*) Were you asleep?
- Yes.

26 6382. What woke you?
- The stoppage of the engines.

27 6383. Did you feel any shock before that?
- No.

28 6384. How many of you were there in the cabin at the time?
- Three.

29 6385. All turned in?
- Yes.

30 6386. Did you all wake together?
- Yes, pretty well, I think. If they did not I woke them myself.

31 6387. Did you think that something was wrong?
- I thought so when the ship stopped suddenly.

32 6388. Did you notice anything further with the engines?
- Not until she went full speed astern.

33 6389. You did notice that?
- I noticed that and the electric bells going in the fidley.

34 The Commissioner:
Does he say full speed astern?

35 6390. (*The Attorney-General.*) Yes, that is what he said. (*To the Witness.*) You noticed the engines had been reversed?
- Yes.

36 6391. I am not sure whether it was after that or at the same time that you heard the electric bells go to close the watertight doors?
- The same time.

37 6392. What did you do then?
- I immediately got up and dressed and went on deck.

38 6393. Were there lifebelts in your cabin?
- Yes.

39 6394. Provided for everyone?
- Yes, eight.

40 6395. Eight lifebelts for eight people?
- Yes.

41 6396. Did you take any with you when you went on the boat deck?
- Not then I did not.

42 6397. You went on the boat deck?
- I went right up the stairs on to the boat deck.

43 6398. Was there any sign of excitement or agitation on the boat deck?
- None whatever.

44 6399. What did you do then?
- I walked right along the boat deck right forward and passed in on to A deck and down the stairs to each deck.

45 6400. What do you mean by each deck?
- A, B, C, D, and E.

46 6401. Till you got to your deck?
- Yes, eventually, and I spoke to several of the stewards on watch and asked them what was the matter, and

they thought everything was correct. There was no excitement anywhere. As I passed down on each deck I saw groups of people, but there was no panic and no excitement; you would have thought it was the closing up of the public rooms we met at every night. People were grouped round talking, and nothing more that I saw. I went right down through B and C deck down to D and E deck back through the saloon to the pantry, and I stopped talking to the watchman there, and I passed down to E deck again to my room.

47 6402. To your room?

- To my own room, back again. As there was nothing doing and no excitement we thought everything was right.

48 6403. You thought everything was going to be all right?

- Yes.

49 6404. Did you know you had struck an iceberg?

- I heard.

50 6405. When you got on the boat deck?

- Yes.

51 6406. But you did not think it was anything serious?

- No, nobody thought so.

52 6407. Nobody thought so?

- No.

53 6408. Then you went back to your cabin?

- Yes.

54 6409. Did you go to bed again?

- No I stood talking to my two mates that I had left behind, and advised them to get up and dress in case we should be wanted.

55 6410. You told us you passed along these decks. Did you see any passengers?

- On each companionway, I did, in groups. I recognised some that I knew.

56 6411. You have said there was no excitement. Did that apply as well to the passengers as to the stewards, the persons to whom you spoke?

- Yes.

57 6412. What was the next thing that happened when you got back to your cabin?

- I was there perhaps 10 or 15 minutes when the chief bedroom steward came down and said the order was, "All hands on deck for the lifeboats," and the bedroom stewards were to see the passengers out of their rooms with their lifebelts and lock the rooms up.

58 6413. Did you then go up to the boat deck?

- Yes.

59 6414. Did you take your lifebelt?

- Yes.

60 6415. Does that mean that each one took one lifebelt?

- We each took our own.

61 6416. (*The Commissioner.*) When you say "we," you mean the three?

- Yes.

62 6417. (*The Attorney-General.*) Did you notice any list in the vessel at that time?

- Not at that time.

63 6418. Was there any water in your cabin - any sign of water coming into your cabin at all?

- No.

64 6419. When you got up to the boat deck did you get any other order?

- No, as I passed up the staircase, I got to A deck and I saw [Mr. McElroy](#) the purser, and [Mr. Dodd](#), the Second Steward. I thought to receive some orders from them, but there were no orders given, and I passed on to the next deck, the boat deck. It was on A deck I saw them. They were in deep conversation.

65 6420. On the boat deck did you get any order?

- No.

- 66 6421. Did you get any order about provisions for the boats?
- No.
- 67 6422. What did you do next?
- I went forward to [No. 3](#); I went forward till I got to No. 3.
- 68 6423. Did you know your station?
- Yes.
- 69 6424. Was No. 3 boat your station?
- No, No. 15. We got the number as we passed up through the pantry from the boat list.
- 70 6425. I want to understand that. There was a boat list?
- Yes.
- 71 6426. Had you seen that before this night?
- Yes.
- 72 6427. Where was that?
- In the saloon pantry.
- 73 6428. And did that tell you your station?
- Yes.
- 74 6429. Was your station 15?
- Yes.
- 75 6430. Then when you came up you did not go to boat 15, you went forward to boat 3?
- Yes.
- 76 6431. Why was that?
- Well, I just merely went forward to see what they were doing, and my curiosity took me forward to see if I could hear any more of the damage, and I got busy at No. 3.
- 77 6432. Was the vessel at all down by the head then? Did you notice?
- Yes, slightly.
- 78 6433. Boat No. 3 was on the starboard side?
- Yes, starboard side forward.
- 79 6434. It was the second boat?
- The second boat.
- 80 6435. Next to the emergency boat?
- Yes.
- 81 6436. When you got there were any passengers there?
- Well, of course there were some passengers, and some of the crew getting her ready.
- 82 6437. Was she being uncovered?
- Had she been uncovered at that time?
- She was entirely uncovered, and ready for lowering almost.
- 83 6438. She was almost ready for lowering?
- Yes.
- 84 6439. Were there any passengers in at that time?
- There were some in it.
- 85 6440. Were they men or women in the boat?
- Women.
- 86 6441. Any children?
- I could not say; I was a good way off.
- 87 6442. Were there any men in the boat?
- I think so.
- 88 6443. Could you tell whether they were crew or passengers?
- Mostly passengers, that I saw.
- 89 6444. In the boat?

- Yes. [Mr. Ismay](#) was seeing them into No. 3 boat.

90 6445. (*The Attorney-General.*) I think this is the first time we have had No. 3 boat, my Lord. (*To the Witness.*) Was any Officer superintending?

- Yes.

91 6446. Who?

- I think it was [Mr. Lowe](#); I am not sure. It was a Junior Officer. I do not know him.

92 6447. Was there any confusion?

- No.

93 6448. Everything was going on quietly and regularly?

- Yes.

94 6449. Were the boats lowered from the boat deck to the A deck?

- No, they took their passengers on from the boat deck.

95 6450. I said the boats. Did you see the No. 1 boat?

- No. 1 would be in the water at that time.

96 6451. That was the emergency boat?

- Because I heard an order given: "Stand off from the ship's side and come to when we call you." That was when No. 1 boat was in the water.

97 6452. I should like to get that clear. No. 1 boat was the emergency boat; the forward boat on the starboard side of the ship?

- Yes.

98 6453. It was the boat in which [Hendrickson](#) was, the last Witness yesterday, my Lord. (*To the Witness.*) I want you to repeat the order you heard given about that boat?

- "Stand off from the ship's side and return when we call you."

99 6454. "Stand off from the ship's side and return when we call you"?

- Yes.

100 6455. To whom was that order addressed?

- To the people in the boat, I presume.

101 6456. To the people in No. 1 boat. Could you see how many there were in that boat at the time?

- No.

102 The Attorney-General:
It was the one with seven of the crew and five passengers in, your Lordship will remember.

103 6457. (*The Commissioner.*) The emergency boat was in the water when you were at No. 3 boat?

- Yes.

104 6458. And this emergency boat had been dropped from the forward end on the starboard side?

- Yes.

105 6459. And someone, I do not know who, gave directions to this boat to stand off from the ship's side and come back when called?

- Yes.

106 6460. Who gave that order?

- I could not say - some Officer.

107 6461. (*The Attorney-General.*) Had you heard any other orders given to that No. 1 boat?

- No.

108 6462. At this time, from what you have said, Mr. Ismay was standing close?

- Yes, he was helping to get No. 3 out.

109 6463. Helping to get No. 3 boat out?

- Yes.

110 The Attorney-General:
Your Lordship will remember this order. It is on page 119, question [5011](#). Hendrickson's answer is practically to the same effect. The words are, "He was told to stand off a little way and come back when

called."

111 The Commissioner:
Yes, it is to the same effect.

112 6464. (*The Attorney-General - To the Witness.*) Was Mr. Ismay dressed at this time?
- No, he had his slippers and a light overcoat on and no hat.

113 6465. Slippers, light overcoat and no hat?
- Yes.

114 6466. You said he was helping. What was he doing?
- He was just the same as any of the crew; he was doing all he could to assist to get the boats out.

115 6467. You saw passengers get in. Did you hear any refuse to get in?
- No.

116 6468. Can you give us any idea how many people there were in this boat No. 3 before she was lowered?
- No, I could not give you that, because I was a good way from her at the stern of the boat.

117 6469. You were at the stern?
- Yes, at the fall.

118 6470. Did you see this boat lowered at all to A deck?
- No, I think she went right into the water.

119 6471. (*The Commissioner.*) This is No. 3?
- Yes; she could not take her passengers on at A deck.

120 6472. (*The Attorney-General.*) She could not?
- No.

121 6473. That was because of the windows, I suppose?
- Yes, closed in.

122 6474. What did you do after you saw this boat lowered?
- I assisted in the next one.

123 6475. Which was that?
- [No. 5](#). They passed the cover down and I threw it on one side clear of the falls. Then I met some of the pantrymen coming up with provisions for the boat, and I placed all the provisions round to pretty well each boat on the deck.

124 6476. What do you mean by provisions? What provisions?
- A box of biscuits and some bread.

125 6477. A box of biscuits and some bread, do you mean, to each boat?
- Yes.

126 6478. Did you stay with No. 5 until she was lowered?
- No, I went on with the bread and the biscuits.

127 6479. After helping No. 5 you then went further aft. Did you go to the next boat?
- No, I distributed the bread all round - the biscuits and bread to each boat.

128 6480. Had any of the boats been lowered on the starboard side by the time you got on to the boat deck?
- No.

129 6481. They were all there. Then did you go along to each boat distributing provisions?
- Yes.

130 6482. (*The Commissioner.*) Does this apply only to the starboard side or to the port side as well?
- Only to the starboard; I never crossed to port.

131 6483. Does that mean that you distributed biscuits and bread to each one of the boats on the starboard side?
- Yes, pretty well.

132 6484. (*The Attorney-General.*) If I follow the story it must be from No. 5, because No. 1 was already in the water?
- Yes, No. 3 was down.

133 6485. But when you got to No. 5 you started?

- Yes, I met the pantry men coming along with a case of biscuits and some bread. There were some five or six men came along.
- 134 6486. Is it your view that No. 1, the first boat on the starboard side, was in the water before any of the other boats were lowered?
- Yes, on the starboard side.
- 135 6487. You got eventually to your boat, the aftermost boat on the starboard side?
- Yes.
- 136 6488. That is [No. 15](#)?
- Yes.
- 137 6489. Was she uncovered when you got to her?
- Yes.
- 138 6490. What did you do?
- The time I got there [Mr. Murdoch](#) had given orders to see the plug and rudder shipped and the tiller shipped, and everything ready, and then to call the men together into the boat.
- 139 6491. Mr. Murdoch was in charge then?
- Yes.
- 140 6492. He was the Officer superintending?
- Yes.
- 141 6493. You say he called to the men to get into the boat. Will you tell us as nearly as you can what it was he said?
- He said: "Some of you get into the boat." About six went in and he said: " That will do; no more; lower away to A deck and receive any women and children there are."
- 142 6494. "Lower away to A deck"?
- Yes.
- 143 6495. Did you then go down to A deck?
- I went along down the stairs to the boat and met her at A deck.
- 144 6496. Before she was lowered to A deck had she taken any passengers at all?
- No, there were no passengers there.
- 145 6497. When you got to A deck was there an Officer there?
- There was someone in charge; I do not know who it was.
- 146 6498. Did you hear him give any orders?
- To get all the women and children into the boat that we could find.
- 147 6499. Were there any passengers standing round on A deck at this time at the place where the boat was lowered to?
- Yes, there were some.
- 148 6500. Women and children?
- There were four or five women and children; four women and about three children.
- 149 6501. At this time had you noticed whether the vessel had any list?
- Slightly.
- 150 6502. A list to which side?
- To port.
- 151 6503. Can you give us any idea when it was you first noticed the list to port?
- No, not particularly; not until I got down into the boat. I found she was pretty well up against the ship's side. I did not notice particularly in getting the other boats out that she had a list.
- 152 6504. You mean not until you got to your own boat?
- Not till I got down to A deck.
- 153 6505. You did not notice it particularly, at any rate, until then?
- No.
- 154 6506. Did you get those four women and three children into the boat?

- Yes.

155 6507. Were there any more?
- No, they sent scouts around and shouted out for any more women and children and waited quite a while, but there were no more women and children to be found.

156 6508. Then when she got these four women and three children there was plenty of room still in the boat?
- Yes.

157 6509. Did you try to find any more women and children?
- Yes.

158 6510. What did you do?
- They sent scouts all round the port side and the starboard side looking for them.

159 6511. You say you sent scouts; have you any idea how many men went?
- Three or four.

160 6512. Did you yourself go?
- No, I was on the rail, passing the women and children on board.

161 6513. Did these men come back who had been out looking for the women and children?
- Yes.

162 6514. How long after?
- Three or four minutes - four or five minutes.

163 6515. Three or four or five minutes after they had started to look for the women and children?
- Yes. They went on the port side. There was no one to be seen on the starboard side, the side we were on.

164 6516. No one at all?
- No, only those who were round the boat.

165 6517. Do you mean no one at all, or no women and children?
- No one at all, no women and children. I did not encounter anyone until I came downstairs; the deck was perfectly clear.

166 6518. Then did they find any women and children?
- Only these three or four.

167 6519. We have heard of those - I mean after they went to look for them?
- No.

168 6520. When they came back, what did they say?
- There were no more.

169 6521. (*The Commissioner.*) They said there were no more?
- No more on the deck.

170 6522. Does that mean no more women and children?
- Yes.

171 6523. (*The Attorney-General.*) When there were no more women and children, what orders were given to you?
- Mr. Murdoch said, "Fill the boat up; take in what you have got there, and lower away."

172 6524. "Take in what you have got there." What do you mean by that? Those already in the boat?
- No, whoever was at the ship's side.

173 6525. Was she lowered to any other deck before she was lowered to the water?
- No, she filled up from A deck.

174 6526. (*The Attorney-General.*) That does not quite agree with [Cavell's](#) story at page 108, question [4334](#). It is said that after you had taken passengers in at A deck the boat was then lowered to the 3rd class. Your Lordship will remember he pointed out on the model. (*To the Witness.*) Is that right?
- She could not take anyone in below A deck.

175 6527. Which are you referring to as A deck?
- The deck below the boat deck.

176 6528. The deck immediately below the boat deck?

- Yes.

177 6529. Have you any idea how many got into the boat altogether?

- Sixty-eight.

178 6530. Is that including passengers and crew?

- Yes.

179 6531. That is all told?

- Yes.

180 6532. From first to last?

- Yes.

181 6533. Could you get any more into the boat?

- No.

182 6534. Were there any other boats left besides yours?

- No, that was the last in the davits.

183 6535. Then yours was the last boat to leave on the starboard side?

- Yes.

184 The Commissioner:
That is No. 15.

185 The Attorney-General:
Yes my Lord.

186 The Witness:
11 and 13 were in the water; we very nearly got on top of 13 lowering down.

187 6536. (The Attorney-General.) Yes, I am going to ask you about that in a moment. Did you
leave any people standing on the deck when the boat was lowered?

- Yes, there were some left behind.

188 6537. Was there any attempt on the part of those to get into the boat?

- There was a bit of a rush at the last when they said "lower away."

189 6538. (The Commissioner.) What were these people left behind? Were they men or women
or what?

- All men.

190 6539. (The Attorney-General.) Can you give us any idea of how many of the 68 who went
into this boat No. 15 were women, and how many were men?

- Four or five women and three children.

191 6540. And all the rest men?

- Yes.

192 6541. That is about 61 men?

- Yes.

193 The Commissioner:
This seems quite contrary to the other evidence.

194 The Attorney-General:
Yes, my Lord.

195 6542. (The Commissioner.) Now I want to be clear about this. Are you now talking about
boat No. 15?

- Yes.

196 6543. And where was it? Show it to me on that model?

- (The Witness pointed out the place on the model.)

197 6544. (The Attorney-General.) There is no doubt about that, my Lord. Will your Lordship
allow me to put one question to him to make it clear he is speaking of the same boat, No.
15. (To the Witness.) When No. 15 was lowered did you very nearly swamp another boat?

- Yes, No. 13.

198 6545. You very nearly came on top of No. 13?

- Yes.

199 6546. (The Commissioner.) How long were you at No. 15 boat?

- When?

200 6547. When the passengers or whoever they were were going on board, how long were you there?

- 10 minutes possibly - 10 or 15 minutes.

201 6548. How many people got on in 10 or 15 minutes?

- We were about 10 or 15 minutes there before we started to take on anybody at all - when they were looking for the women and children.

202 6549. As I understand, first of all you got on a small number?

- Yes.

203 6550. And then you sent out what you call three or four scouts?

- Yes.

204 6551. And they came back and said there were no women or children to be found?

- Yes.

205 6552. Then did men begin to go on board the boat?

- Not until Mr. Murdoch gave the orders from above.

206 6553. And what order was it he gave?

- He said, "There are no more women and children; fill your boat up and lower away."

207 6554. (The Attorney-General.) Could you tell whether the women who were on board were first class or second class or third class passengers?

- I think they were third.

208 6555. Who, the men?

- The women.

209 The Attorney-General:
I am asking now about the four women he said he put on. Why do you say that?

- Well, I could not swear.

210 6556. What makes you think it? I want you to tell the Court what your reason is?

- I fancy from the way they were dressed. In fact, I know one was, because she told me on the "Carpathia" that she had lost her husband.

211 6557. Could you tell whether there were any Irish women amongst them?

- No.

212 6558. You could not tell?

- No, because they were all in the middle of the boat and I was in the bows of the boat.

213 The Commissioner:
I do not know how this Witness Cavell can have made a mistake.

214 The Attorney-General:
No, if your Lordship looks at page 109 -

215 The Commissioner:
I am looking at it now.

216 The Attorney-General:
It is very difficult to understand.

217 The Commissioner:
He is being examined by the Solicitor-General, and this is what he says: "(4353.) And then you are lowered to the lower deck, and you take in, you think, about 60? - (A.) Yes. That would make about 70" - that would be the 60 and the seven, you know? - "(A.) Yes. (Q.) Do you say that you took in everybody who came at that time at the lower deck? - (A.) Yes."

218 The Attorney-General:
He corrected that later.

219 The Commissioner:
 "You left nobody behind?- (A.) No, Sir;" and therefore he affirms that there were none but women and children, and he denies that any were men.

220 The Attorney-General:
 If your Lordship looks at Question 4369, that puts it specifically.

221 The Commissioner:
 "(Q.) You think that the 60 women you took were all third class passengers? - (A.) Yes, my Lord."

222 The Solicitor-General:
 Of course, the deck he is speaking of is, undoubtedly, a second class deck."

223 The Attorney-General:
 Will you read on?

224 The Commissioner:
 "(The Solicitor-General.) That was your impression, was it? - Yes. (Q.) These women that you think came from the third class, were some of them foreigners? - (A.) They were Irish girls. (Q.) It is a nice question, whether they are foreigners or not. Then your boat, I suppose, was as full as it would hold, was it? - (A.) Yes. (Q.) Who took charge of it? - (A.) One of the firemen. (Q.) What is his name? - (A.) Diamond. (Q.) Then there was you, and were there only three others of the crew? - (A.) Four. (Q.) Four others? - (A.) Yes. (Q.) Diamond and yourself, and four others. (A.) Three more." Then it goes on to another point.

225 The Attorney-General:
 Yes, it is very definite.

226 The Commissioner:
 Mr. Attorney, are you in a position to call evidence from the "Carpathia"?

227 The Attorney-General:
 I expect we shall be. I am not at present, but we shall be.

228 The Commissioner:
 Because one would hope that the "Carpathia" could give us some information as to what the people were who got out of this boat.

229 6559. (The Attorney-General.) Yes, we may be able to, but I am not very sanguine about that; but we will try. I am much obliged to your Lordship for the suggestion. We will see whether it can be done. (To the Witness.) Can you give me a little more information about those persons?

230 The Commissioner:
 I wish you would press him a little on the point.

231 6560. (The Attorney-General.) I am going to, my Lord. (To the Witness.) If you leave out the four women and the three children of whom you have spoken - I am not going to ask you anything more for the moment about those you picked up on the boat deck - are you quite sure that all the rest of the passengers who got in were men?
 - Yes.

232 6561. Quite certain of that?
 - Yes.

233 6562. You were helping to pass them into the boat?
 - Yes.

234 6563. So that if your memory is correct, you could not be mistaken about it?
 - No.

235 6564. (The Commissioner.) Do you know Cavell?
 - No.

236 6565. Have not you seen him here?

237 - I could not say.
 6566. (The Attorney-General.) We saw him, he was a very short man, boyish looking. Do you remember?
 - No.
 238 6567. You do not know him at all?
 - No.
 239 6568. Could you tell at all whether these passengers, the men who got in were first, second, or third class passengers?
 - They were third class.
 240 6569. Third class?
 - Third and second.
 241 6570. Why do you say that? What makes you think they were third and second?
 - I was in conversation with them on the boat.
 242 6571. And they told you?
 - Yes, in fact a second class passenger pulled an oar with me during the night; he told me he was a second class passenger.
 243 6572. Did you talk to many of the passengers in the boat?
 - No, only just those immediately around me.
 244 6573. Those who were just around you when you were in her?
 - Yes. I was in the bows of the boat.
 245 6574. Is this a matter about which you are quite clear in your mind, and about which you cannot be making any mistake as to the number of women that were in that boat?
 - Quite right.
 246 6575. It struck you as rather odd, did it not, that after the order that was given, "Women and children in the boats," that you should have so many men?
 - Well, they were pretty well all cleared off that deck.
 247 6576. Did you think when the vessel left that there were no more women on board?
 - No.
 248 6577. Well, you knew there were some women left?
 - Well, I should imagine so.
 249 6578. But you knew that the order was that the women were to go into the boat first and this was the last boat?
 - Yes.
 250 6579. On the starboard side that is - we are speaking altogether of the starboard side?
 - Yes.
 251 6580. (The Commissioner.) If these were all practically men, did it not strike you that you were not doing what you ought to do? You were not taking the women first. Did not that occur to you?
 - Well, of course, we took all the women who were there. We could not find any more.
 252 6581. You took all the women that were on that deck opposite to that boat, but you knew that there were hundreds elsewhere. You knew that, I suppose?
 - Well, I imagined there would be some more.
 253 6582. (The Attorney-General.) Why did not you go to look for them?
 - Well, because there were other people looking for them.
 254 6583. But not at the time the men were being passed into the boat?
 - Yes, they were shouting out round the decks.
 255 6584. Do you mean that when the scouts who went round that you have told us about, whilst the scouts were away, the men were getting into the boat?
 - No, not till the men came back.
 256 6585. When the men came back and said there were no women?

257 - No, Mr. Murdoch said, "Fill your boat up with what you have got there - men."
6586. After that did anybody go to look for women?

258 - No.
6587. Was there a rush to get into this boat?

259 - No, not particularly.
6588. "Not particularly" means there was some rush?

260 - Well, there was a bit of a rush at the last, yes.
6589. Did the men seem anxious to get into the boat?

261 - Yes.
6590. Pushing forward to get into the boat?

262 - They all seemed anxious to get in.
6591. Alarmed because it was the last boat on that side?

263 - Well, I do not know; I could not say whether they were alarmed.
6592. It looked like it, did it not?

264 - Yes.
6593. Was the vessel then very much down by the head?

265 - Yes, she was.
6594. Was she well listed over to port?

266 - Yes, she had a slight list to port.
6595. Do you know a man called Diamond? [Dymond]

267 - No.
6596. Do you know who took charge of the boat?

268 - A man called Jack Stewart.
6597. What was he?

269 - A steward; he was a steward called Stewart.
6598. A man who was a steward, whose name was Jack Stewart?

270 - Yes.
6599. (The Commissioner.) He is alive?

271 - Yes.
The Commissioner:
Who is he?

272 6600. (The Attorney-General.) This is the first we have heard of him, my Lord. (To the
Witness.) Who rowed?

273 - Nearly everybody rowed who could get to the oars. I rowed for one.
6601. (The Commissioner.) You do not mean to tell me 60 or 70 people rowed?

274 - No, everybody who could get to the oars. It was difficult.
6602. I thought you said nearly everybody?

275 - Well, pretty well; they took turns.
6603. (The Attorney-General.) When this boat No. 15 was lowered what did you do? Did
you go and lie off?

276 - Yes.
6604. Did you wait?

277 - Yes, we waited off.
6605. Could you see people on board?

278 - No.
6606. How far off did you go?

279 - About 500 or 600 yards.
6607. Could you see the lights of the vessel?

280 - Yes.
6608. Her electric lights?

- Yes.

281 6609. Did you see her go down?

- Well, yes, I saw her.

282 6610. Were her electric lights burning to the end - to the last?

- Very near to the last.

283 6611. Did you see her actually founder?

- I did not see her actually go down at the last.

284 6612. After she went down, did you hear cries?

- Yes.

285 6613. Before she went down did you see a number of people in the stern of the vessel, on the poop?

- No.

286 6614. When you heard the cries, did you make any attempt to reach them?

- We pulled back and pulled round.

287 6615. Did you?

- Yes.

288 6616. Did you get near anybody - No, we never saw anyone.

289 6617. Did you try to reach anybody?

- We pulled around the district, around the ship.

290 6618. (The Commissioner.) Your boat was nearly full?

- Yes, we could not take many more. It was down in the water as it was.

291 6619. (The Attorney-General.) Supposing you had got to anybody, could you have taken them on board your boat?

- Yes, we might have got them in, but there was not much room for anybody there.

292 6620. What?

- There was not much room to pick up anybody.

293 6621. Was your boat far down in the water?

- Yes, right to the gunwales.

294 6622. Did you see anybody on the deck or on the ship without a lifebelt?

- No.

295 6623. Do you mean everybody had one?

- Everybody I saw had one on.

296 6624. A lifebelt?

- Yes.

297 6625. Can you give me the names of any one of the men who went to look for women and children?

- I could not.

298 6626. Did you know any of them?

- No.

299 6627. (The Commissioner.) Did those men get into the boat?

- That I could not say.

300 6628. (The Attorney-General.) Did you see at all in what direction they went to look for the women and children?

- They went round the deck on the port side on A deck.

301 6629. On the same deck?

- Yes.

302 6630. Did they go to any other deck?

- I do not think so.

303 6631. Why not?

- That I could not say. I could not tell you why they did not.

304 6632. Then apparently, if I understand you, all that they did was to go round to the port
side of the A deck and see whether there were any women and children there?
- They went on both sides of A deck.

305 6633. On both sides of A deck?
- Yes.

306 6634. Do you mean along the deck?
- Yes.

307 6635. (The Commissioner.) Do you think they went not to find them?
- No, they shouted pretty well all round.

308 6636. They were shouting, were they?
- Yes.

309 6637. What were they shouting?
- "Any more women and children for the boat."

310 6638. Were they shouting properly so that they could be heard?
- So that anybody could hear them on the next deck.

311 6639. You heard them yourself?
- Yes.

312 6640. And they could have been heard on the next deck?
- Everywhere.

313 6641. (The Attorney-General.) Did you see any stewards or any men helping the women
from the second class deck on to A deck?
- No.

314 6642. Have you seen Jack Stewart since you were in the boat with him which eventually
was picked up by the "Carpathia"?
- Not since I left Southampton.

315 6643. Did you mean since you left Southampton to come here?
- Yes.

316 6644. (The Commissioner.) Then when did you see him in Southampton?
- Last Tuesday week.

317 The Commissioner:
You ought to know where this man is, Mr. Attorney.

318 The Attorney-General:
Oh, I know, my Lord. All I said was, this is the first we have heard of him in this case, but,
we know, and your Lordship shall see him, and Diamond also.

319 The Commissioner:
He may help to clear this up.

320 The Attorney-General:
Yes, it has to be cleared up.

321 The Commissioner:
I am in a difficulty about this boat at present. Is Cavell gone?

322 The Attorney-General:
I am afraid he has, but we can have him back.

323 The Commissioner:
I wish you would keep him in sight so that we can see him again if necessary.

324 6645. (The Attorney-General.) Yes, my Lord. He was one of those who were released
yesterday. We will take care to get him again. (To the Witness.) Do you know a man
named Noss?
- No.

325 6646. Or Clark?
- No.

326 6647. In the boat with you as part of the crew?
- No.

327 6648. Did you hear the Officer shout out, "Stand back; women first" when the rush came?
- No.

328 6649. I will put this story to you. Your Lordship will see I must call the Witness later. "As we were being lowered several of the foreign passenger men rushed for the boat." That is what this Witness says. That is right, is it not?
- Yes.

329 6650. And did the Officer shout out when the rush was made, "Stand back; women first." - I did not hear him.

330 6651. Well, he must have shouted out something, must he not?
- I did not hear him shout it.

331 6652. Did you hear him give any order?
- No.

332 6653. Not when the rush was made for the boat?
- Not after Mr. Murdoch said "Fill the boat up." I never heard any order after that.

333 6654. I am going to put it to you that you are making a mistake as to the time, if you will follow what I am going to suggest to you. I am putting to you that what really happened was that the rush that was made for the boat of which you have spoken was before Mr. Murdoch's order. Let me put to you the story. Just follow this: that there was a rush of a number of passengers for the boat, and Mr. Murdoch then shouted out "Stand back! Women first!" that you then proceeded to take in all the women and children that were there?
- That is correct.

334 6655. That is correct?
- Yes.

335 6656. That is what I put to you before, you know. Then there was a rush made for the boat before the Officer called out "Stand back! Women first!"?
- Yes.

336 6657. And then where was that that the rush was made?
- When she came down to A deck.

337 6658. And then did you take in women and children?
- Yes.

338 6659. How many?
- What I told you before.

339 6660. The four and the three?
- Yes. That is the only deck we took them in.

340 6661. I must put to you that you took in at that deck 22 women and children. Is that right?
- No.

341 6662. Was it after that that Mr. Murdoch called out, "Is that boat full?"
- Yes.

342 6663. Did you hear persons shouting out at the side of the boat whether there were any more women?
- Yes.

343 6664. I mean not only the scouts who were sent to look for the women?
- The man who was in charge on the deck was shouting out at the same time.

344 6665. Do you mean near the boat?
- No, on the deck. The man that was looking after the deck, the Officer - I do not know who he was - was shouting if there were any more women.

345 6666. Did you hear any reply made to that?

- No.

346 6667. Did you hear anyone say to the Officer: "There are no more women and children to be seen"?

- Yes.

347 6668. You heard that?

- I heard that.

348 6669. And what did he say then?

- To fill up the boat.

349 The Attorney-General:
This is a question really of numbers, my Lord. I cannot say anything further about it, as I have only got the depositions at present. Your Lordship will have to see the Witnesses.
350 (The Witness withdrew.)
351 Day 18
352 Testimony of Harold A. Sanderson, recalled
353 Examined by Mr. SCANLAN.
354 19366. In the ordinary course of events would the mails carried by the "Titanic" be delivered to the postal authorities immediately on her docking in New York?
- Before she docked.

355 19367. Now from what port on this side is the advice sent to the postal authorities in New York, letting them know when to expect her?
- From no port on this side; they would undoubtedly get their information from the New York office of the White Star Line.

356 19368. Do you know what communication was made from Southampton or Queenstown to your New York office as to the time of the arrival of the "Titanic," the time it was expected at which she would arrive?
- I certainly know of none, and I should say offhand that none was made.

357 19369. Do you mean to say that at the time the vessel left Queenstown your people in Queenstown would not send any advice to the New York office apprising them of the hour at which they expected the "Titanic" to arrive?
- Most certainly not. Such a thing would be most unusual and most un-businesslike.

358 The Commissioner:
Do not ask speculative questions. If you have anything leading you to believe that such a thing would be done, then by all means ask it, but it takes up a great deal of time to ask these particulars.

359 Mr. Scanlan:
Of course the statement we have, My Lord, is the statement of Mr. Ismay in his evidence as to the boat, the "Titanic" being expected to arrive in New York on Wednesday, but there is also mention of it in the evidence of Tuesday.

360 The Commissioner:
That may be, Mr. Scanlan, but pass it by.

361 19370. (Mr. Scanlan.) If you please, My Lord. (To the witness.) In ordering the "Olympic" and the "Titanic" was any specification delivered to the builders?
- Delivered to the builders?

362 19371. Yes?
- None.

363 19372. Or prepared by the builders and submitted to you?
- None.

364 19373. Did you make any request to the builders, Messrs. Harland and Wolff, as to lifeboats?
- No.

365 19374. Can you tell me whether there was any discussion between you personally, as a Director, and the builders, or any responsible member of their firm as to the provision of lifeboats for the "Olympic" or the "Titanic"?
 - Yes, I believe there was.

366 19375. Can you recall any conversation in which you yourself took part in regard to this?
 - I cannot say I recall a conversation, but I recall that at one of our interviews with Lord Pirrie the question of the number of lifeboats that would be supplied was referred to, but it was only referred to in general terms, and I cannot recall that any opinion was expressed one way or the other as to the number that Messrs. Harland and Wolff would supply.

367 19376. Then was it left to Messrs. Harland and Wolff to decide for themselves how many lifeboats would be supplied to the "Titanic"?
 - It is not quite fair to put it in that way, but Messrs. Harland and Wolff would in the first instance be under an obligation to boat the ship equal to the Government requirements, and, as the result of the discussion which I refer to, additional boats were put on, to be on the safe side.

368 19377. I would like to direct your attention to the evidence given on this point by Mr. Ismay in the American Enquiry. It is right I should say that this was not put to Mr. Ismay here in the witness -box, but it is from the Official Report of the evidence. If your Lordship thinks it right, I will suggest to you the question I propose to put.

369 The Attorney-General:
 What are you reading from?

370 Mr. Scanlan:
 I am reading from the Report of Tuesday, the 30th April.

371 The Commissioner:
 What is the question?

372 Mr. Scanlan:
 Mr. Ismay is asked here, "How does it happen that the "Titanic" had but 20 lifeboats?"

373 Sir Robert Finlay:
 What page are you referring to?

374 Mr. Scanlan:
 Page 925, "How does it happen that the "Titanic" had but 20 lifeboats including lifeboats, emergency boats, and collapsible boats?"
 - (Mr. Ismay.) That was a matter for the builders, Sir, and I presume that they were fulfilling all the requirements of the Board of Trade."

375 The Commissioner:
 That is quite right.

376 Mr. Scanlan:
 That is what I put to you, Mr. Sanderson?
 - I think I have answered very much on the same lines.

377 19378. That it was left in the first instance to them?
 - Yes; that it was left in the first instance to them. They would submit a profile plan of the ship showing the boating arrangement to us, and they would undoubtedly say that it complied with the Board of Trade requirements, and as the result of this conversation which I am giving, referring to the additional boats with which she was supplied were put on, but as to what we said or what Lord Pirrie said on that particular occasion, I cannot say.

378 19379. And so far as you know is there any correspondence available to you in reference to this matter?
 - Yes. The Solicitor-General asked me yesterday to have our records looked up -

379 The Commissioner:

No, no; do answer the question. It admits of "Yes" or "No" or "I do not know"; and you can give any one of the three. Do not have any discussion, or we shall never get to the end of this Enquiry.

380 19380. (Mr. Scanlan.) There is no such correspondence - you have never heard of it?
- I said yes, there was.

381 The Commissioner:
Then there is an end of that question.

382 19381. (Mr. Scanlan.) Quite. (To the witness.) Will you produce that correspondence?
- I have handed it to the Board of Trade.

383 19382. Apart from what the Board of Trade or the advisory committee may have been contemplating, had it suggested itself to you in view of the increase in the carrying accommodation, and in the size of those sister ships, the "Olympic" and the "Titanic," that, independently, your firm ought to provide more lifeboats?
- It had not - when you say -

384 The Commissioner:
No, no. You have given your answer.

385 The Witness:
My Lord, he has made a statement which is not correct.

386 The Commissioner:
No, he has not made a statement; he asked a question, and you answered it. The question was quite intelligible, and so was your answer.

387 The Witness:
With all respect, My Lord, he has made a statement that there is an increase in the carrying capacity of the ships.

388 The Commissioner:
No, he has not. He asked a question and you answered it.

389 19383. (Mr. Scanlan.) The davits which were supplied for the "Olympic" and "Titanic" are, I understand, what are called Welin double -acting davits?
- Yes, they are.

390 19384. Before the building of the "Olympic" and "Titanic" were such davits supplied for any of your other ships?
- They were.

391 19385. Is the object of having these davits in order to enable you to deal with a larger number of boats with each pair of davits?
- Not that I am aware of.

392 The Commissioner:
That is the right way to answer.

393 Mr. Scanlan:
There is a plan here, My Lord, which I should like to submit to him, to ask him if he thinks it is practicable. There is printed on this "s.s. 'Olympic' and 'Titanic' building, by Messrs. Harland and Wolff, Limited, Belfast, for the White Star Line. Each vessel fitted with a new Welin double -acting davit, handling in all two lifeboats." Will you look at this, Mr. Sanderson. (Handing the plan to the witness.)?

394 The Commissioner:
What is this?

395 Mr. Scanlan:
This is a plan, My Lord, referred to in papers produced by the inventor of those davits.

396 The Attorney-General:
Which davits?

397 Mr. Scanlan:

The Welin davits.

398 The Commissioner:
What is the question upon it?

399 19386. (Mr. Scanlan.) This is the question, My Lord. (To the witness.) Was such a plan submitted to you showing the working of each pair of davits of two boats, one carried outboard and the other inboard, as shown there?
- A newspaper with this in it was sent to us by a firm called Crawford and Company in Liverpool in 1910.

400 19387. Your firm, then, did not authorise the production of this?
- Certainly not.

401 19388. Or the statement that this provision was being made for the boatage of those ships of yours?
- Certainly not.

402 19389. Looking at this plan (a plan was submitted to you yesterday, which I have not seen, by my Lord.), do you see any difficulty in working with those davits supplied to the "Olympic," at least, two boats for each pair?
- Off-hand, I should say it would be practicable to have two boats opposite each pair of davits.

403 19390. And, of course, if you had two with the davits which were carried, 16 pairs, you would have 32 wooden lifeboats?
- You would.

404 19391. I think you stated yesterday that in addition to that there could be lifeboats on the boat deck in the free space between the forward and the after boats?
- There are positions here where you could not put boats. You have handed to me a plan and do not give me time to study it, and I should say offhand that more could be put, but there are positions there where only ignorant persons would put boats.

405 19392. Now, May I ask you if you have seen the statement made in the lecture delivered by the inventor of this davit, Mr. Welin, at the spring meeting of the session of the Institution of Naval Architects on March 29th this year, the President being the Hon. Sir Charles Parsons, in which he stated -

406 19393. (The Commissioner.) First, let us have the question. (To the witness.) Have you read the account of that meeting?
- I have not read it, and I do not think I have ever seen a report of it.

407 Mr. Scanlan:
Then the next question is this, My Lord, if I may refer him to the statement made there.

408 The Commissioner:
Yes, certainly.

409 Mr. Scanlan:
"On the boat deck of the White Star Liner 'Olympic' and also of the 'Titanic' this double - acting type of davit has been fitted throughout in view of coming changes in official regulations. It was considered wise by the owners that these changes should be thus anticipated, and so make it possible to double, or even treble, the number of boats without any structural alterations, should such increase ultimately prove to be necessary."

410 The Commissioner:
Now, what is the question?

411 19394. (Mr. Scanlan.) This is the question, My Lord. (To the witness.) Do you agree with this statement in so far as it says that you, as representing the owners, considered it wise that the changes which you expected should be anticipated, and that it was for that purpose that those davits were altered?
- It was not so, so far as we are concerned.

412 Sir Robert Finlay:
By whom was that statement made?

413 Mr. Scanlan:
By Mr. Welin, the inventor, My Lord.

414 Sir Robert Finlay:
He is the patentee.

415 The Commissioner:
You know, Mr. Scanlan, I may tell you I have been deluged with circulars from all sorts of patentees of all sorts of lifeboats, and if I am to sit here to hear the merits of every one of those patents I shall be here to doomsday.

416 Mr. Scanlan:
Of course, I would not think of bothering your Lordship with a number of those things which have been submitted to myself and those who are instructing me, if I did not think it was necessary.

417 The Commissioner:
I am sure you have had them, too.

418 Mr. Scanlan:
Yes, I have.

419 The Commissioner:
I am most anxious, Mr. Scanlan, to spare you, if I can -

420 Mr. Scanlan:
And I am most anxious to spare you, My Lord; but surely these are the davits that were on the "Titanic."

421 The Commissioner:
Do not argue the point - go on; we shall get on quicker.

422 Mr. Scanlan:
Very well. I hope I have not unnecessarily detained your Lordship.

423 The Commissioner:
Oh, no.

424 19395. (Mr. Scanlan - To the witness.) Then it has been stated that a design was submitted, or something of this kind was submitted, to you, and I take it to be your evidence (and this is the last question I shall ask you.) that, apart from a paper sent you by some person named Crawford in 1910, you never heard of any suggestion that on those boats you should have a greater number of lifeboats than you carried?
- That is true.

425 19396. On the davits?
- That is so.

426 19397. According to your statement yesterday, you put it to my Lord, as an objection to increasing the number of boats, that if you had any considerable increase of working space on the boat deck it would be insufficient?
- I did so.

427 19398. Is it not the case, Mr. Sanderson, that the great objection from the owners' point of view is to depriving the boat deck of space for promenading?
- No, it is not.

428 19399. Now, I am going to ask you a question with regard to the crew for working a lifeboat. You stated, I think, a crew of four with one man for the tiller in addition - that is five?
- Yes, for a certain purpose, I stated that.

429 19400. Do you think a crew of five would be able to row a full-loaded lifeboat such as yours?

430 The Commissioner:
That is a question that does not affect us very much. Will you describe the sort of sea that you presuppose, Mr. Scanlan?

431 Mr. Scanlan:
I have made some ineffectual efforts to describe the sea to other Witnesses -

432 The Commissioner:
The question of the number in the boat depends very much, I should say, upon the sea.

433 Mr. Scanlan:
I suppose it does, My Lord.

434 The Commissioner:
If you put this question to him it may be of some value perhaps - in an oily sea as this was.

435 19401. (Mr. Scanlan.) Yes. In an oily sea, a perfectly calm sea, I suppose four or five would be sufficient?
- I should say in such a sea as you describe two would be sufficient.

436 19402. In a fairly rough sea you would require more?
- Yes.

437 The Commissioner:
I suppose if you had a sea bad enough you would require none, because the boat would not live, however many you put into it; you get to the two extremes.

438 Mr. Scanlan:
Of course, I always like to get at the mean position between those extremes.

439 The Commissioner:
Yes, get the mean position. That is what he meant, for a lifeboat of this size the crew, in his opinion, would be five men, and he means then in average weather.

440 19403. (Mr. Scanlan - To the witness.) I suggest to you that to row a boat like your lifeboats in average weather you would require a crew of nine?
- Well, I differ with you entirely.

441 19404. Very well. Now you stated yesterday, and I agree with you, that it is not necessary to have a larger crew?

442 The Commissioner:
I suppose the larger the crew the less number of passengers can be carried?

443 Mr. Scanlan:
Yes, My Lord.

444 The Commissioner:
But I suppose the crew weigh the same as the passengers?

445 Mr. Scanlan:
I suppose so, and they have an elementary right to safety next after the passengers.

446 The Commissioner:
Certainly, and for all I know before the passengers.

447 19405. (Mr. Scanlan.) I do not suggest that, My Lord. (To the witness.) But in making up your crews, of course you do make up a list of crews for your different lifeboats. You assign men to different stations. Do not you assign more than five to each of your lifeboats?
- Yes, but not with any idea that they should go in the boat necessarily.

448 19406. Not necessarily, but surely that is the object of stationing a man at a boat and expecting him in ordinary circumstances to go to his position, that in an emergency he will go there?
- To the boat, yes, but not necessarily go in the boat.

449 19407. But in so far as men are wanted, I presume the intention is that if they are there at their stations the men stationed to a particular boat will be sent with it?

- Some of them.

450 19408. Now you stated yesterday that you do not think it is necessary that the full crew of the boat should be seamen, and I am instructed to agree with you, but is it not necessary, if the use of lifeboats is to be maintained, that the crew, from whatever department of the ship they are taken, should get proper training?

- They should have a reasonable knowledge.

451 19409. Have you any suggestion to make as to how they ought to be trained for this work?

- Yes.

452 19410. Will you tell my Lord what it is?

- My suggestion is that the leaders of the men should do their best to get the men to carry out the Company's regulations and to take advantage of the opportunities for drill which we are trying to afford them.

453 19411. But until this disaster to the "Titanic" you have stated, or it has been stated, and you have accepted the statement from my friend, Captain Barclay, that when you have this so-called drill at Southampton you put into the boats, not a mixed crew of firemen and stewards and sailors, but a crew composed entirely of sailors?

- It is quite true Captain Barclay said that, but he made a mistake. I am now in possession of further information.

454 19412. (The Commissioner.) On what subject?

- On the subject of what is done with these boats. May I read a telegram which I received?

455 19413. Yes.

- I sent a telegram after the rising of the Court yesterday to ask if it was the fact that other ratings than deckhands had no opportunity of getting boat experience, and this is the reply.

456 19414. Who is answering it?

- Our Manager in Southampton. "Replying to your wire, boats on sailing morning have been recently manned by deckhands and stewards, we muster them here. Occasionally stewards will man one or two boats entirely. This was done on the 'Titanic' - 'Olympic' today had six boats in the water manned by stewards and deckhands."

457 19415. Tell us what is done now. I understood Mr. Scanlan to be asking you what was done before the "Titanic" went down.

458 19416. (Mr. Scanlan.) I will just accept the statement of Captain Barclay as to what was done. (To the witness.) I take it now that since the "Titanic" disaster an effort has been made to train all hands, Men of all classes in the ship, for the working of the boats?

- An effort is being made, and we are being met with an absolute refusal on the part of the men.

459 19417. And you would like the men's leaders to co-operate with you in getting the men to take the opportunity of getting this drill?

- I would like anything to be done that would help us to carry out the necessary drill.

460 Mr. Scanlan:
I understand, My Lord, that the people whom I represent are very anxious that the men should all be trained in order to secure greater efficiency and to co-operate with Mr. Sanderson.

461 The Commissioner:
I do not quite know, Mr. Scanlan, whom it is you do represent. Do you represent the leaders of these men, or do you represent the men themselves?

462 Mr. Scanlan:
I think your Lordship will remember that an application was made by me on behalf of the Union to be represented here.

463 The Commissioner:
I supposed then and I do suppose still that you represented all the men, but I am not

convinced about it. I suppose you do represent all the men. You are not here merely instructed by officials or leaders of the Union.

464 Mr. Scanlan:
The officials and leaders of the Union which I represent, represent the members of the Union, who, I understand, comprise about 80,000 to 100,000 men.

465 The Commissioner:
What I want to know is this: Assume that the men are directed to submit to this drill, do the leaders of the Union insist upon them going through their drill?
- I have been told here that the men object to the drill, and will not do it.

466 Mr. Scanlan:
Up to the present I am instructed that this is the first time a request has been made for this cooperation with Mr. Sanderson.

467 The Commissioner:
That is another matter. Is it true that sometimes the men will not do what they are asked to do in connection with drill?

468 Mr. Scanlan:
My information is, My Lord, that the leaders of the Union - those who represent the Union and who are alone capable of giving instructions for an Enquiry like this - are desirous that all men should be trained in the handling of boats in order to secure greater efficiency, and that they will cooperate.

469 The Commissioner:
What are they going to do, supposing the men say they will not drill?

470 19418. (Mr. Scanlan.) They have never had an opportunity, and I think it is quite sufficient that I should be instructed to express the desire of those I represent to co-operate with Mr. Sanderson.

471 The Witness:
We have offered them half-a-day's pay to do this drill, and they have refused - I am speaking of the firemen.

472 The Commissioner:
I can understand the firemen having an objection, it being no part of his business to go through this drill. I can understand that. He is engaged primarily, at all events, to perform services below deck, and he may say, I have got nothing to do with boat drill or boats, and I will not do it. However, I am far from saying he will be unreasonable.

473 19419. (Mr. Scanlan.) I have heard a very interesting and very practical remark from Mr. Sanderson just now that he has offered a half-day's pay - this is the first I have heard of it. I understand it is not generally known that such an offer is open. (To the witness.) When was it made?
- I did not say it was open; I said we had tried the experiment and it had failed. It was tried in the case of the "Olympic."

474 19420. When?
- Last week.

475 19421. So that it is not open now?

476 The Commissioner:
It is no use making an offer that will not be accepted.

477 Mr. Scanlan:
You have only the word of Mr. Sanderson at present. We do not know the circumstances under which it was made, or to whom it was made.

478 The Commissioner:
No, I do not know anything more about it than I have heard here.

479 19422. (Mr. Scanlan.) I will leave it at that, My Lord. (To the witness.) Now I think you

expressed the opinion that of the crew of a boat two should be seamen?

- I think it would be a wise precaution for boat work.

480 19423. Have you taken precautions that you have two for each boat where you have made an increase?

- It is not necessary to take any precautions. They would not send a boat away for boat work with less than two seamen in it.

481 19424. So that it is the intention that two men shall be on board each lifeboat?

- There is no regulation on that subject, but I am sure no lifeboat would be sent away for boat work with less than two seamen in it.

482 19425. But, then, you do not say that it is your purpose where you have increased lifeboat accommodation to secure that of your crew you shall have two seamen for each boat?

- For each boat on board?

483 19426. Yes?

- No.

484 19427. (The Commissioner.) I do not understand that, Mr. Sanderson. Are there not two seamen allocated to each lifeboat on the vessel?

- No, My Lord.

485 19428. Why not?

- Because I think it would mean providing the ship with an unnecessary number of sailors. Under no conceivable circumstances that I can think of would it be necessary to provide for manning for boat work all the boats on the ship.

486 19429. I think, Mr. Sanderson, there are instructions relating to emigrant ships issued by the Board of Trade, are there not?

- There are, My Lord.

487 19430. And this subject that Mr. Scanlan is upon is dealt with in those instructions?

- I have not read them recently; I do not recall the point.

488 19431. In the Company's steamships are what are called deckhands sailors?

- Yes.

489 19432. "In steamships deckhands should be carried in accordance with the following, which is based upon the total boat and raft capacity with which the ship is required to be provided under the statutory Rules relating to life-saving appliances;" and then we get the total capacity of boats and rafts required and the life-saving appliances. Take 9,300 cubic feet - you must have apparently 48 deckhands?

- That is quite right, My Lord.

490 19433. Now then, I see it goes on to say that the term "deckhands" means the master and mates and all bona fide able -bodied seamen?

- We go far in excess of that, My Lord.

491 19434. Now if you were to go further would it follow that you would have a number of deckhands, these able -bodied seamen, doing nothing at all during the whole of the voyage, or the whole of the return voyage, doing nothing at all, in fact, until the wreck of the steamer?

- That would be correct; we should have to make work for them.

492 19435. You would have to keep them doing nothing in anticipation of the wreck of the steamer?

- That is true, My Lord.

493 Mr. Scanlan:

If I am right, from what my Lord has read to you from the regulations, the 48 men mentioned there would be where your lifeboat accommodation was for 900 persons?

494 The Commissioner:

No, no, 9,300 cubic feet.

495 19436. (Mr. Scanlan.) I think it works out at 10 cubic feet per person, and, generally speaking, that is for 900 people?
 - Yes, that is correct.

496 19437. So that if you carried your boat accommodation up to, say, 32, or for double that number of people, you would require a greater number of seamen?
 - If we are going to put all those boats into the water for boat work, not flotation.

497 19438. If the requirements of this regulation of the Board of Trade were extended in correspondence with the number of boats carried, and increasing accommodation, it follows that there would be a considerable increase in the number of men?
 - If the Board of Trade increased the scale that my Lord has read out the number of men would have to be increased, no doubt.

498 19439. (The Commissioner.) But my point is this, and I want to know whether I am right or wrong about it. Would the effect of making that increase in the number of men be, that you would be carrying always a number of men who could not be employed?
 - That is perfectly true, My Lord. The ship is efficiently manned now for all reasonable purposes.

499 19440. (Mr. Scanlan.) Does it suggest itself to you that this demand might be met if the lifeboat accommodation was to be increased by giving proper training to the men in the other departments, and carrying only sufficient deckhands for the proper duties which deckhands have to discharge?
 - That is obvious. There is no difficulty about giving the necessary training to most of the ratings.

500 19441. (The Commissioner.) You mean to say, if they are amenable to take it?
 - I find the stewards are very amenable, and the deckhands also; it is only in the firemen's case that we cannot get them to do it.

501 The Commissioner:
 You must not say that, I am afraid, to Mr. Scanlan.

502 The Witness:
 I think he wants the truth, and that is the truth.

503 19442-3. (Mr. Scanlan.) Now, with regard to speed, you have given verbal instructions to your Captains in regard to speed under certain circumstances since this disaster, have you not?
 - No, we have not. I do not quite follow the question - Will you put it a little more clearly?

504 19444. With regard to precautions for safety and the emergency of meeting ice in the Atlantic, I take it you have given some instructions to your Captains since this accident?
 - I think I told the Court yesterday what we have done, which is that we have impressed upon them the necessity for exercising even more caution in future than they have done in the past.

505 19445. But no special directions of any kind have been given?
 - No.

506 19446. Does it suggest itself to you as a reasonable thing, that at nights the look-out should be increased?
 - At nights, ordinarily, no.

507 19447. At nights when ice is expected?
 - If it is clear I should think two men would see the ice as well as six.

508 19448. Now, I want to put this to you: Do you think with your knowledge and experience, which, of course, is very extensive, that it would be advantageous when running at night in a region where ice is expected to station a look-out man at the stem head in addition to the look-out men in the crow's-nest?
 - Reasonable - if the Commander thought it would help him, he would do it, undoubtedly,

but as to whether it is reasonable or not, I cannot say. There could be no harm in it, certainly -

509 19449. Do you think it is a desirable thing to do?

- I really do not think so. I think two men on the look-out in clear weather are sufficient for any purpose, whether it is for ships or ice or anything else, but perhaps when it was hazy it would be advisable.

510 19450. Do you think, for the purpose of detecting ice, that it is not desirable to have always a man stationed at the stem head at night?

- The term "desirable" bothers me. If you say "desirable" it might be desirable to have a score of people there, but I do not think it is necessary.

511 19451. Do you think, as a practical man, that it should be done?

- No.

512 19452. Now, do your Company have regulations in regard to sight tests for the look-out men?

- We have.

513 19453. Can you say whether all the look-out men on the "Titanic" had been tested for their sight?

- I cannot say of my own knowledge. I am informed that they have experienced difficulty in Southampton in getting men with sight certificates, but it is our wish that it should be done as far as possible.

514 19454. And that only men with sight certificates should be got for this purpose?

- Yes, that is right.

515 Examined by Mr. ROCHE.

516 19455. I just want to carry a very little further this question of the firemen in the boat (I represent the engineers.) As I understand it, you are agreed, and Mr. Scanlan's clients agree, that it is desirable that the firemen should be practised, if possible, in boat station work and in the manning of boats and in the rowing of boats?

- Yes, I think so.

517 19456. And your boat station list (I do not know that my Lord has seen the actual document.) contains in each boat some two engineers and some half a dozen firemen, or in some cases there are firemen allocated. There is space for them?

- I think so.

518 19457. Of course, as you say, everybody who is on the list is not meant to go in the boat?

- I think that is so.

519 19458. But they are supposed to be of some use at the boat stations?

- Yes.

520 19459. And the firemen included?

- Yes.

521 19460. Of course, if the firemen were no use in the boats there would always be a tendency to shut them out as being either of no use or as occupying space which passengers would take up; if they were no use that would be the tendency?

- I think, obviously, the Officers would select the best men.

522 19461. And, of course, if the firemen do not go, the tendency will be that the engineers and Officers' staff will not go either?

- I do not think that follows at all.

523 19462. You know, of course, that no engineers went in this case, and that there always is a very large percentage of firemen drowned in these cases?

- I think there is a very good reason which you need not be afraid of.

524 19463. I just want to pursue this topic at the moment. I want to carry this question of training a little further. Of course, you have a difficulty with the crew apart from the

firemen; they do not like drills and matters of that sort, I understand you to say?
 - I do not think we have had any difficulty except with one rating - the firemen.
 525 19464. That may arise from reluctance to do another man's job, or it may be that they are tired?
 - I am afraid I cannot say.
 526 19465. Now I want you to consider whether that may not be overcome now with the goodwill of the unions, and whether, if some bonus is offered, that would not facilitate matters?
 - It does not seem a reasonable thing that we should have to offer a man a bonus to make himself efficient.
 527 19466. You know, of course, that in certain branches, for instance, in His Majesty's Navy, there are very important and laborious operations, such as coaling ships, that they have to go through, which are carried out with extraordinary facility.
 528 The Commissioner:
 What are you trying to make out?
 529 Mr. Roche:
 I want to make out or suggest to the witness that in some way some practical suggestion should be made by which all ratings could be made efficient to man the boats. I wanted to see whether the witness could not help us.
 530 The Commissioner:
 I thought you were suggesting that some additional pay ought to be made.
 531 Mr. Roche:
 Yes, that was the suggestion, My Lord.
 532 The Commissioner:
 That seems to me to be very remote from our enquiry.
 533 Mr. Roche:
 I have made the suggestion, and, having made the suggestion, I thought nothing was remote which could in a sense add to the efficiency of the boats.
 534 The Commissioner:
 But you know, I do not like these different suggestions coming from different gentlemen that these men ought to be paid more money.
 535 Mr. Roche:
 This is an entirely disinterested suggestion as far as my clients are concerned, My Lord. It is only in the interest of their lives that this suggestion is made; it does not touch their pockets at all.
 536 The Commissioner:
 As I understand, you suggest that they ought to be paid more money in order to make them more efficient in working the boats.
 537 19467. (Mr. Roche.) I am suggesting that the firemen should do so for the safety of all concerned, but there was no suggestion made that the engineers should be so trained or should be paid extra. (To the witness.) I think you understand my suggestion, that it relates simply to firemen in the interests of the general safety of everybody concerned?
 - Yes.
 538 19468. But there was no suggestion made that this bonus should attach to them, or that they should participate in the drill. Now just a question about another matter, with regard to the question of speed at night when ice is about. I quite understand you to say that as things stood at the time of the calamity to the "Titanic," you did not think that any other liners did slacken speed under those circumstances, or that it was reasonable to expect a navigating Officer to do so?
 - Yes, that is so.

539 19469. That I understand to be your position?
 - Yes.

540 19470. But I want to quite understand. I do not know that you suggest now in the light of
 after experience that it would not be prudent under those circumstances, particularly when
 there is no sea to break on the ice to reduce speed?
 - The circumstances were that the Officer over-estimated his ability to see. Under those
 circumstances, of course, he would have been wise to slacken speed.

541 19471. Do not you think that that may frequently happen at night in dealing with unlit
 objects, and that some general regulation from your Company, or better still, from a group
 of companies, that moderation of speed should be strictly attended to under such
 circumstances would be an advantage to navigation?
 - I really do not think we can add anything to the instructions we have given our
 navigating Officers at the present time with regard to that, beyond cautioning them to
 carry out their instructions.

542 19472. As I understand it, there are no instructions whatever relating to speed when ice is
 in the neighbourhood or when ice is expected?
 - That is part of a navigating Officer's duty, to exercise caution under those circumstances.

543 19473. One of your objections was that no other company did it, that if you could get the
 other companies, just as they attend to questions of track, to attend to the moderation of
 speed in the region of ice, it would be an advantage to the travelling public and to
 everybody concerned?
 - I hope the Court will take my word for it, that we should not be influenced in the
 slightest degree by what other companies do about it. We shall do what we consider right
 in the interests of the safety of life.

544 19474. Now, I just want to get from you what you were going to tell your view with
 regard to the engineers. You said that there was a reason, in your view, why they were all
 to a man drowned?
 - There was. Shall I give you my reason?

545 19475. If you please?
 - My reason for saying that is that yesterday of Mr. Ismay you asked whether he did not
 think some regulation might be made whereby the engineers might be called on deck in
 time of emergency. I do not think any such regulation is necessary. I think the engineers on
 the "Titanic" were fully alive to the danger in which they stood, and that if they did not
 come on deck it was due to a magnificent conception of their duty.

546 19476. That is quite a possible explanation, but, of course, the reason for questioning
 whether that applied to all the engineers was very shortly this; that fairly obviously this
 water was driving everybody in the ship, in the lower part of the ship, back and back until
 they got to the engine room, and it is rather difficult to suppose that all the engineers were
 required in the engine room when the calamity was pending?
 - You remember they sent the firemen on deck, and therefore there was more need for the
 engineers in the engine room

547 Mr. Roche:
 I follow your reasoning.

548 Examined by Mr. HARBINSON.

549 19477. Am I right in saying that the firemen had to be sent down from the deck by one of
 the stewards?
 - I believe the firemen behaved gallantly in the ship.

550 19478. Now, were your Company, the Oceanic Steam Navigation Company, the pioneers
 in building these huge steamships?
 - I think we did lead.

551 19479. And would I be right in saying that you found it necessary to do so owing to the increasing demand for luxury in ocean travelling?

- That is true.

552 19480. Now, with your experience, which is a very extensive shipping experience, and also in the light of this recent calamity, do you not think now that some of this space which is devoted to millionaires' suites and extra deck promenades could not possibly be better utilised for the purpose of ensuring the safety of all the passengers?

- If there was anything we could do to ensure the safety of the passengers the question of millionaires suites would disappear in a moment.

553 19481. Do not you think, with regard to the boat deck, the extra space devoted to promenade decks, especially on the boat deck and the a deck, that if the recommendation of my Lord should take the form of a provision for additional boats, emergency boats I mean, lifeboats and collapsible boats, you have no hesitation in saying that that space will be placed at their disposal?

- I do not say that space. We will find space on deck for the boats which my Lord recommends us to carry.

554 19482. Do you think that the provision of such an extra number of boats as would cope with the requirements of all the passengers that would be carried on such a ship as the "Titanic" - that the provision of those boats so high up would in any way endanger the safety of the ship?

- You are supposing something which I objected to from the first.

555 19483. (The Commissioner.) I did not quite catch that answer. Will you repeat it?

- I contend my Lord, that it is unwise to do, in the first place, what this gentleman is asking me to express an opinion about.

556 The Commissioner:
That I understand. But I understood his question to be whether, if you were to put the boats suggested - I do not know how many that is, double the number than at present are there - the question is if you were to double the number of boats would it imperil the safety of the ship? I do not know whether it means would it interfere with the working of the ship.

557 Mr. Harbinson:
It would make her top-heavy, My Lord.

558 The Witness:
60 boats would be required, and I say to put 60 boats on the "Titanic" would be ridiculous in the first place, if it is possible, and I do not think it is possible.

559 19484. (The Commissioner.) Would it make the vessel top-heavy?

- It would certainly make her tender. As to whether it would make her dangerously tender or not would be a matter for the builders.

560 19485. (Mr. Harbinson.) Am I right in assuming that that opinion is based on the theory of the unsinkability of the ship, that your opinion is that such a number of boats would not be necessary?

- Not only on that account, but I have told the Court that to put so many boats as that on the boat deck would make the boat deck so congested that it would leave very little space for those who wish to use the boat deck.

561 19486. You do not, I understand, suggest to the Court that to carry that number of boats, stowed away elsewhere, would be ridiculous?

- I do not suggest that such a number of boats would be carried under any circumstances.

562 19487. I suggest to you that, in the interest of public safety, there should be boat accommodation for every passenger and for every member of the crew?

- In the same interest my answer is that it is not necessary and it is not wise.

563 The Commissioner:
You know you can imagine a case of a different kind. People when they are ill require doctors - whether they get any advantage from them I am not sure, but they require them. If there were an epidemic of cholera on the ship would you suggest that sufficient doctors ought to be always carried to attend to all the people suffering from the epidemic.

564 Mr. Harbinson:
No, My Lord, because my suggestion there would be that, provided time allowed, one doctor would be adequate to attend to all.

565 The Commissioner:
I am assuming an epidemic to which one doctor, or two doctors or half-a-dozen doctors could not possibly attend.

566 Mr. Harbinson:
Then, My Lord, under such special circumstances my suggestion would be that, with notification to the Company beforehand, that that contingency was going to arise, it would be their duty to provide a sufficient number of doctors to attend to the passengers and crew.

567 The Commissioner:
Then you would have to carry a ship full of doctors.

568 19488. (Mr. Harbinson.) I cannot conceive the circumstances where that would be possible, My Lord. (To the witness.) Now, Mr. Sanderson, I would just like to ask you a question about this launching of the boats from such a height. Of course, you will agree with me, and with what other Witnesses have said, that in a heavy sea with a heavy roll on it is a very dangerous operation to launch these boats?
- From any height.

569 19489. Have you considered the matter, or can you offer any suggestion as to whether or not it would be feasible to launch the boats from slips further down, constructed nearer the water?
- I do not understand what you mean by a slip.

570 19490. I mean by a gangway or doors so constructed nearer the water's edge that it would be possible, probably by means of rails, to shoot the boat out on to the water?
- I think that would be quite an impracticable suggestion.

571 19491. And your Company have not considered any suggestions to that effect?
- We usually put a thing of that kind in the waste -paper basket.

572 19492. That suggestion was very seriously made in a debate which took place not very far from here quite recently, but you say you do not consider it practicable?
- We have a very great many suggestions sent to us, for which we are very grateful, but the majority of them go into the waste -paper basket.

573 19493. I presume you read them all -

574 Sir Robert Finlay:
Where was the debate?

575 Mr. Harbinson:
In the House of Commons, Sir Robert. I think he is a member of your party, I am not sure.

576 Sir Robert Finlay:
Who made it?

577 Mr. Harbinson:
Mr. George terrell.

578 The Commissioner:
I want to know what we are doing at present.

579 Mr. Harbinson:
My purpose, My Lord, is to ask Mr. Sanderson a question now about the classification at

Lloyd's. (To the witness.) I understand your steamers are not classified at Lloyd's?
 - No.

580 19494. Do you not think that it would probably add to the general efficiency of ships and increase the public confidence if there were some inspection made other than the inspection that is made by the Board of Trade?
 - I am quite sure it would not.

581 19495. Why do you say so?
 - Because the White Star ships are recognised as being of such a superior type to the ships which are ordinarily classed in Lloyd's that the fact that Lloyd's passing them would commend itself to no one in particular.

582 19496. That is to say, you consider that public confidence could not be increased by Lloyd's making an examination?
 - I am quite sure it could not.

583 19497. Do I rightly understand that there is no examination made of your ships beyond that made by the Board of Trade?
 - The Board of Trade, and, of course, the builders building up to their special specification.

584 19498. By the Board of Trade examination, do I understand that that was the examination upon which the certificate read by the Attorney-General is founded?
 - Yes, that is correct.

585 19499. Would you explain to the Court of what exactly that examination consists?
 - I prefer to leave that to the builders. The construction of the ship is supervised, to a certain extent, by the Board of Trade people.

586 19500. I understood that it was you, representing the White Star Line, who were on the "Titanic" when the trials were made. Is that right?
 - No, it is not right, in so far as I only made the trip from Belfast to Southampton. It is true the engines were tried on that trip, but I took no part in the trial.

587 19501. Were you there as representing the White Star Line?
 - Yes.

588 19502. Was any trial made as to the efficiency of the watertight doors?
 - There was a trial made every day of those doors.

589 19503. Was there a trial made on this trip?
 - No, there was not, because she was not on business then.

590 19504. Now, your Company have carefully considered the question of watertight doors, have they not?
 - Very.

591 19505. (Mr. Harbinson.) Then, My Lord, I should like, if I may, to ask Mr. Sanderson a few questions on that point. (To the witness.) Would you agree with this view that if you pierce a bulkhead with the idea of making a watertight door you defeat your own object in making a watertight compartment?
 - No, I do not think so.

592 19506. You would not agree with that view?
 - No, I should not agree with it.

593 Would you agree with this view, that you cannot close the watertight compartments in a sudden rush. In a big compartment the rush of water is so terrific that you cannot close the door.

594 The Commissioner:
 Who says this?

595 Mr. Harbinson:
 Lord Charles Beresford, My Lord.

596 The Commissioner:

What is the rush of water? Where is it coming from? Is it coming from a burst pipe, or what?

597 Mr. Harbinson:
It came in in this case from the rip in the side of the "Titanic."

598 The Commissioner:
But I understand that is an observation about a rush of water the dimensions of which are not mentioned and the volume of water not given.

599 Mr. Harbinson:
Well, My Lord, it is a speech made on the same occasion as I read before, by Lord Charles Beresford.

600 The Commissioner:
Do spare me the House of Commons speeches, please.

601 Mr. Harbinson:
It was the opinion of Lord Charles Beresford, My Lord.

602 The Commissioner:
That may be.

603 19507. (Mr. Harbinson - To the witness.) Now, would you agree with the view that the lifeboats on the "Titanic" ought to have been provisioned in the same way as the lifeboats in a man-of-war are provisioned?
- I am not familiar with the man-of-war practice.

604 19508. I understand that the man-of-war practice is that the lifeboats have always got biscuits and all the requirements necessary on board?
- So have the White Star ships.

605 19509. They are supposed to have?
- I believe, in fact, they have.

606 19510. But in view of the evidence that has been given now in the course of this Enquiry, do you still adhere to that view?
- I do.

607 The Commissioner:
I am told that you are quite wrong in supposing that lifeboats on a man-of-war are provisioned in that way. They are not. There are two emergency boats that are provided with such luxuries.

608 19511. (Mr. Harbinson.) I think, My Lord, there were luxuries in the boats on the "Titanic." (To the witness.) Now you, I understand, disagree with the view that searchlights would be useful?
- My own opinion is that they would be worse than useless; they would be a positive source of danger to the ship.

609 19512. Upon what is that opinion founded?
- Because of the well-known fact that if you are going to keep a good look-out at night the worst thing that can happen to the man on the look-out is to have a glare to look into. I believe if they had a searchlight and the man looked down the lane of that glare he would not see anything on either side of him for some five minutes afterwards.

610 19513. You do not think it would enable the man on the look-out to see ice?
- I think it would help him to find the ice; but would get him into trouble with passing ships.

611 19514. Would there be any likelihood of coming into contact with passing ships?
- I am afraid we cannot look upon the system of meeting ships as perfect as that. In spite of our lane roads we are meeting and crossing ships constantly.

612 19515. Now, do you think, in view of what has occurred that the opportunities of getting from one part of a big ship like the "Titanic" to another part are adequate?

613 - I think they are as near perfection as they can be on the "Titanic."
 19516. Do you think, with regard to the passengers fore and aft that their opportunities of getting from the very front and back of the ship to the boat deck might not be improved upon?
 - I do not see how they could be.

614 19517. In this case you have read the figures, the percentage of loss was higher of that particular class. Now, do not you think that the intricate maze of passages may have been one of the reasons why these people did not find their way to the boat deck?
 - I do not admit that there was any intricate maze of passages, and I do not think the position of the third class passengers was directly affected by that or that your point, that they could not get there, had anything to do with their not going away in the same number. I think that the position in which the boats are placed on the ship necessarily being the position which is the best for launching them, happens to be abreast of that portion of the ship in which the first and second class passengers are carried, and, therefore, when the call for women and children came, the women and children who were handiest came to the boats first, and that is the reason, I think, why there were more first and second class women and children saved than third class, because the nearest were taken first.

615 19518. Then the third class women were aft?
 - Yes.

616 19519. Would it not be possible, in consequence of what you have just said, to place a number of boats for third class women somewhere about the well deck?
 - It would be a very inconvenient place to carry a boat and almost an impossible place to launch a boat from, because of the overhang.

617 19520. Would it not be possible so to alter the construction of your ships that these boats for third class passengers could be carried in the rear of the ship (Pointing to the model.)?
 - If you look where you are pointing, you will find the line of the ship comes there, and to put a boat out there would be a most dangerous thing.

618 19521. I mean carrying them in?
 - I mean to launch a boat would be a most dangerous thing to attempt in that portion of the ship.

619 19522. Dangerous even with a steamer, as it was in this case, slowed down?
 - That is an exceptional case.

620 19523. Then would you think it desirable, in view of the fact that you do not consider it feasible to put the boats so near the stern, that when you are issuing passengers tickets to all the passengers the number of the boat to which they are assigned in case of emergency should be put on the passengers tickets you issue?
 - What am I going to put on the tickets for which we have not got places in the boats?

621 19524. I am assuming for the purposes of my question that you would provide -
 622 The Commissioner:
 That is very remote. First of all, you have to assume that there is boat accommodation for every soul on board. Otherwise, as Mr. Sanderson says, you could not fill up a ticket.

623 Mr. Harbinson:
 I am assuming that for the purposes of my question.

624 The Commissioner:
 It is too remote.

625 19525. (Mr. Harbinson - To the witness.) Would it be desirable to indicate upon the tickets the boats which the passengers would be assigned to?
 - I can conceive no useful purpose that could be served.

626 19526. Do you not know that it is actually done in the case of some lines?
 - I do not know.

627 The Commissioner:
Can you tell me which line?

628 Mr. Harbinson:
I do not know of my own knowledge, My Lord, but I have been told that it is done in the
case of some of the Japanese lines, but I will try and obtain the information for your
Lordship.

629 The Commissioner:
From where to where?

630 Mr. Harbinson:
I take it, it is the ships that ply in the far east, probably between the East and England.

631 The Commissioner:
You mean boats plying in Eastern Waters.

632 Mr. Harbinson:
That is my information, My Lord - that that has been done.

633 The Commissioner:
Well, I do not like cross -examining gentlemen in your position, Mr. Harbinson, but will
you tell me the name of the line?

634 Mr. Harbinson:
That I cannot do, My Lord, but I can ascertain it for your Lordship.

635 The Commissioner:
Can you tell me the source from which the information comes?

636 Mr. Harbinson:
I have been told so, personally.

637 The Commissioner:
By whom?

638 Mr. Harbinson:
I was told so by a nautical man in London.

639 The Commissioner:
What is his name?

640 Mr. Harbinson:
His name, I believe, is Macdonald.

641 The Commissioner:
Where does he live?

642 Mr. Harbinson:
I cannot give your Lordship his address.

643 The Commissioner:
Is the question based simply upon information given to you by a gentleman named
Macdonald, who lives somewhere, and you do not know where.

644 Mr. Harbinson:
I know where he is to be found.

645 The Commissioner:
Where is he to be found?

646 Mr. Harbinson:
At a club, of which I am a member, My Lord. I hope I have submitted patiently to your
Lordship's cross-examination.

647 The Commissioner:
But you know, really, if I am to sit here to listen to questions based upon information or
suggestions derived from somebody in a club, I do not know when I am to get to the end
of the Enquiry.

648 Mr. Harbinson:

The question, I submit to your Lordship, is important in this way, that if a station had to be allotted to each individual -

649 The Commissioner:
We are upon the question of practice in Eastern Waters of Japanese Lines, the names of which I do not know, and upon matters mentioned apparently by a gentleman named Macdonald in a club.

650 Mr. Harbinson:
I submit, My Lord, that one of the functions of this Commission is to make recommendations.

651 The Commissioner:
It is; and it is one of the functions to try and get reliable evidence upon the question.

652 Mr. Harbinson:
I was merely putting the suggestion to the witness in order to ascertain his opinion.

653 The Commissioner:
Are you going to call Mr. Macdonald?

654 19527. (Mr. Harbinson.) That I shall exercise my discretion upon when the proper moment arrives. (To the witness.) Now, do you know whether the Board of Trade have got regulations with regard to boat drill?
- They make a certain boat inspection before the ship sails.

655 19528. Do they take any steps to ascertain from time to time whether proper boat drill is carried out?
- I do not recall that that is any part of their regulations; it may be.

656 19529. At present you do not know whether they do or do not?
- I do not recall whether they have any Regulations upon that point.

657 19530. You consider it of course, eminently desirable that proper boat drill should be carried out?
- Certainly.

658 19531. And you consider that it is in the interest of the safety of the passengers that in cases of emergency the men should know exactly what to do, know their stations and what is expected of them?
- Yes.

659 19532. Now I think you told my Lord yesterday that in the case of the "Oceanic" the men had refused boat muster?
- Yes, I did.

660 19533. In your view, is the master or the Captain of the ship not the right man to fine the men?
- Yes.

661 19534. And to punish them for refusing to comply with his orders?
- Yes, but that does not make them do it. They were logged in this instance for refusing duty.

662 19535. And your evidence today was that up to the present inducement has failed?
- To a very large extent it has failed. You cannot get them to turn out in any satisfactory numbers.

663 19536. You know that Mr. Andrews was the designer of this boat?
- I cannot say who the designer of the boat was. It was designed by Messrs. Harland and Wolff; but who they employed for the particular work I cannot say.

664 19537. Do you know Mr. Andrews?
- Very well indeed.

665 19538. I am not referring now to this question of davits. Do you know whether or not prior to the launching of the "Olympic" and the "Titanic" a suggestion was made that these

ships were insufficiently boated?
 - I do not know of any such suggestion.

666 19539. You have never heard of that?
 - No, I have never heard of any such suggestion.

667 19540. Now upon the question of crews, I put a question with regard to continuous service to Mr. Ismay, and I would like to invite an expression of your opinion upon it. Would you consider it feasible to provide, as far as possible, for keeping on the crew which does the voyage backwards and forwards during the time the steamer is in port?
 - It is feasible, but not commercially feasible.

668 19541. Do you think it could be made commercially feasible by employing these men instead of employing shore gangs, as you do at present?
 - We do put those men on the shore gangs as near as we can, but in practice it is not their desire to work while the ship is in port.

669 19542. Up to the present, have you in practice given them the opportunity?
 - Yes, they have had lots of opportunities.

670 19543. Then I take it that you would not disagree that for the purposes of managing a big steamship you require a well-disciplined and thoroughly-trained crew?
 - Of course.

671 19544. And that cannot be secured by shipping a fresh crew for every voyage?
 - There is no regular liner that does ship a fresh crew for every voyage.

672 19545. But I gather that the men when they come home are discharged, are paid off, and then that you sign on a fresh crew when she is leaving again?
 - I do not know what you mean by a fresh crew. I should say that 70 percent of the men that come in on one voyage go out on the next.

673 19546. According to the Government requirements, they are all paid off each time they come into port.

674 The Commissioner:
 All this we have heard before, and I really do not want to hear it half-a-dozen times.

675 19547. (Mr. Harbinson.) Would it not be possible to increase the number of those who continue in your service and continue on the particular boat they are employed upon?
 - We told you yesterday of the efforts we have made to do it, and it was not any good, and we have met with no encouragement.

676 19548. Now, Mr. Ismay, in answer to the Attorney-General at Question 18434, said this: He was asked: "You have told me now what your answer is. What was your answer?" And he says: I should say if a man can see far enough to clear ice, he is perfectly justified in going full speed. (Q.) Then, apparently, you did not expect your Captain to slow down when he had ice reports? - (A.) No, certainly not." Do you agree with that?
 - Entirely.

677 19549. And in view of what has occurred, would you in giving the verbal instructions that you have told us about to your Captain - would you repeat and say this: We do not expect you to slow down when you have ice reports?
 - I most certainly will not say anything of the kind.

678 19550. You would not give them instructions to that effect?
 - No, of course I would not. To tell a man not to slow down! It would be ridiculous.

679 19551. Although at the same time you would justify him when he had failed to slow down although he had ice reports?
 - I should expect him to exercise his discretion as a good seaman, and err on the side of safety; but as to telling him not to slow down it would be criminal.

680 19552. But you would justify him when he did not slow down?
 - Under proper conditions I would, yes.

681 Examined by Mr. CLEMENT EDWARDS.
682 19553. Yesterday you said that in your view it would be unwise to have such a number of
boats as to accommodate everybody aboard ship?
- I did.

683 19554. Was your idea of the un wisdom based upon your faith in the unsinkability of the
ship?
- No.

684 19555. What was it based upon?
- I have already said, I think, that my objection to it would be that in the case of a ship
such as the "Titanic" she would have to carry something like 60 boats, and I do not
consider it is possible to put 60 boats on that ship without hampering her deck so that the
working of those boats would not be interfered with.

685 19556. Then do you believe that you could still have less boat accommodation and
passengers carried though you have not faith in the unsinkability of the ship?
- I do. There are certain risks connected with going to sea which it is impossible to
eliminate, just as there are risks in connection with travelling on land.

686 19557. And you think that those risks ought to be borne by, at all events, a proportion of
the passengers and crew on every one of your ships?

687 The Commissioner:
Ought to be divided amongst them, not borne by a proportion, but divided amongst them
generally. This does not help me very much. It appears to me that Mr. Sanderson is quite
right. Every person who goes to sea, or, for that matter, who walks on land, Must expect
some risks.

688 Mr. Edwards:
Yes; quite so, My Lord, and, as I understand, the purpose of this Commission is to find out
how we can reduce those risks to an absolute minimum.

689 The Commissioner:
That is quite true; that is one of the purposes, no doubt.

690 Mr. Edwards:
So that I can put it to Mr. Sanderson that your idea with regard to boat accommodation
bears no relation to your ideas as to the sinkability of the ship.

691 The Commissioner:
I do not understand that question. What does it mean?

692 19558. (Mr. Clement Edwards.) I will put it in parts, My Lord. (To the witness.) First of
all, I understand you to say that you regard it as unwise to carry such a number of boats as
would provide accommodation in the event of disaster for every person on board the ship?
- I do.

693 The Commissioner:
He has said that three or four times. Now, what is the question?

694 19559. (Mr. Clement Edwards.) I understand you to say that that is not based upon your
faith in the unsinkability of the ship?
- It is not based upon that because I think the objections I have mentioned apply to any
ship, unsinkable or not.

695 19560. If that is your view, will you say why there is any need to carry any boats at all?
- For transfer purposes.

696 19561. Purely for transfer purposes?
- That is my judgment.

697 19562. That is to say, transferring from ship to shore in the event of disaster, or from ship
to ship in the event of disaster?
- That is my view.

698 19563. And that the case of being in such a situation as that there are no ships to which to transfer is a risk that must always be taken?
- Yes, and it is a very, very small one.

699 19564. We all thought it was, I daresay, Mr. Sanderson. Now, yesterday you stated that in certain respects the construction of the "Titanic" exceeded the requirements of Lloyd's?
- I did.

700 19565. You stated with regard, first of all, to the watertight bulkheads, that she was superior to Lloyd's requirements?
- In regard to her strength I am told that she is.

701 19566. May I take it, with regard to her height, that there are 15 bulkheads on the "Titanic"?
- Yes.

702 19567. Do you know up to what decks they came?
- They came up to the E deck forward and D deck aft.

703 19568. And intermediately in the bunkers in the boiler section?
- The same thing - E deck until you come aft and then they go up to D deck.

704 The Attorney-General:
The two forward ones go to D deck. The two forward decks are stepped one forward to E deck and the other one aft to D deck.

705 The Witness:
I am sorry I made a mistake. I suggest, however, that this is a question which really had better be answered by the builders; it is technical.

706 The Commissioner:
If Mr. Edwards will promise me not to ask the next witness the same question, we will have it now.

707 Mr. Edwards:
I should not have attempted to examine Mr. Sanderson upon this point if it had not been for the statement which he made in reply to the learned Solicitor-General yesterday.

708 The Commissioner:
What was that statement?

709 19569. (Mr. Clement Edwards.) The statement that he made yesterday was this, My Lord:
"I should mention that she had a specially powerful wireless installation, long distance. She was built with an unusual number of watertight bulkheads, 15 in all; those bulkheads were of special construction, carried up as much as possible in one fair line, and they were built in excess of the requirements of Lloyd's." (To the witness.) Now, take the bulkhead immediately in front of boiler section No. 6, what is the height of that?
- It seems to go to E deck.

710 19570. Do you say that it does go to E deck?
- I am looking at the plan, and I think I am correct in saying that it goes to E deck.

711 The Attorney-General:
Which one?

712 Mr. Edwards:
The one immediately in front of boiler section 6.

713 The Attorney-General:
Yes, that is right; it goes to E deck.

714 19571. (Mr. Clement Edwards.) Now, take the bulkhead between boiler sections 6 and 7, does it run continuously?
- There is a step in that one apparently up to E deck. I think you will find I said so far as possible in a fair line.

715 Sir Robert Finlay:

We have had a model made, My Lord, which shows in a very convenient form the watertight compartments, and which, I think, May save time, and which shall be shown to your Lordship.

716 The Commissioner:
That will be much more intelligible than these plans.

717 (The model was handed to the Commissioner.)

718 Sir Robert Finlay:
It shows the two forward bulkheads going up to D deck, and the other to E deck.

719 Mr. Laing:
The decks are numbered.

720 Sir Robert Finlay:
The number is on the decks. You will not see it if it is lying flat in that way.

721 The Commissioner:
Now, Mr. Edwards, what is your question?

722 Mr. Edwards:
I just asked as to how high the bulkhead between boiler sections 5 and 6 ran, and the witness said there appears to be a step.

723 The Commissioner:
According to this model it goes to E.

724 Mr. Edwards:
I have not seen the model, My Lord. It runs fairly to E. Does it show the step?

725 The Attorney-General:
There is no step.

726 The Commissioner:
There is no step in that.

727 Mr. Edwards:
May I ask if between 4 and 5 there is a step shown?

728 The Commissioner:
Yes, there is. Now that I have it in my mind, I will hand it down to you, Mr. Edwards.

729 19572. (Mr. Edwards - To the witness.) You spoke yesterday about the bulkheads being superior to the requirements of Lloyd's. Are you familiar with requirements of Lloyd's?

- No, I am not.

730 19573. Why do you say that this is superior to the requirements of Lloyd's?

- Because I am advised so by the builders.

731 19574. So that it is not upon your own information?

- These are matters on which I accept information from the builders.

732 19575. If you were told that Lloyd's requirements as to bulkheads were that they were to be taken right through to the height of the upper deck, fair, would you then say that your bulkheads were superior to Lloyd's requirements?

- If what you say is correct, apparently they would not be.

733 19576. I will take you now to the question of the strength of the bulkheads. Do you of your own knowledge know what the plate thickness of the bulkheads in the "Titanic" was?

- I do not know.

734 19577. Do you know anything in respect of that what Lloyd's requirements are?

- I do not know.

735 19578. Do you know any particulars as to the stiffness of the bulkheads of the "Titanic"?

- No, I am not familiar with those details.

736 19579. Do you know what Lloyd's' requirements are in that respect?

- No, I have said that. I do not know what they are.

737 19580. So that I may take it that while you said yesterday that in certain respects the

construction of the "Titanic" in the matter of bulkheads was superior to Lloyd's, that is entirely based upon what you have been informed by the builders?

- It is.

738 19581. Then I will not trouble you any further upon that point. I should like to ask you one or two other questions. Have you had any experience at all of classification for Lloyd's register?

- No.

739 19582. (Mr. Clement Edwards.) Do you know that if you had sought the "Titanic" to be classified there would have been independent Surveyors superintending the construction?

740 The Commissioner:

I know it. You need not trouble about it. I know it well.

741 The Witness:

It is so.

742 19583. (Mr. Clement Edwards.) Then I will not pursue that point any further, My Lord. (To the witness.) You spoke of complying with the regulations of the Board of Trade in the construction of the "Titanic"?

- Yes.

743 19584. What you really meant was, was it not, that what you did was to satisfy, after the construction, the inspectors of the Board of Trade?

- I think we have to do a little more. I think that while the ship is under construction she is subject to a certain supervision by the Board of Trade.

744 19585. You do not suggest, do you, that you have to answer certain elements of construction to comply with any definite Regulations of the Board of Trade?

- I believe there are such, but what they are I am not in a position to tell you.

745 19586. You have never seen any such Regulation?

- No, I have not.

746 19587. A Regulation as to plate thickness?

- I am quite unfamiliar with these details. I think you had better ask the builders.

747 19588. I only wanted to see. You stated yesterday you had complied with the Board of Trade Regulations, and I wanted to make it perfectly clear what it was with which you did comply?

- I am only repeating information which was given to me.

748 19589. As I understand, your Company is owned by the International Marine?

- They own the shares.

749 The Commissioner:

That is not legally true. What the International Mercantile marine Company does is to hold the great bulk of the shares in the Oceanic Company.

750 Mr. Edwards:

I understood from the evidence of Mr. Ismay that they hold all the shares.

751 The Commissioner:

I say the great bulk. They do not hold all of them. There must be some left in the Oceanic Company itself which are not held by them.

752 The Witness:

To be quite correct they do not hold them in their own name. They are held indirectly. It is a mere detail.

753 19590. (The Commissioner.) I should like to know, are they held by some trust Company?

- Yes.

754 19591. Some American Trust?

- They are held, in the first place, by the International Navigation Company, of Liverpool, whose shares are again held by a Trust Company in America.

755 19592. These ramifications are rather a mystery to me?
 - I know they are rather complicated.

756 19593. Let us trace them through. There is the Oceanic Company?
 - Yes, My Lord.

757 19594. That took over, as I understand, all the ships, as I understand, of the White Star Line?
 - It always owned them.

758 19595. No, it did not, because these ships were owned at that time by Ismay, Imrie and Co?
 - Never, My Lord.

759 19596. Do you mean to say there never was a firm of Ismay, Imrie and Co.?
 - They were the managers of the Oceanic Company.

760 19597. I do not know it, but you may be right. Do you mean to say that from the beginning of the White Star Line the boats have been owned by the Oceanic Company?
 - Yes, from its very first.

761 19598. Very well. Some years ago the International Mercantile marine Company was formed?
 - It was.

762 19599. That company was an American Company, I understand?
 - Yes.

763 19600. And did that company acquire all the shares, or practically all the shares in the Oceanic Company?
 - It did.

764 19601. And then you say that the International Mercantile marine Company acquired them. They did not have them registered in their own name?
 - No.

765 19602. In what company's name were they registered?
 - They are held by the International Navigation Company of Liverpool; but it is purely a financial transaction.

766 19603. So I suppose. I was going to ask you what is the business of the International Navigation Company of Liverpool?
 - It is one of the subsidiary companies controlled by the International Mercantile marine Company.

767 19604. What is their business?
 - Steamship.

768 19605. What steamers do they manage?
 - They run at present the "Marion," the "Haverford," and the "Dominion" to Philadelphia.

769 19606. They do not run any of the White Star Line?
 - None.

770 19607. But it is a company that runs steamships?
 - Yes, it is.

771 19608. I will not ask you, because it may not be of the least interest, why the shares which the International Mercantile marine Company took over from the Oceanic Company were registered in the name of this financial company, but they were registered in the name of this company, the Navigation Company. Are they, then, held by any Trust company in America?
 - They are, as security for a certain issue of bonds.

772 19609. Has this Navigation Company transferred those shares in their turn to the trust Company in America?
 - It has.

773 19610. And what is the name of the trust Company in America?
 - There are two Trust Companies, My Lord. I would not like off-hand to quote the names, as I am not very familiar with them.

774 19611. They are companies instituted, I suppose, and worked for the purpose of, holding the security which bondholders have recourse to?
 - That is right, My Lord.

775 19612. (Mr. Clement Edwards.) I suppose the real reason for your having a series of English Companies -
 776 The Commissioner:
 No, not English Companies. There is only one, the Oceanic. The Navigation Company, perhaps, is an English Company.

777 The Witness:
 It is an English Company.

778 19613. (Mr. Clement Edwards.) Well, the reason for having an English Company is, of course, to enable you to register under the first Section of the merchant Shipping Act?
 - I do not quite follow you. Who are to register?

779 19614. I think you are familiar with the merchant Shipping Act?
 - I am going to answer your question if you will let me. I can answer it quite easily. It is not necessary to transfer to the International Navigation Company the shares for the purpose of holding under the Navigation Act.

780 19615. That I know; but the International Mercantile marine Company, being an American Company, although the substantial owners of these ships, could not be the registered owners in this country by reason of the first Section of the merchant Shipping Act of 1894?
 - That is true.

781 19616. And, therefore, you have set up this special independent English Company for the purpose of complying with -?
 - No, excuse me. The intermediate Company that you are referring to was used for financial reasons quite independent of the actual question.

782 19617. I put it to you that if you had not the Oceanic Company you would have to have some other english Company if these ships were to be registered in England?
 - Certainly.

783 The Commissioner:
 Or a British subject; you do not want a company.

784 19618. (Mr. Clement Edwards.) Yes. Quite so. Either a British firm, or a company, or an individual?
 - They must be a registered company or an individual.

785 19619. I see that the ship's Rules and uniform regulations are issued by the International Mercantile marine Company. That is the red book. You have a copy there, have you not?
 - Yes.

786 19620. (The Commissioner.) I did not know that. They are issued, then, by an American Company?
 - That is not quite correct, My Lord. Perhaps I may explain. Each of these companies which have come under the control of the International Mercantile marine Company had, up to a few years ago, its own book of Rules. For the sake of uniformity we went through these various books and put them all into one, and to save having the names of all the companies referred to on it we called it the "International Marine Companies' Rules."

787 19621. In point of fact these Rules which now apply to all the steamers, certainly all the steamers of the White Star Line, and probably to a great many others, are American Rules?

- No, My Lord.

788 19622. They are Rules issued, apparently, by the American Company, because I hold the book in my hand. "The International Mercantile marine Company" - that is the American company?

- Those Rules were drafted and prepared here by myself and my colleagues.

789 19623. That may be. But they are issued by the American company - "International Mercantile marine Company: Ships' Rules and Uniform Regulations." Is not that so?

- Their name is on the book, My Lord.

790 19624. (Mr. Clement Edwards.) May I take it that every one of the companies or lines controlled by the International Mercantile marine Company are guided by these Rules?

- They are.

791 19625. Does that apply to the Leyland Line too?

- I think they also have adopted the same book.

792 19626. Do you mind turning to page 23, paragraph 112? Before I read that, however, I should like to ask you a question. You have just said that before this International Company came into existence there were a number of separate Regulations for each of the Companies. You yourself have been for some years attached to the White Star Company, and you have said that you had drawn up these Rules. In regard to assisting vessels in distress do you remember whether this Rule here is at all similar to the old Rule of the White Star Company?

- I could not say at this distance of time whether it is identical with it or not.

793 19627. But this is the Rule to which, as far as its owners are concerned, Captain Lord would be subject?

- I believe so.

794 19628. "Assisting Vessels in Distress - (a.) In the event of falling in with vessels derelict or in distress, Commanders (of the passenger steamers especially.) should bear in mind that by deviating from their courses or from the usual employment of their ships, in order to render assistance to other vessels, otherwise than for the purpose of saving life, questions as to insurance may arise, and responsibility may be incurred to passengers and owners of cargo for detention or risk to which they or their property on board may thereby be exposed. As a general Rule, therefore, Commanders of the passenger steamers in the North Atlantic trade are reminded that it will be better not to interfere in such cases, unless the circumstances be of very special character, or it be for the purpose of protecting or saving life. (b.) In the trans-Pacific and Colonial trades, Commanders of the passenger steamers, in coming to a decision on this point, should bear in mind the great distances involved and the comparatively infrequent opportunities of obtaining assistance which may occur, and that under such circumstances a liberal interpretation of these Rules is permissible." That, of course, is not on the Atlantic. "(c.) In the case of the cargo steamers other considerations apply, and the Commanders of these vessels may, should they consider the circumstances such as to justify their doing so, exercise a wider discretion in carrying out this regulation. (d.) Commanders of all steamers are cautioned that under no circumstances are they, in assisting vessels in distress, to unduly risk their own vessels, or expose the lives of those on board to hazard." So that as far as the Company itself is concerned the thing that is impressed upon their Officers is rather in the direction of not helping than helping?

- I do not think that is a fair interpretation of the Rule.

795 The Commissioner:

Mr. Edwards, are you asking him to interpret what this means?

796 Mr. Edwards:

Yes.

797 The Commissioner:
Because, if so, that will not do. I must interpret it.

798 19629. (Mr. Clement Edwards.) Yes, My Lord. With due respect, My Lord, I perhaps
ought not to have asked the question. (To the witness.) Will you kindly look at Rule 113:
"Commanders are required to navigate their vessels as closely as possible on the
transatlantic routes adopted by the principal Atlantic Passenger Lines"?
- I am familiar with it.

799 19630. I only want to refer you to two other rules. The first is Rule 248. It is on page 45,
"Examination of Coal Bunkers." The respective senior engineers of each watch, before
going off duty, Must go through the coal bunkers, and note their condition on the, log-
slate, and should there be any signs of spontaneous combustion taking place, they are at
once to report same to the Chief Engineer, who is immediately to notify the Commander.
All coal should, as often as possible, be worked out of the bunkers." We have had it in
evidence that there was a fire in one of the bunkers when the "Titanic" was coming over
from Belfast to Southampton?
- Yes.

800 19631. Would a copy of the log of the "Titanic" be taken for the use of the Company
before she left Southampton?
- The Engineers Log from Belfast to Southampton?

801 19632. Yes?
- I presume there would be one, but I do not remember it. It is a very short trip, and
perhaps the ordinary regulations might not have been carried out on it.

802 19633. You cannot tell me whether there was any entry in the log as to the fire?
- I could not tell you; but I know that there was a fire.

803 19634. When did you know that?
- I heard it at this Enquiry first of all. I then sent down to Southampton, and they said,
"Yes, there was a small fire."

804 The Commissioner:
What are these questions directed to? Spontaneous combustion in a coal bunker is by no
means an unusual thing. Are you suggesting that we are concerned in enquiring as to
whether it was entered in the log, or not?

805 Mr. Edwards:
No, My Lord. With respect, that is not the point.

806 The Commissioner:
What is the point?

807 Mr. Edwards:
The point, with very great respect, is this - that the part of the particular bulkhead which
showed damage, according to the evidence, was a bulkhead which stood in the bunker
where there was evidence that a fire had existed continuously on the journey from Belfast
to Southampton, and even subsequently; and that the coal had to be taken out down to a
certain level, and black paint put on so as to hide whatever marks there might be, or the
damage caused by the fire. It would be a matter, of course, for your Lordship's
consideration as to whether -

808 The Commissioner:
Do let us confine ourselves to the real serious issues of this Enquiry. That fire in the
bunker has nothing to do with it.

809 Mr. Edwards:
With very great respect, My Lord, I should have thought it was.

810 The Commissioner:
I differ from you there entirely.

811 Mr. Edwards:
With very great respect, I would suggest that it was a little premature for your Lordship to say this until after you had heard the expert builders, and perhaps other experts as to what is calculated to be the damage done by a continuous fire.

812 The Commissioner:
Will you tell me what the evidence hitherto with respect to this bunker is?

813 Mr. Edwards:
Yes, My Lord.

814 The Commissioner:
What is it? That there was a fire in this bunker between Belfast and Southampton; that the coal was worked out; that some dent or dinge was observed (so one witness says.) in the wall of the boiler. Is there anything else?

815 Mr. Edwards:
Yes, My Lord.

816 The Commissioner:
What is it?

817 Mr. Edwards:
That in order to get the hose through to work upon this fire a hole or holes had to be bored through the bulkhead.

818 The Attorney-General:
There is no evidence of that.

819 The Commissioner:
Who is it that says that?

820 The Attorney-General:
I have never heard that.

821 Mr. Edwards:
Barrett, I think, is the witness.

822 The Commissioner:
Will you refer me to the Question and answer?

823 Sir Robert Finlay:
There is nothing of the kind.

824 Mr. Roche:
I think your Lordship will find the evidence that my friend is talking about on page 70.

825 The Commissioner:
Will you read it?

826 Mr. Roche:
It is in answer to a question by myself. I think it is with reference to the same bunker, No. 5. It is Question 2249: "Now I want to ask you one question about the hole in this bunker you have described to my Lord."

827 The Commissioner:
He must have said something previously to this.

828 Mr. Roche:
Yes, My Lord. He had said fairly early in examination-in-chief that there was a hole in the bunker after the accident.

829 The Commissioner:
After what accident?

830 Mr. Roche:
After the accident with the ice - after the collision with the iceberg.

831 The Commissioner:
Do you mean a hole knocked through the ship's side by the iceberg?

832 Mr. Roche:
Yes, My Lord, that is Barrett's evidence.

833 The Commissioner:
That is not the hole Mr. Edwards is talking about.

834 Mr. Roche:
That is the evidence of Barrett. That is what my friend is thinking of.

835 Mr. Edwards:
Allow me to say, My Lord, that I had this so definitely in my mind when I went over the
"Olympic" at the inspection that I made special enquiries as to the position where this hole
was supposed to have been made.

836 The Commissioner:
Of whom did you enquire?

837 Mr. Edwards:
Of two Officers.

838 The Commissioner:
Two Officers of the Olympic?

839 Mr. Edwards:
Yes.

840 The Commissioner:
What did they know about it?

841 Mr. Edwards:
It so happened, My Lord, that two of the men employed by the White Star in helping to
clear out the coal had also been employed on the "Olympic," and had conversed with the
Officers on the subject.

842 The Commissioner:
Do you know their names?

843 Mr. Edwards:
The Officers' names? No, I do not, My Lord.

844 The Commissioner:
Do you know the names of the firemen?

845 Mr. Edwards:
Yes, My Lord, the trimmers.

846 The Commissioner:
What are their names?

847 Mr. Edwards:
With very great respect, My Lord, unless the man is called here as a Witness -

848 The Commissioner:
Can you give me their names?

849 Mr. Edwards:
Yes, My Lord.

850 The Commissioner:
Then do so.

851 Mr. Edwards:
They shall be supplied to your Lordship.

852 The Commissioner:
Do so, please.

853 Mr. Edwards:
Very well, then.

854 The Commissioner:
What are their names? You seem at all events to be mistaken in supposing that any

evidence has been given at this Enquiry of a hole in the wall of that bunker except possibly the hole knocked in it by the ice - which would be the skin of the ship. If you think it worthwhile pursuing it, by all means do so.

855 19635. (Mr. Edwards - To the witness.) I was only going to ask one short question upon it - as to whether the fire in that bunker had been reported to you independently of anything which might possibly appear in the log?

- I have no doubt it was reported to the superintendent at Southampton. It would not have come to my knowledge unless it was important.

856 19636. In these Rules issued by the International Company I see that with regard to the boat drill it is suggested that the crews might have boat badges. It is on page 11, paragraph 18, of the red book: - "Boat and Fire Drill." - "If boat badges are used, they will be distributed at the beginning and collected at the end of each passage, before the ship's arrival in port. A fine will be imposed for the loss of boat badges." When you drafted that Rule had you had any experience in your mind?

- I had not.

857 19637. Had either of the Companies which are now controlled by this Company had any experience of the working or the use of boat badges?

- I believe they have made a practice of it.

858 19638. Do either of the lines now controlled by this Company utilise boat badges?

- I think they do, but I cannot speak positively.

859 19639. Have you any knowledge at all which would enable you to express an opinion as to the advantage or disadvantage of the use of boat badges?

- I do not think there is much in it. If we had thought there was much in it we would have made it compulsory.

860 19640. Do you think, after the experience of this disaster, that it might be advisable, so as to avoid confusion, to have boat badges?

- I believe that our people are now using boat badges, but I know of nothing that happened in connection with the "Titanic" which would have been bettered by boat badges if they had been in existence.

861 Mr. Edwards:

I do not think I need pursue that point any further.

862 Examined by Mr. LEWIS.

863 19641. I have one or two questions I should like to ask. Are you acquainted with the methods of boat drill adopted by the Cunard Company?

- No, I cannot say that I am.

864 19642. Do you know whether their boat drills take place, for instance, the day before sailing instead of on the day of sailing?

- No, I do not know what their practice is.

865 19643. Do you think you would be more likely to get the men to drill effectively if the boat drills did take place on some other day than the day of sailing?

- I do not think so. We have tried to get the men to come the day before sailing, and they have refused.

866 19644. At Southampton?

- Yes, at Southampton.

867 19645. Is it not a fact that some two years ago the men made a request that, instead of their attending at eight o'clock in the morning and leaving and then returning just about the time of the ship leaving, they should attend boat muster at 10 o'clock and remain on board and serve the ship?

- We made that change because the firemen came on board when the other men did, early in the morning, and they refused, like the other men, to stay by the ship, and insisted upon

going on shore. In order to keep them on board the ship after they once joined, we allowed the firemen to join at 10.30, expecting them to stay on board the ship, but we found, in practice, that they refused to stay on board the ship.

868 19646. That has been adopted quite recently, has it not?

- A year or two ago that was established.

869 19647. I understand that the system of starting at 10 or half-past 10 has recently been adopted. That suggestion was made by the men themselves as far back as two years ago - and it was refused by your Company - that they should start at that hour and stay on board the whole time?

- I think the regulation was altered at the request of the men. It must be all a year ago or more. I am speaking of the firemen, and they have sometimes only come on board at 10.30.

870 19648. Is it not a fact that a good many of your firemen are naval-trained men used to discipline?

- I believe so.

871 19649. Is it not also a fact that they are most anxious that they should have proper boat drill?

- You say so, but the circumstances do not seem to justify it.

872 The Commissioner:

He has answered that question, and he has been examined about it over and over again?

873 Mr. Lewis:

The point, My Lord, is this: that a great many men do not consider the boat drills which are adopted to be proper boat drills. They desire proper and efficient boat drills.

874 The Commissioner:

That is another and a different question. You may ask him that question.

875 Mr. Lewis:

I used the term "boat-drill."

876 19650. (The Commissioner.) Have the men who have been summoned to a boat drill, and have not come, Made the excuse that the drill was a useless drill?

- Never to us, My Lord.

877 19651. Or that it may be improved in any way?

- Never, My Lord.

878 19652. (Mr. Lewis.) Do you drill your men separately, the stewards and sailors and firemen separately?

- I was going to give you exactly what they are doing in Southampton when I was reading the telegram.

879 The Commissioner:

Please do not. Answer the question.

880 19653. (Mr. Lewis.) Is it a fact that the firemen are drilled separately from the sailors and stewards?

- I do not know what you mean by "separately."

881 19654. They do not take part in all drills?

- All at the same time. That is the intention.

882 19655. Then you do not know whether they drill together or not?

- I know that the firemen do not drill at all in practice, so far as my information goes. The stewards and the deckhands are doing it and the firemen are not.

883 19656. Not even at the present time?

- Not even at the present time. They are still refusing. That was my information here.

884 19657. I think you said that you tried it on in the "Oceanic," and that the men refused, and that you logged some of them?

- No, I did not say that. I told the Court that about a year ago or more the men while on the passage to New York refused to attend boat muster and were logged for not doing it. It is a different thing from the boat muster at Southampton.

885 19658. Quite recently on the "Oceanic" seven men left. You said that seven men left the ship?

- That was a boat muster at Southampton.

886 19659. They refused to attend, and left the ship?

- Thirty-seven of them.

887 19660. Those are not the ordinary men employed by you as a Rule?

- I do not know that.

888 19661. Is it not a fact that when the "Oceanic" came back from New York she was short-handed?

- I never heard of it.

889 19662. And that the men complained of the extra work they had to do, and, as a consequence, objected to the drill?

- It never came to my knowledge.

890 The Commissioner:
Would it be an extraordinary thing if they did?

891 The Witness:
Complain?

892 The Commissioner:
Yes.

893 19663. (Mr. Lewis.) I think in your evidence you complained of the shortage of A.B.'s. I think you said that in the event of extra men being required through new regulations it would be difficult to obtain a sufficient supply of A.B.'s?

- Yes, I think it would be.

894 19664. Do you not think that there are a large number of A.B.'s who prefer to work ashore owing to the irksome duties they have to perform?

- I am not aware of it. I am not aware that they regard their duties as irksome.

895 19665. Do you not think that the majority of sailors object to the system of four hours on and four hours off?

- It has not come to my knowledge if it is so.

896 19666. Do you not think that it would be desirable to have three watches of sailors instead of two watches?

- No, I do not.

897 19667. Are you satisfied with the number of petty Officers that are supplied?

- Entirely.

898 19668. Do you not think it would be desirable to have extra bo'suns or bo'sun mates?

- The necessity for it has never been suggested to me.

899 The Commissioner:
How many more men of your Union do you suggest ought to have been on board this boat?

900 Mr. Lewis:
How many do I suggest? I am not suggesting it from the Union point at all.

901 19669. (The Commissioner.) Never mind about that. How many of the men you represent do you think ought to have been employed on this boat in addition to those who were employed?

- I do not suggest that any particular number of my Union should be employed. I suggest that all we ask for is that enough men should be employed. It does not matter what Union they belong to.

902 The Commissioner:
Will you tell me how many more men you suggest there ought to have been on this boat?

903 Mr. Lewis:
I suggest, My Lord, that there should have been on the "Titanic" at least 15 extra men.

904 The Commissioner:
15 out of 890 odd?

905 Mr. Lewis:
Deckhands, I am speaking of.

906 The Commissioner:
How many deckhands were there altogether?

907 Mr. Lewis:
My information is that there were about 48 or 49 able seamen.

908 The Commissioner:
You think there ought to have been 60 odd?

909 Mr. Lewis:
I suggest, roughly, that there ought to have been 60.

910 19670. (The Commissioner - To the witness.) What do you say to that? What would the
extra 15 men be doing during the voyage if you had had them?
- I do not know, My Lord. I suppose some work would have been made for them to do -
polishing brass or something.

911 19671. You mean by that they would be doing useless work?
- Quite so, My Lord. Polishing brass or something like that.

912 19672. (Mr. Lewis.) You must remember that the "Titanic" and "Olympic" are extremely
large boats - very heavy tonnage?
- I do.

913 19673. How many able seamen do you carry on the "Oceanic"?
- I am afraid I cannot give you the figure off-hand.

914 19674. Would I be right in suggesting that, approximately, there were 38 and 4 ordinary
seamen?
- You may be right. You have the figures; I have not.

915 19675. I understand that there were 38 able seamen and 4 ordinary seamen. I understand
you do not carry ordinary seamen on the "Olympic" or the "Titanic." The gross tonnage of
the "Oceanic" would be 17,274?
- I think that is the figure.

916 19676. And the "Titanic" 46,328?
- Yes, that is right.

917 19677. In view of the fact that that is an increase of double, and that there were such a
very large number of passengers, do you consider that is a sufficient extra number of men
to carry?
- I certainly do. I do not think that you can measure the number of the deck crew by the
tonnage of a ship.

918 19678. That works out at about eight more than on the "Oceanic"?
- I repeat that the question of the crew was fully considered, and we were advised as to
what we should put and we put the men we were advised to put in her.

919 19679. I understand that to allay public feeling you have placed extra lifeboats on the
"Olympic"?
- We have extra lifeboats.

920 19680. Collapsibles, I believe?
- Yes.

921 19681. And I understand that you placed about 24. Is that so?

- You first of all put a larger number on board and then took them off, did you not?

- We started to put on board a number that would be equal to the possible total of people that might be on board. We saw that that was so absurd that we took them off.

922 19682. And, finally, you took 24 extra boats?

- Yes, we put a number of boats equal to the number of souls on board the ship when she sailed on that voyage.

923 19683. How many extra men did you put on board to look after those boats?

- If my recollection is right I think we shipped five extra seamen.

924 Mr. Lewis:

My information is four.

925 The Commissioner:

I am not enquiring into the "Oceanic," but the "Titanic."

926 Mr. Lewis:

This is with regard to her sister ship, the "Olympic."

927 The Commissioner:

That may be, but I am enquiring into the "Titanic," and the circumstances attending the loss of that ship.

928 Mr. Lewis:

I understand that, My Lord, but Mr. Sanderson said in his evidence that the boats would be in the way if they were placed on the boat deck. I was anxious to find out whether they have found that the placing of those 24 boats upon a similar ship, the "Olympic," had occasioned any difficulty. After all, they are similar boats, My Lord.

929 The Commissioner:

You can ask him that question.

930 The Witness:

The boat deck, as those who have seen it know, with the number you speak of, is already very congested, and she is not nearly boated to her full capacity.

931 19684-5. (The Commissioner.) In your opinion, is she, with these 24 collapsible boats added to the number that were previously on deck, as seaworthy a boat as she was without them?

- I think she is quite seaworthy.

932 19686. What I mean is, can you work the boats quite as easily?

- You mean put the boats in the water as easily?

933 19687. Yes?

- I should not like to say that we could, and I would not like to say we could not. I think she is fairly well congested now.

934 19688. What do you mean by "congested"?

- The boats are very close together, and there would not be much room for the men to work. If the men started on these boats, which are amidships - opening them out and moving them to the side of the ship - they would have very little room to work in.

935 19689. I suppose - I do not know - there comes a point when an additional lifeboat, instead of being of service to the ship, is a disservice?

- That is my feeling, My Lord.

936 19690. (Mr. Lewis.) Is it not a fact that you contemplated - I want to find out the number of men that are really required for these boats - sending the "Olympic" away without any extra men to look after the extra boats that you put on?

- I should not have hesitated to do it.

937 19691. Is it not a fact that your Company did not contemplate, in the first instance, sending any extra men?

- I do not remember that; I do not remember how the matter came up. I know that five

extra men were shipped, but at whose instance I cannot tell you.

938 19692. Are you not aware it was at the request of the men themselves that extra men were placed upon her?

- I will take your word for it.

939 19693. And that objection was taken by the Company that they could not afford the space?

- I will take your word for it; I attach no importance to it.

940 19694. Just one word with regard to the speed of ships during fogs. I understand you said in your evidence that you have never known your boats to proceed at full speed during a fog?

- I do not remember stating that. If I did find one of our ships proceeding at full speed during a fog, somebody would hear about it. I never said it.

941 19695. Your boats frequently run into fog off the banks of Newfoundland?

- Yes.

942 19696. Would they telegraph from the bridge to the engine room to stand by?

- I am sure they would.

943 19697. Is it not a common practice as long as no sounds of other steamers' whistles are heard to continue full speed even in a fog?

- My dear sir, I thought I had made myself abundantly clear on that point.

944 The Commissioner:
I put the question myself of this Witness yesterday.

945 19698. (Mr. Lewis.) So I understand, My Lord. I have read the evidence?

- I say the suggestion is an outrageous one.

946 19699. I understand you say that the person who made that suggestion would be a very ignorant person?

- Ignorant and malicious.

947 19700. The average revolutions at full speed would be about 75 to the minute, would they not?

- I think 78 was mentioned as full speed.

948 19701. 75 to 78. Is it not a common practice when half speed is rung down to proceed very often at 65 revolutions?

- I have not got the figure of half speed in my mind. You cannot get half speed by dividing the revolutions in half.

949 19702. Are the engine room logs kept?

- Certainly they are kept.

950 19703. If men who follow the sea, such as greasers and leading firemen, were to suggest that ships do frequently run through fog - in fact, the term they use is "run through anything" - they would be ignorant persons and malicious?

- They would.

951 The Commissioner:
Is there anyone else who wishes to ask this Witness any questions?

952 Examined by Sir ROBERT FINLAY.

953 19704. You were asked with regard to the number of passengers that the "Titanic" carried as compared with other vessels?

- Yes.

954 19705. Were there other vessels before the "Titanic" and the "Olympic" which carried as many passengers as they do?

- There are, and they are running today in our service.

955 19706. You are prepared to give their names?

- Certainly. The "Celtic" and the "Baltic" are approximately the same capacity.

956 19707. Carrying as many passengers and crew?

- Altogether, yes.

957 19708. Taking them altogether, I mean?

- Yes, totals.

958 19709. How does the deck space of these vessels compare with the "Titanic" and the "Olympic" deck space?

- Not as great.

959 19710. Would there be the same accommodation for boats on vessels of that type?

- No, there would not be as much accommodation.

960 19711. Very roughly, how would it compare with the deck space available for that purpose on such a ship as the "Titanic"?

- I am afraid I should not like to guess. I might go so far afield.

961 19712. Anyhow, it would be considerably less?

- Materially less.

962 19713. Have you looked into the question of the number of lifeboats carried by other liners, with reference to the number of passengers, as compared with the "Titanic" and the "Olympic"?

- I have not done so myself. Enquiries are being made, and I cannot say for the moment whether we have got the information or not.

963 19714. Do you know the general results?

- I have not been informed yet.

964 19715. Enquiries have been made, and that will be established?

- Yes, it will be.

965 19716. Now, with regard to another matter - as to the boat drill. Are these the lists which you have - three of them, I think; one for the sailing department, one for the engine department, and one for the victualling department - the stewards, I suppose, with reference to the boats?

- Those are what are put up in the different departments.

966 19717. These are the documents (Handing same to Witness.)?

- Yes, they are.

967 19718. Perhaps you will keep them for one moment. In addition to those, is there the general boat list?

- There is a general boat list, subdivided into these.

968 19719. Are these put up or framed or stuck up anywhere?

- They are put up in the different departments. I am not sure where the general one goes; I think it goes in the chart room. These go in the departments.

969 19720. Are there emergency lists in addition (Handing same to Witness.)?

- Yes, there are. That is an emergency boat list.

970 19721. (The Commissioner.) I see on this list that an Officer is assigned to each boat, and then there are spaces for the names of four other men. That is so, is it not?

- I think in practice they would have to put more names in than that, My Lord. The term "Officer," I think, is used for the purpose of a man who would go in command of the boat. It does not necessarily mean that he would be a ship's officer. He might be a petty Officer.

971 19722. It begins, "Commander, Chief Officer, First Officer, Second Officer, Carpenters, Boatswains, Quartermaster," and so on; and then a space is left for four additional names, and they are bracketed together and described as "Seamen." What does that mean?

- I suppose, technically, that every man who goes to sea is a seaman. They would distinguish between the sailors and the firemen.

972 19723. It does not necessarily mean a deckhand?

- I do not think so.

973 Mr. Roche:

The next page talks about the firemen.

974 The Attorney-General:
There is a special one for the firemen.

975 Sir Robert Finlay:
There are three departments. The first is the sailing department; the second the engineers' department; and the third is the victualling department.

976 The Commissioner:
I beg pardon, Sir Robert. That is quite so. So that there are a great many more than five men allocated to each boat.

977 The Witness:
I should think in the case of the "Titanic" that there must have been between 30 and 40 to each boat.

978 The Attorney-General:
I went through it earlier with one of the witnesses. I put those in.

979 19724. (Sir Robert Finlay.) With regard to the question of boat drill and getting firemen to take part in it, had you moved in that matter long before the loss of the "Titanic"?
- We have always attempted to do it.

980 19725. Of how old standing are the difficulties about getting firemen to take part in the boat drill?
- I think our real difficulties have only been of recent years - in the last two years. I do not recall that we had any real difficulty before that.

981 19726. Since this disaster you have been continuing your efforts to ensure proper drill?
- We have increased them.

982 19727. Can you tell us what is being done now?
- Yes, we have asked the Board of Trade to make their inspection a more thorough one in so far as instead of turning out two boats to turn out a good many. We have turned out as many as 13 or 14, and we have had a large number of those boats manned and sent out, rowing some distance and back again. As I say, the stewards and deckhands have done that work. They do not seem to have had much success with the firemen.

983 19728. Have you got any information in writing as to what is being done?
- I have this telegram, which I have already alluded to.

984 19729. You only read a line or two. Perhaps you would read it to recall it to his Lordship?
- It is rather long. I shall be glad to read it. It is as follows: "Replying your wire, boats on sailing morning have been recently manned by deckhands and stewards who muster at eight. Occasionally stewards lower and man one or two boats entirely. This was done on 'Oceanic.' 'Olympic' today had six boats in water manned by stewards and deckhands. Difficulty has been experienced in interesting engine department, who now only muster at 10.30, as if muster earlier as in past the men all evade boat drill, go ashore, and come back at last moment more or less under influence of drink, or fail to join altogether. In case of 'Oceanic,' in order to exercise engine crew with boats all were asked to come down Tuesday morning and offered half-a-day's pay for boat drill from nine until one, but men would not come, and thirteen boats were therefore put in water by deck crew that day. Experiment not repeated with 'Olympic,' as Blake confident men will not turn up day before sailing on three weekly schedule as time in port so short. After muster all engine room staff now put on lifebelts and muster at their allotted boats, so that each man knows own boat before ships sail. This was very successful with 'Olympic,' 'Oceanic,' 'Majestic,' and satisfactory to Emigration Officer. When crew sign on each is given a number, which is also shown on articles giving boat to which each man is allotted. Previous practice was two boats put out on sailing morning by deckhands, but stewards and firemen not exercised at all by reason of former being busy and latter gone ashore after muster."

985 19730. Thank you. Now, you have been asked about the number of deckhands on board the "Titanic." Had you enough deckhands for all the work that there was for them to do?
- I believe so.

986 19731. Was the number of deckhands in excess of the Board of Trade requirements?
- Considerably.

987 19732. Have you looked up the amount of loss of life in your vessels that has happened while your line has been running?
- We have had some figures made up.

988 19733. Is this the statement (Handing same to Witness.)?
- Yes, we prepared that statement.

989 19734. The statement goes from 1901 to 1911?
- Yes.

990 19735. Taking the result, apart from the loss of life that took place on the "Titanic" up to that time how many passengers during those 10 years had been carried, and what was the total loss of life?
- The total number of passengers shown by these figures carried during those 10 years is 2,179,594; the loss of life is two.

991 19736. When did that happen?
- That happened in the case of the "Republic," which came into collision with the "Florida," and those two people were injured in the collision.

992 19737. That was in January, 1909?
- Yes, that is right.

993 19738. I think these were first class passengers?
- They were.

994 19739. And is that the whole amount of loss of life which took place in that number of passengers carried?
- Yes, it is.

995 19740. (The Commissioner.) How many passengers do you say you have carried in those 10 years?
- The 10 years in question - 2,179,594.

996 The Attorney-General:
Is it not eleven years? 1901 to 1911 - both inclusive?

997 The Witness:
I expect it is inclusive, in fact it must be. You are right, it is eleven years inclusive.

998 19741. (Sir Robert Finlay.) Adding the figures of the "Titanic" to that, and taking the loss of life, what is the total number of passengers carried and the total loss of life, and what percentage does that yield?
- Including the "Titanic," the total becomes 2,180,910 passengers, and loss of life 822. The percentage is 0.38.

999 19742. I will hand that statement in. (The statement was handed in.) You referred, I think, in connection with questions put to you with regard to the davits, and Mr. Welin's way of constructing the davits, to a correspondence which you said you had handed to the Board of Trade?
- I did.

1000 19743. Is that the correspondence? (Handing same to Witness.) - Yes, that is a covering letter.

1001 19744. And the other letters?
- That is a memorandum.

1002 The Commissioner:
Give the substance of it.

1003 Sir Robert Finlay:
I do not think it is at all important.

1004 The Commissioner:
Perhaps you had better tell us the substance.

1005 Sir Robert Finlay:
It relates to some address given with reference to Mr. Welin's plan for the construction of the davits, and your Lordship will see that it has no special reference to anything but to the construction of the davits. I will hand it up to your Lordship.

1006 The Commissioner:
There is no importance attaching to it?

1007 The Attorney-General:
I do not think it is important.

1008 19745. (Sir Robert Finlay.) The Attorney-General agrees with me that it is not important. (To the witness.) With regard to the routes, a question was put to you as to the unlikelihood of there being crossing ships. These lane routes, as they are called, are adopted by all the liners, are they not?
- Yes.

1009 19746. By a combination amongst the companies?
- Principally passenger liners and a few cargo boats.

1010 19747. These routes, of course, are not necessarily observed by sailing vessels; in fact, they could not do so?
- No.

1011 19748. You may have a sailing vessel come across the track at any time?
- Yes.

1012 19749. Are they observed by tramps?
- A few may, but I do not think to any extent.

1013 19750. So that there is always a possibility, as you have pointed out, of a crossing ship on the line?
- Or even a vessel on either bow which would not be a crossing ship; they would not see her.

1014 19751. Exactly. Now, you said something with regard to the deviations by the commanders of your vessels from the routes, and the reports that were made with regard to that and the enquiries held?
- Yes, I did speak of it.

1015 19752. Is this a list of cases in which such enquiries were held of such deviations?
- I had this looked up at the Solicitor-General's request yesterday.

1016 19753. It is not necessary to go through them, My Lord. It shows the deviations reported, and the ground of them is stated?
- And the Captain commended in most cases for doing it.

1017 19754. In most cases it would be found that the reason for the deviation is regarded as satisfactory?
- Yes.

1018 19755. I think there is only one other matter I want to ask you about. With reference to this red book, when were the Rules which are comprised in this red book drawn up originally, and by whom?
- They would be originally drawn up when these various subsidiary companies were formed, and this book is a selection from the various books which were in existence in 1907.

1019 19756. Was there a book for the "Oceanic" for the White Star Line?
- Yes.

1020 19757. How did that compare, as regards the Rules, with the contents of this book?
 - I think I am right in saying that there is more of the "Oceanic" Company's Rules in this book than of any other subsidiary company.

1021 19758. In 1907 I think the Rules were modified. Who drew up the Rules in their modified form, as they appeared in this red book in 1907?
 - A committee, consisting of the managers of the various companies concerned went through them Rule by Rule.

1022 19759. Where?
 - Here in London.

1023 19760. They were settled in London in the way you have described?
 - Yes, by the local managers.

1024 19761. It is headed "International Mercantile marine Company"?
 - That is to give it a name.

1025 19762. They are intended for use by a good many companies?
 - Yes, about five.

1026 19763. Five companies?
 - Yes, about five.

1027 19764. That name was given, and they were prepared in the way described?
 - Yes.

1028 Further examined by the ATTORNEY-GENERAL.

1029 19765. Have you been through these letters?
 - I have seen them all at one time or another, but I have glanced through them this morning.

1030 19766. That extends from 1892 to the present year?
 - Yes, I think there is one selected for 1892 for a particular purpose.

1031 19767. Of course, these are only samples?
 - Yes.

1032 19768. You have not attempted to get them all?
 - No.

1033 19769. I have been going hastily through it, but I do not think I have come across any deviations on account of ice?
 - I think there are some.

1034 19770. Except this year?
 - I would not like to say what they were.

1035 19771. I find two, but they are only after the event?
 - I told our people to find as many as they could, and send them on.

1036 19772. There are two, My Lord, which, in view of a question your Lordship put yesterday, I think I might call particular attention to, and that is one of the 24th April of this year. I notice there is one, as I am informed, which is dated "Montreal," which refers to ice?
 - Yes.

1037 19773. That is in 1911?
 - Yes.

1038 19774. What I wanted to know was whether there were any other reports of this year, after the "Titanic" disaster, with reference to ice encountered in the track from Queenstown to the United States, to New York?
 - I instructed our people by wire yesterday to send all they could get, all they could find. I think I am right in saying there have been very few deviations on account of ice for some years. There has been very little ice seen on the Atlantic; but these do show, Sir, that the Captains do exercise their power to deviate whenever they think it necessary for any purpose whatever.

1039 19775. I do not want to argue with you as to what the effect is, but they show clearly that when they report to you they have deviated for derelicts, or on account of heavy labourings - I see that is one of the reports - and that the explanation has been accepted by the Company?

- Yes.

1040 19776. It shows that, I agree. What I wanted to know was whether there were any reports of deviation on account of ice being encountered or reported on the track from Queenstown to New York?

- I have no others to put forward than those.

1041 The only ones that I see are these two, and they are both after the event, the 24th April, 1912, and the 27th April, 1912.

1042 Sir Robert Finlay:
You see the ice has been coming so much further south.

1043 19777. (The Attorney-General.) I understand, of course, that there is more ice this year. That is quite right?

- May I put it this way, Sir, that we have issued no fresh instructions in regard to deviating from the track since the "Titanic" accident.

1044 19778. I only want to get the fact; the argument will be of interest later on to the Court. Am I right in this, that you can only find reports of deviations from the track since the "Titanic" accident?

- I take your word for it. I have not looked at them very carefully.

1045 19779. It is quite clear that there are no others here?

- I simply handed in the bundle as I got it from Liverpool.

1046 The Attorney-General:
The first, My Lord, is on the 24th April, 1912, and it is this: "Track. Owing to the numerous ice reports received, I deemed it prudent not to go North of latitude 40° until in the vicinity of longitude 55° W. Trusting that my deviating from the usual track will meet with the approval of the management," and that is commended.

1047 The Commissioner:
What vessel is that?

1048 The Attorney-General:
The "Canopic," I am told. It is dated from Boston, the 24th April, 1912.

1049 The Commissioner:
And the master of that vessel, of course, had heard of the loss of the "Titanic."

1050 The Attorney-General:
Quite. This is sent by him from Boston on the 24th April, and the "Titanic," as your Lordship knows, was reported on the 15th April. The other one is the "Laurentic," on a voyage Eastward, according to this.

1051 The Commissioner:
These are not of much value.

1052 The Attorney-General:
I think none.

1053 The Commissioner:
For two reasons. In the first place they relate to a time when an extraordinary quantity of ice was apparently about; and secondly they relate to a time subsequent to the loss of the "Titanic."

1054 The Attorney-General:
Quite. I do not think they are of any importance, for that reason.

1055 The Witness:
I understood the Attorney-General to say, My Lord, that there is one there from the

Canadian service.

1056 19780. (The Attorney-General.) Yes, there is one in September, 1911?
 - Is it fair to ignore that, because the Canadian service is under the same Regulations in regard to tracks, but they have different tracks. I mean the same authority is given to the captains.

1057 The Attorney-General:
 That is quite right; there is one on September 24th, 1911.

1058 19780a. (The Commissioner.) That, of course, relates to a different track?
 - It is a different track, My Lord, but the discretion in both cases is the same.

1059 19780b. (The Attorney-General.) Again, you know, I do not agree with that - that the same instructions are sent. Upon the evidence the same instructions are not given?
 - I beg your pardon; I did not mean to say that; I said the same discretion.

1060 The Attorney-General:
 Discretion, yes, of course. Your Lordship will remember we had this yesterday.

1061 The Commissioner:
 Yes, I remember it.

1062 The Attorney-General:
 They were very different instructions, you know. I will read it if you desire it.

1063 The Commissioner:
 No, I do not think it is necessary.

1064 Sir Robert Finlay:
 The only point is that the Captain has exactly the same discretion with regard to the ice. It is totally immaterial whether it is North or south.

1065 19781. (The Commissioner.) Can you recall, Mr. Sanderson, any occasion when the captain of one of your ships traversing this track has advised the Company that he had deviated in consequence of meeting ice?
 - I cannot recall one, My Lord, but I have no doubt there are such.

1066 19782. (The Attorney-General.) It is those we are asking for?
 - I did my best to find out.

1067 19783. Perhaps they may still be found?
 - If there are any you shall certainly have them.

1068 19784. You see the point?
 - I quite understand.

1069 19785. We want to see whether there is any record of it. It may be that you have not had time to look them up carefully. If you find any subsequently you might hand them in?
 - I will ask them to pursue the examination.

1070 The Commissioner:
 I can understand that they may have deviated if they came across what I call field ice or pack ice, I do not know whether there is any difference. Then I can understand them deviating to get out of the way of it because they could not make their way, but they may not have deviated on account of icebergs.

1071 19786. (The Attorney-General.) That would depend on how many they expect to encounter or sight. With one or two probably one would have thought they would not; they would simply get out of the way of the iceberg. (To the witness.) There is one other fact I want from you, or at least I will take it from you if you can help us. Can you tell me the time, from any record of your Company, when your vessel, the "Titanic," left Queenstown on the 11th April?
 - Yes. I think I have it here.

1072 19787. Will you tell me it?
 - I am sorry I have not got the hour, but I can easily get it for you.

1073 The Attorney-General:
I have been enquiring about it.

1074 Sir Robert Finlay:
I think I handed that information in.

1075 The Witness:
It must have been somewhere between one and two o'clock.

1076 19788. (The Attorney-General.) 2.30, I am told it was by your marine superintendent. We
will take it at that?
- It would be about that.

1077 The Attorney-General:
That enables us to answer a question which was asked yesterday. Supposing she had left
Queenstown at 2.30 on the 11th April, and had arrived in New York on the wednesday
morning at 5 o'clock her passage would have taken, allowing, of course, for the voyage
westward, 5 days 19 hours and 30 minutes.

1078 Sir Robert Finlay:
Arriving on Wednesday morning.

1079 The Attorney-General:
Allowing for her arrival at 5 o'clock on Wednesday morning. The record, I think that was
given yesterday of the "Olympic" from Queenstown was 5 days 17 hours and 29 minutes.

1080 The Commissioner:
So that the "Titanic" would have taken about two hours longer?

1081 The Attorney-General:
Yes, if she had arrived at 5 o'clock on Wednesday morning.

1082 The Witness:
I think the difference was more than that, My Lord. I think the "Olympic's" time was 5
days 7 hours - not 17 hours.

1083 Mr. Maurice Hill:
It was seven hours, My Lord. You will find it on page 450 of the notes.

1084 The Commissioner:
What is it, Mr. Hill?

1085 Mr. Maurice Hill:
5 days 7 hours 29 minutes.

1086 The Attorney-General:
Is that right?
- Yes, 5 days 7 hours and 29 minutes is correct.

1087 The Commissioner:
Then it is a difference of 12 hours.

1088 The Attorney-General:
Yes, 12 hours. My own note is wrong. I had 5 days 17 hours 29 minutes.

1089 (The Witness withdrew.)

1090 Day 9

1091 Testimony of Samuel Rule, recalled

1092 The Commissioner:
Does any gentleman want to ask any question of this Witness?

1093 Mr. Scanlan:
I should like to ask him one or two questions, My Lord.

1094 Examined by Mr. SCANLAN.

1095 9597. In your evidence a few days ago you said that Mr. Ismay was assisting on the
starboard side to get people into the boats?
- Yes.

1096 9598. You heard an order given as to the lowering of the first boat from the starboard side, No. 1?
 - Yes.

1097 9599. Was Mr. Ismay present when that order was given?
 - He was standing by No. 3.

1098 9600. That was quite close to No. 1?
 - Yes.

1099 The Commissioner:
 What do you mean by "quite close to No. 1"?
 - As far as Mr. Ismay was concerned, it would depend upon where he was standing.

1100 9601. (Mr. Scanlan - To the witness.) Could you indicate where Mr. Ismay was standing on the deck at the time the order was given to No. 1?
 - At the second boat. (Pointing on the model.)

1101 9602. (The Commissioner.) Do you remember with reference to the second boat where about he was standing, was he at the stern, or at the bow, or at the middle. If you do not remember, say so?
 - The last I saw of him he was pretty well at the stern, at the after fall.

1102 9603. (Mr. Scanlan.) Will you indicate on the model where he was standing?
 - Yes (The witness did so.)

1103 9604. And where were you standing?
 - I was just by the end of No. 3, between that and No. 5.

1104 9605. (The Commissioner.) You were a boat's length away?
 - Not quite.

1105 9606. (Mr. Scanlan.) At all events he was nearer to No. 1 at the time it was being lowered than you were? -Yes.

1106 9607. When you heard this order given as to the lowering of No. 1, do you know that it had only 5 passengers?
 - No, No 1 was in the water at that time.

1107 9608. You did not know how many were in it?
 - No, No. 1 was in the water at that time.

1108 9609. Can you now remember the Officer who was on the boat deck giving orders then?
 - No.

1109 9610. But are you sure it was an Officer?
 - Well, I would not swear.

1110 9611. Are you still satisfied that the boat in which you went away was No. 15?
 - Yes.

1111 9612. You were asked on the last occasion if a previous Witness named Cavell was in the crew of that boat with you. Have you seen him since?
 - No.

1112 The Solicitor-General:
 He is here.

1113 Mr. Scanlan:
 Would it not be well, My Lord, if this Witness had an opportunity of seeing him, as there is confusion?

1114 The Solicitor-General:
 We have him back.

1115 The Commissioner:
 To identify him.

1116 Mr. Scanlan:
 Yes.

1117 The Commissioner:
Let him come in. You can go on with your questions in the meantime.

1118 9613. (Mr. Scanlan - To the witness.) Did Mr. Ismay give any orders?
- No.

1119 9614. He just assisted to help the passengers in?
- Yes.

1120 9615. With regard to No. 15 had you a lamp?
- No.

1121 9616. I suppose you looked for it?
- Yes.

1122 9617. Had you a compass?
- Not that I am aware of.

1123 9618. We may take it from you that the crew of No. 15 consisted of seven men?
- All in the boat together?

1124 9619. Yes?
- There were more than that.

1125 9620. How many seamen were in the boat?
- One.

1126 9621. (The Commissioner.) What do you mean by a seaman? Do you mean an A.B.?
- I could not swear whether he was an A.B.

1127 The Commissioner:
I am asking Mr. Scanlan. Do you mean A.B., because one of the witnesses said that he regarded one of the men out of the engine room as a seaman, because he said they could very often handle an oar very well.

1128 Mr. Scanlan:
I regard the deckhands, My Lord, as seamen.

1129 The Commissioner:
I wanted to understand in what sense you use the expression.

1130 9622. (Mr. Scanlan - To the witness.) When you say there was a seaman in the boat with you, do you mean one of the A.B.'s?
- He was a deckhand.

1131 9623. He would be either an A.B or an ordinary seaman?
- Yes.

1132 9624. Besides this seaman, how many of the ship's hands were in the boat, Members of the crew?
- That I could not say.

1133 9625. I thought you said, in giving your evidence, that when the boat was lowered from the boat deck down to A deck there were six in her?
- Yes.

1134 9626. Six of the crew?
- Yes.

1135 9627. And, then, do you know any other member of the crew who got into her except yourself?
- No.

1136 9628. So that you would have had seven in her?
- Yes.

1137 9629. Could you recognise the members of the crew who were in her?
- The only ones I can recognise were those in our department.

1138 9630. From your department?
- Yes.

1139 Mr. Scanlan:
I understand Cavell is here now, My Lord.

1140 9631. (The Commissioner.) Very well; now just stand forward. (Cavell came forward in Court.) Now, Rule, look at that gentleman?
- Yes, My Lord.

1141 The Commissioner:
Now what is your question, Mr. Scanlan?

1142 9632. (Mr. Scanlan - To the witness.) Can you recognise Mr. Cavell here as one of the boat's crew who were in No. 15 with you?
- Yes.

1143 9633. He was?
- Yes.

1144 9634. Are you still satisfied on your recollection of what happened on that night that you took in on A deck 60 men, Male passengers?
- 60? That I would not swear to.

1145 9635. How many male passengers did you take in?
- That I could not say.

1146 9636. I thought you were very emphatic on the last occasion that all told in your boat, No. 15, you had 68 persons?
- That was the count in the morning - 65 to 68.

1147 9637. And that you had taken in four women and three children?
- Yes, when I was there.

1148 9638. Now if you had seven of a crew, that would leave 61 persons in the boat, and of these seven were women and children - four women and three children. At all events, you had 55 additional passengers?
- Yes.

1149 9639. Is it still your opinion that those 55 were all male passengers?

1150 The Commissioner:
To make your arithmetic correct it would be 54.

1151 The Solicitor-General:
Yes, that is right.

1152 9639a. (Mr. Scanlan.) Yes, My Lord, 54. I thank your Lordship. (To the witness.) Were these all male passengers?
- No, I made a mistake there.

1153 The Commissioner:
I cannot hear what he says.

1154 9640. (Mr. Scanlan.) He says, "I made a mistake there." (To the witness.) Will you explain to my Lord what mistake you did make?
- I just counted the women I helped into the boat and the children. The others I did not see.

1155 The Commissioner:
What am I to understand now, because up to this time there has been a flat contradiction, as I understand, between this Witness and that other man?

1156 Mr. Scanlan:
That is so, My Lord.

1157 9641. (The Commissioner - To the witness.) Now, then, am I to understand that you think the other man was right?
- Yes.

1158 9642. (Mr. Scanlan.) Do you mean that when you said the other day that all the others except the seven taken into that boat were men, that is all wrong?
- Yes, I made a mistake.

1159 9643. Were they all women?
 - Principally, I should say.

1160 9644. Are you able to tell my Lord now how many men and how many women
 respectively you took in at A deck?
 - I could not say.

1161 The Commissioner:
 Well, Mr. Scanlan, you are only making confusion worse confounded.

1162 Mr. Scanlan:
 I think, at all events, it is important to have this discrepancy cleared up.

1163 The Commissioner:
 Quite; I quite agree with you.

1164 9645. (Mr. Scanlan.) I do not wish to leave it entirely here. (To the witness.) Did you count
 yourself in the morning the total number of persons you had in the boat?
 - No.

1165 The Solicitor-General:
 I am sorry to interrupt, but I think it would be as well if that man Cavell went out of Court
 now.

1166 The Commissioner:
 Where is Mr. Cavell? He had better retire.

1167 The Solicitor-General:
 I think he had better go out.

1168 (Cavell left the Court.)

1169 9646. (Mr. Scanlan.) Here is what you said when you last gave evidence, in answer to the
 Attorney-General. I want you to listen to it. You were asked: "Can you give us any idea of
 how many of the 68 who went into this boat No. 15 were women and how many were
 men?" Your answer is: "Four or five women and three children." Then the next question is:
 "And all the rest men?" and you replied to that, "Yes"?
 - Yes, that is all the women and children I saw in.

1170 9647. When you stated that all the rest were men, you understood what you were being
 asked?
 - I did not see all the men get in.

1171 9648. But you knew that you were being asked as to the number of men, Male passengers,
 who were in the boat?
 - Yes.

1172 9649. Now, if you have made a mistake, can you explain how you came to the conclusion
 or can you tell us now how many men were in the boat and how many women?
 - Well, I took it from what I could see - I was in the bows of the boat - there were most
 men forward. I could not see the women; the women were in the centre of the boat.

1173 9650. The women were in the centre of the boat?
 - Yes.

1174 9651. And is it still your evidence that although you did not know the numbers of men and
 women, the majority of the people in the boat were men?
 - Yes, as far as I could see.

1175 9652. Is that still your evidence?
 - Yes.

1176 9653. (The Commissioner.) I do not know what you mean by "As far as I could see." I
 suppose these people were dressed in all sorts of garments?
 - Yes.

1177 9654. Do you mean you had some difficulty in distinguishing men from women?
 - You would have at night.

1178 9655. You got to the "Carpathia" at daylight?
- Yes, just after the break of day.

1179 9656. It was coming daylight. Had you a difficulty then in distinguishing the men?
- Well, no.

1180 9657. (Mr. Scanlan.) Did anyone make a count of the passengers?
- Yes.

1181 9658. Who did?
- A man called Stewart.

1182 9659. (The Commissioner.) Do you mean the "Carpathia's" steward?
- No, on our boat - the man in charge of the boat.

1183 9660. (Mr. Scanlan.) The man called Jack Stewart, and he is a survivor?
- Yes.

1184 Examined by Mr. HARBINSON.

1185 9661. Do you remember the Attorney-General asking you before it was lowered - that is No. 15 boat - to A deck, had she taken in passengers at all?
- Yes.

1186 9662. And you answered there were no passengers. Now do you remember being asked whether any passengers were standing on A deck at this time when the boat was lowered, and you said, "Yes, there were some." Then the Attorney-General says, "Women and children? - (A.) There were four or five women and children." And then do you remember this: "Did you get those four women and three children into the boat? - (A.) Yes. (Q.) Were there any more?" and did you say. "No, they sent scouts around and shouted out for any more women and children and waited quite a while, but there were no more women and children to be found?"
- Yes.

1187 9663. Is that correct?
- That is correct.

1188 9664. This was on A deck?
- Yes.

1189 9665. Where did they send the scouts?
- Round a deck.

1190 9666. How long did it take them sending those scouts round?
- About six or eight minutes.

1191 9667. Did they send them to any other deck than A deck?
- I do not know.

1192 9668. You do not know?
- No.

1193 9669. There was ample time to send them to other decks?
- No, there was not.

1194 9670. Was there any great hurry about the launching of this boat?
- The Officer, I think, was pretty anxious to get her ready because the ship was taking a list.

1195 9671. Who was the Officer who sent the scouts around?
- I could not say his name.

1196 9672. And it was after the scouts returned that the boat was filled with men?
- Some more men got in.

1197 The Commissioner:
The boat was filled. Whether it was filled with men or not, we do not know.

1198 9673. (Mr. Harbinson - To the witness.) Well, More men got in?
- Perhaps half-a-dozen.

1199 9674. You have told my friend you do not know the exact composition of this crew, the numbers of men and women respectively?
 - No.

1200 9675. (The Commissioner.) What do you mean by half-a-dozen more men got in. Do you say that after the scouts came back only six men got in?
 - About that.

1201 9676. Then the boat was already full with the exception of those six men?
 - Yes.

1202 9677. But they had been calling out for women all the time, had not they?
 - Yes.

1203 9678. And the women had been getting in, and then they sent for more women, and then six men got in. Is that right?
 - Yes.

1204 9679. (Mr. Harbinson.) I understood you to say when the boat was lowered to A deck there were only a few women and children standing round. Listen to this: The Attorney-General asks you, "Were third class passengers standing around on A deck at this time at the place where the boat was lowered to? - (A.) Yes, there was some. (Q.) Women and children? - (A.) There were three or four women and children - four women and about three children?"
 - That is when I arrived there.

1205 9680. On A deck?
 - Yes.

1206 9681. And when the boat was lowered to A deck it was quite empty?
 - Bar the crew that entered from the boat deck.

1207 9682. Except the crew?
 - Yes, six men.

1208 9683. Then I understand that in answer to my Lord those four women and three children got in there?
 - When I got in there.

1209 The Commissioner:
 No; I did not ask him anything about that. I asked him about six men who he says got in after the scouts came back, and apparently they completed the whole boatload.

1210 9684. (Mr. Harbinson.) Perhaps I could make it slightly clearer this way, My Lord. (To the witness.) There were only four women and three children, when the boat came down, standing on A deck?
 - I cannot say; I was not on A deck when the boat arrived.

1211 The Commissioner:
 If you are going to make it clear do not make a statement yourself, because you were not there, but ask him questions.

1212 Mr. Harbinson:
 Yes, My Lord, I will do so.

1213 The Commissioner:
 And elicit from him what the facts are.

1214 9685. (Mr. Harbinson - To the witness.) Is it accurate that when the boat was lowered to A deck you saw four women and three children standing there?
 - I was not at A deck when the boat arrived at A deck.

1215 9686. You were not?
 - No.

1216 9687. When you arrived at A deck did you see four women and three children standing there?

- Yes.

1217 9688. Were there some men standing there at the same time?

- Yes.

1218 9689. Did those women and children get into the boat?

- Yes, I helped them in.

1219 The Commissioner:
Do not repeat the thing over and over again. We have heard about the four women and the three children over and over again. There is no doubt that they got into the boat.

1220 9690. (Mr. Harbinson - To the witness.) Was it at that time that scouts were sent round the deck?

- Yes.

1221 9691. While the scouts were away did any men get into the boat?

- No.

1222 9692. (The Commissioner.) Then after the scouts came back six men got into the boat?

- Yes.

1223 9693. Did any more people get into the boat?

- No, My Lord.

1224 9694. Was the boat then launched?

- The Officer said "lower away"; he was frightened of the falls.

1225 9695. (Mr. Harbinson.) Where did you get the crew and passengers all told of 68?

- Off A deck.

1226 9696. You do not know how many got in on A deck?

- No. They all got in on A deck bar the crew from the boat deck.

1227 9697. All men?

- Where from?

1228 9698. A deck?

- Yes.

1229 9699. How long were you taking passengers in from A deck?

- I could not really say; perhaps about 15 minutes.

1230 9700. Were they being passed through windows?

- No.

1231 9701. Do you say that A deck under boat 15 is an open deck on the "Titanic"?

- Yes.

1232 9702. Is it not the fact that on A deck on the "Titanic" the widows come right up to the edge?

- Yes. (*Pointing on the model.*)

1233 9703. That is boat 15 (*Pointing on the model.*)?

- Yes.

1234 9704. Then how do you say if the windows come right on to end these passengers were passed in?

- They were passed in from A deck.

1235 9705. But A deck comes right up here?

- Yes.

1236 9706. That is to say the front of A deck is flush with this?

- Yes.

1237 9707. Do not the windows open?

- No; it is a closed in deck.

1238 9708. It is a closed in deck?

- yes.

1239 9709. That is what I thought. Now if it is a closed in deck, how do you say that the passengers were passed to the boat?

- From A deck.

1240 9710. But how if it is closed in - through the windows?

1241 The Commissioner:
The suggestion is, you know, that they could not walk through a sheet of glass. Did they walk through a sheet of glass?
- No, Sir.

1242 9711. (*Mr. Clement Edwards.*) There are windows all along there?
- Not on A deck.

1243 Mr. Laing:
No, there are not.

1244 The Witness:
A deck is an open deck.

1245 The Solicitor-General:
You will find windows on the next deck.

1246 9712. (*Mr. Clement Edwards.*) Then it is wrong information I have?
- The windows are forward on A deck.

1247 Sir Robert Finlay:
The model is quite right.

1248 Mr. Clement Edwards:
But this, I understand, is a model of the "Olympic." I will say at once that my instructions are that on the "Titanic" the a deck is a closed deck right to the end, and is different to this model of the "Olympic."

1249 Sir Robert Finlay:
No, this model is made as it was on the "Titanic."

1250 The Commissioner:
Then we may take this as an exact model of the "Titanic"?

1251 Sir Robert Finlay:
Yes.

1252 The Solicitor-General:
That is so.

1253 Mr. Clement Edwards:
With very great respect to Sir Robert Finlay, I trust that will be proved, because my instructions are very positive upon this point as to the character of the construction of A deck.

1254 The Commissioner:
At the proper time I suppose this model will be proved.

1255 Sir Robert Finlay:
Certainly.

1256 9713. (*Mr. Clement Edwards - To the witness.*) You say A deck is an open deck?
- Yes, aft.

1257 The Commissioner:
Did you hear his additional word "aft"? My recollection is that, although there are windows, they do not extend the whole length.

1258 Mr. Clement Edwards:
That is so, My Lord, on the "Olympic."

1259 The Commissioner:
You come to a point where the windows stop, and, for all I know, this boat may have been at that point.?

1260 9714. (*Mr. Clement Edwards.*) You say that A deck is an open deck aft?
- Yes.

1261 The Commissioner:
Not aft - near aft.

1262 9715. (*Mr. Clement Edwards.*) What is the position at which A deck ceases to be a closed deck. Go to the model and point out?
- The windows finish there; and this is open. (*Pointing on the model.*)

1263 9716. So that right away under the after-boats it is all open?
- Yes.

1264 Examined by Mr. HOLMES.

1265 9717. At the time No. 15 was lowered the "Titanic" was very badly down by the head?
- Yes.

1266 9718. So much so that you nearly came down on boat No. 13?
- Yes.

1267 9719. And there was, therefore, no time to waste in getting passengers in?
- No.

1268 9720. Now as to the order in which the other boats were lowered. Are you quite satisfied that when you came on deck No. 1 was already in the water?
- Yes.

1269 9721. And that 5 and 3 were lowered after No. 1?
- Yes.

1270 9722. Just think carefully. Was not No. 5 lowered before No. 3, and No. 3 before No. 1?
- No, I do not think so.

1271 9723. You do not think so. Are you quite certain about it?
- No. 5 was there.

1272 9724. Are you quite sure Nos. 3 and 1 were not there?
- No. 3 was on the deck.

1273 9725. Was not No. 1 there also?
- No; No. 1 was in the water.

1274 9726. No. 1 was the emergency boat, which is swung right out?
- Yes.

1275 9727. Might it not be that because it was not in the same position as the other boats you did not notice it when you came on deck?
- No.

1276 9728. You say you do not know whether there were any Officers there or not?
- Forward?

1277 9729. Yes?
- I could not say.

1278 9730. Was there anyone on the bridge then; did you see the captain?
- No, I was a long way from the bridge.

1279 9731. Did you hear any orders given at all?
- No.

1280 9732. To any of the boats as they were being lowered?
- No.

1281 9733. Nor to them in the water?
- The only order I heard was to stand off.

1282 9734. Was there any mention of gangways?
- No; the only orders I heard was to come back to the ship when called.

1283 9735. Which boats did you see lowered. Did you see Nos. 5 and 3 actually lowered into the water?
- No.

1284 9736. Neither of them?
- No.

1285 Examined by Mr. COTTER.

- 1286 9737. How long have you been going to sea?
- 40 years.
- 1287 9738. How long?
- About 40 years.
- 1288 9739. How long have you been in the White Star Company's employment?
- 35.
- 1289 9740. Have you ever taken part in boat drill?
- Yes.
- 1290 9741. In the White Star Line?
- Yes.
- 1291 9742. So you have a thorough grasp of what boat drill really means?
- Yes.
- 1292 9743. Did you see a boat list with your number or the number of your boat on before you left Southampton?
- Not before I left Southampton.
- 1293 9744. When did you see it?
- About the day after I left Queenstown.
- 1294 9745. Where was it posted up?
- In the saloon pantry.
- 1295 9746. What position do you hold on board?
- Bath steward on B deck.
- 1296 9747. So you would have a thorough knowledge of the run of the decks?
- Yes.
- 1297 9748. So you would know whether A deck was covered in or whether it was not?
- Yes.
- 1298 9749. Where were you when the ship struck?
- In my bed.
- 1299 9750. In your bunk?
- Yes.
- 1300 9751. Who got you out?
- Myself.
- 1301 9752. Who called you up?
- Myself; the stopping of the engines woke me.
- 1302 9753. The stopping of the engines woke you up?
- Yes.
- 1303 9754. Did you get up out of bed because somebody told you, or did you go to see for yourself what was the trouble?
- I just jumped up myself.
- 1304 9755. Did anyone come to the glory hole and tell you to get up?
- Not then.
- 1305 9756. When did they come?
- I got up and dressed immediately the engines stopped. The engines reversed.
- 1306 9757. She reversed?
- Yes.
- 1307 9758. When did it stop?
- Almost immediately and the electric bells below started ringing, and I dressed and went right up on deck.
- 1308 9759. The electric bells started ringing; was that attached to the Stone-Lloyd doors, the automatic doors?
- Down below in the fidley.
- 1309 9760. You could hear them ringing?
- Yes, from my room.

- 1310 9761. Did anybody come then and give any orders?
- No.
- 1311 9762. Did anybody receive any orders that night?
- Not till later on in the night.
- 1312 9763. Who gave orders then?
- I come back to my room and the chief bedroom steward then came down.
- 1313 9764. How long after she struck did you come back to your room?
- Possibly it may be 20 minutes.
- 1314 9765. When you got back to your room whom did you hear giving orders?
- The chief bedroom steward came down.
- 1315 9766. What is his name?
- Penrose.
- 1316 9767. Did you see the chief steward or second steward, or any Officers along B deck?
- I saw the second steward on B deck, in the deck pantry, as I passed up the second time, and the purser.
- 1317 9768. What were they doing?
- They were in conversation one with the other.
- 1318 9769. Did anyone give the stewards' department any orders what to do?
- They gave me no orders.
- 1319 9770. Did you see any orders given by any of these people in position?
- No.
- 1320 9771. Did you see any stewards going forward or aft to the third class?
- As I passed out on E deck, Muller, the interpreter, was getting all his people from forward aft, and they were taking their luggage with them on E deck.
- 1321 9772. He was getting them from forward to aft?
- Yes, the afterend of the ship.
- 1322 9773. Were there any women among them?
- No, all men.
- 1323 9774. They were passing the men along E deck?
- All the foreigners.
- 1324 9775. And they were bringing the baggage along?
- Yes, the trunks and valises and all that, with them.
- 1325 9776. Was there any chaos in the alleyway?
- None whatever; you would think they were landing on the tender taking their baggage to New York.
- 1326 9777. Can you tell me how many bulkheads there are on E deck; that is Scotland Road as you call it?
- Yes.
- 1327 9778. How many?
- I could not say.
- 1328 The Commissioner:
The plans will tell us that far better than this Witness can.
- 1329 The Witness:
There are two on the port side by the engine room, one outside our door, the next one is by the engine room door, and then aft there are two more before you get to the end of the third class.
- 1330 9779. (*Mr. Cotter.*) The stewards would know where those bulkhead doors were?
- Yes.
- 1331 9780. Is it not the fact that it would be their duty if they had been taught or shown any drill, to close those doors immediately there was a collision?
- Naturally it would be.
- 1332 9781. No one went to close those doors that night?
- No, because when I left the deck the interpreter was forcing people along the watertight doors in the

alleyway.

- 1333 9782. Showing it was taking in water forward, I put it to you the water would come along that deck and would get level with E deck, would it not?
- Not that night, she would be down by the head. [Question originally refers to T deck - in place of E deck.]
- 1334 9783. The water would find its level down E deck?
- Yes.
- 1335 9784. If the bulkhead door was closed then the water could not get along that deck?
- There is no bulkhead door forward.
- 1336 9785. Just think a bit?
- No; on the starboard side there is; not on the port side.
- 1337 9786. On the starboard side there is?
- Yes on the starboard side, but not on the port side.
- 1338 9787. I think you will find there is one on each side; just think it out; are you sure?
- I do not remember one on the port because you go right up to the staircase to take you to the different decks.
- 1339 9788. Where did you go after you left your room the second time?
- On the boat deck.
- 1340 9789. Had you heard any orders then?
- No.
- 1341 9790. You simply went on your own account?
- Only what the chief steward said to the bedroom stewards, to see passengers out of their rooms with their lifebelts and lock their doors.
- 1342 9791. (*The Commissioner.*) He told us this before.
- 1343 The Witness:
And everyone else to go to the boat deck.
- 1344 9792. (*Mr. Cotter.*) I will take you to your boat. There has been a little discrepancy. You were sitting in the bow, you say?
- Yes.
- 1345 9793. Was there anyone sitting with their back to you?
- Yes.
- 1346 9794. Is that how you made a mistake with regard to the number of women?
- Yes.
- 1347 9795. You found you made a mistake?
- The part was full of men where I was sitting. There were two to each oar.
- 1348 9796. So you thought it was full of men. It was like an optical illusion to you that night. Thank you.
- 1349 Examined by Mr. LAING.
- 1350 9797. Was there a steward called Stewart with you in that boat?
- Yes.
- 1351 9798. Was there a man called Lewis with you in that boat?
- I do not remember.
- 1352 9799. Was there a man called Diamond, a trimmer?
- That I could not say.
- 1353 Examined by the SOLICITOR-GENERAL.
- 1354 9800. I just want to get this clear. As far as you are clear, you have told us several times how many people there were in this boat, No. 15, altogether. You have given their number. Now, what is the number?
- Sixty-eight.
- 1355 9801. You are sure about that?
- As far as Stewart told me.

1356 9802. You heard it from Stewart?
- Yes.

1357 9803. Now we will take 68. You have told us several times that of the crew there were seven in the boat. Is that right?
- The crew altogether, do you mean?

1358 The Solicitor-General:
Yes.

1359 The Commissioner:
There were seven of the "Titanic's" crew in your boat? You have told us so very often. I do not know whether you have some doubt about it now.

1360 9804. (*The Solicitor-General - To the witness.*) I do not want to put it on you if you are not certain. You told us how Mr. Murdoch stood on the top deck and told some of you to get into that boat?
- There were six got in then.

1361 9805. And you were one of them?
- No, I did not get in then.

1362 9806. You got in at A deck?
- Yes.

1363 9807. That is one amongst seven?
- Yes.

1364 9808. Is that all you know of the crew that were in that boat?
- That is all I know, yes.

1365 9809. Very well. This is clear. Now there is one other thing it seems to me you can tell us. You say six got in from the top deck, the boat deck, and the boat was lowered to the next deck, the a deck. Is that right?
- Yes.

1366 9810. Now, did all the rest of the people get in from the a deck?
- Yes.

1367 9811. And nobody got in below that?
- No.

1368 9812. You yourself got in from the a deck?
- Yes.

1369 9813. And what were you doing while this boat was level with the a deck?
- After she got down to the a deck?

1370 9814. Yes, lowered from the top deck to the a deck. When she was lowered she had six of the crew in her?
- Yes.

1371 9815. Now it comes to A deck?
- Yes.

1372 9816. What were you doing on A deck during the time the boat No. 15 was level with the a deck?
- I was on the boat deck and came along to the a deck.

1373 9817. You mean you followed the boat down?
- Yes.

1374 9818. And you came down to A deck yourself?
- Yes.

1375 9819. And when you got to A deck did you get into the boat at once?
- No.

1376 9820. What did you do while the boat was level with A deck?
- I assisted the women and children in that I was speaking of.

1377 9821. Where were you standing?
- By the rail.

1378 9822. That is what I want to know. You were standing by the rail and you helped them in?

- Yes.

1379 9823. Do you mean you remained standing by the rail until you got in?

- On the rail, yes.

1380 9824. You did?

- Yes.

1381 9825. All the time?

- Yes.

1382 9826. And when you got into the boat, by that time was the boat full or not?

- Yes.

1383 9827. You mean you got in then, one of the last?

- Yes.

1384 The Solicitor-General:

I have got some other Witnesses about this boat, My Lord; it is just to see how much he does know. I think it would be better to call my other Witnesses about this boat instead of recalling Cavell for the moment.

1385 The Commissioner:

Yes.

1386 9828. (*Mr. Cotter.*) May I ask one question? It may clear the air. (*To the witness.*) Have you suffered in health since this accident?

- Yes.

1387 The Commissioner:

Suffered in health?

1388 9829. (*Mr. Cotter.*) Yes. (*To the witness.*) Several nights without sleep?

- Yes.

1389 9830. Thinking of this disaster?

- Yes; I have been to a doctor.

1390 9831. You agree it has affected your memory a lot?

- Yes.

1391 9832. Have you been to a doctor?

- Yes.

1392 Mr. Cotter:

I think that will clear the air a little, My Lord.

1393 (The Witness withdrew.)