

British Wreck Commissioner's Inquiry

Day 5

Testimony of Thomas P. Dillon

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

Examined by Mr. RAYMOND ASQUITH.

3708. You were a trimmer on the "[Titanic](#)," were you not?

- Yes.

3709. I suppose your duties as a trimmer would be in the engine room?

- Yes.

3710. Were you on duty in the engine room on the night of the accident?

- Yes.

3711. Is there more than one engine room?

- I do not know.

3712. I see on the plan immediately after the last boiler there is a compartment marked "[Reciprocating engine](#)." Is that where you were?

- That is where I understand I was - in the engine room. I have never been down below before; it was my first trip down below.

3713. Would you be in a coal bunker, or where?

- In the engine room where the main engines are.

3714. What were you doing there? What were your duties there?

- I belonged to the upper section, but the upper section of boilers was not lit up, and they sent us to the engine room to assist in cleaning the gear.

3715. Did you feel the shock when the ship struck?

- Slightly.

3716. And shortly before that had the telegraph rung?

- Yes.

3717. Can you say at all how long before she struck that was?

- Two seconds.

3718. What was the order given by the telegraph?

- I could not tell you.

3719. You just heard it ring. Then a few seconds after that you felt a slight shock?

- Yes.

3720. Was anything done to the engines? Did they stop or did they go on?

- They stopped.

3721. Was that immediately after you felt the shock or some little time after?

- About a minute and a half.

3722. Did they continue stopped or did they go on again after that?

- They went slow astern.

3723. How long were they stopped for before they began to go slow astern?

- About half a minute.

3724. For how long did they go slow astern?

- About two minutes.

3725. Two or three did you say?

- Two minutes.

3726. And then did they stop again?

- Yes.

- 25 3727. And did they go on again after that?
- They went ahead again.
- 26 3728. For how long?
- For about two minutes.
- 27 3729. Then did they stop the boat after that?
- Yes.
- 28 3730. Who else was in the engine room? Were there a number of engineers there?
- Yes.
- 29 3731. Can you remember who they were?
- I did not know their names.
- 30 3732. What did they do when the ship struck?
- They rushed to their stations, the pumps and valves, I understand.
- 31 3733. They set the pumps in motion?
- I could not tell you.
- 32 3734. Was anything done about the watertight compartments?
- Yes.
- 33 3735. Were they closed?
- In the meantime.
- 34 3736. How soon after the ship struck was that done?
- Three minutes.
- 35 3737. Did you receive any orders from the engineer?
- Yes.
- 36 3738. What order?
- The next order we got was to get out of the engine room and into the stokehold and open the doors.
- 37 3739. Open what doors?
- The watertight doors or watertight compartments.
- 38 3740. Was that possible; could you do it?
- We assisted to do it.
- 39 3741. As I understand it the watertight doors had been closed from the bridge?
- Yes.
- 40 3742. Could you open them from below?
- One leading from the engine room to the stokehold was lifted up high enough by hand to let us get underneath.
- 41 3743. You could open them by hand?
- Yes, by a pump.
- 42 3744. (*The Commissioner.*) By a pump; what is the meaning of that?
- The pump wheel.
- 43 3745. (*Mr. Raymond Asquith.*) Did you open the watertight doors?
- Yes, I assisted to open them as far as we could forward.
- 44 3746. And did you go into the stokehold?
- Yes.
- 45 3747. Do you know which stokehold that would be?
- The after-stokehold.
- 46 3748. The one immediately forward of the engine room?
- Yes.
- 47 3749. Were the boilers lit in the stokehold?
- No.
- 48 3750. None of them?
- No.

49 3751. Did you go on to the next stokehold?
- Yes.

50 3752. Where the boilers were lit?
- Yes.

51 3753. What did you do there?
- Opened the doors - assisted to open the other doors.

52 3754. Did you do anything to the fires?
- No.

53 3755. Was an order given you with regard to the fires shortly after that?
- Yes.

54 3756. What order?
- "Keep steam up."

55 3757. How long was steam kept up? Can you say?
- I could not tell you how long it was kept up, but that was the order - "Keep steam up."

56 3758. Subsequently to that was an order given to draw the fires?
- Yes.

57 3759. Did you assist in carrying out that order?
- No.

58 3760. Drawing the fires?
- No.

59 3761. Do you know what fires it had reference to? What fires were to be drawn?
- No.

60 3762. You do not know in which stokehold the fires were to be drawn?
- I know the order was passed along to the stokehold to draw fires as much as possible.

61 3763. You were at this time in No. 2 stokehold, were not you?
- Yes.

62 3764. Were the fires drawn in that?
- I do not know.

63 3765. Was that the only stokehold you were in?
- No.

64 3766. What other stokehold were you in?
- As far as No. 6.

65 3767. That is in all of them. In which ones did you see the fires drawn?
- I did not take notice.

66 3768. You have told us that you, first of all, went into No. 1 stokehold, where the fires were not lit?
- Yes.

67 3769. And you then went on into No. 2, where they were lit?
- Yes.

68 3770. I suppose you lifted up the watertight doors?
- We lifted up the watertight doors and opened them again.

69 3771. Did you go on from No. 2 to No. 3?
- Yes.

70 The Commissioner:
Mr. Asquith, it is not clear whether you are talking of stokeholds or boiler rooms.

71 Mr. Raymond Asquith:
I ought to have spoken of boiler sections, I think. I understand there are several stokeholds in each boiler section. What I meant was from one boiler section to another.

72 The Commissioner:
Will you put your question quite plainly to the Witness, because I am told he may misunderstand.

73 3772. (*Mr. Raymond Asquith.*) Yes, my Lord. (*To the Witness.*) You told us you first went from the engine room into another compartment, into one of the boiler sections. Is that right?
- Yes.

74 3773. No. 1 boiler section?
- Yes.

75 The Commissioner:
Now, in order that I may understand, will you take the long pointer, and point out to me and to the Witness where it is.

76 3774. (*Mr. Raymond Asquith.*) Yes, my Lord. (*To the Witness.*) Can you see this plan?

77 3775. (*The Commissioner.*) You can see the plan, cannot you?
- Yes, my Lord.

78 3776. (*Mr. Raymond Asquith.*) That is the engine room?
- Yes.

79 3777. You went through a watertight compartment there into that place which is called boiler room No. 1 - is that right?
- Yes.

80 3778. And there were no fires lit there?
- No.

81 3779. Then you went through another watertight door into another boiler room?
- Yes.

82 3780. Were the fires lit there?
- Yes.

83 3781. Did you go on from that into the third boiler room?
- Yes.

84 3782. Were fires lit there?
- Yes.

85 3783. Through another watertight door?
- Yes.

86 3784. Did you go on from that to the fourth boiler room?
- Yes.

87 3785. Through another watertight door?
- Yes.

88 3786. And then through another watertight door into boiler room No. 5?
- No.

89 3787. You did not?
- No.

90 3788. You stopped short at that point?
- Yes.

91 3789. (*The Commissioner.*) Then you opened three watertight doors in the watertight bulkheads.

92 The Attorney-General:
Four, that is the evidence; from the engine room first.

93 3790. (*The Commissioner.*) Oh, from the engine room first. Then you opened four, did you?
- Yes, my Lord.

94 3791. And when you came to the afterside of the fifth section, you stopped?
- Yes, my Lord.

95 3792. (*Mr. Raymond Asquith.*) Did you leave the doors open or not as you went through?
- Left them open.

96 3793. (*The Commissioner.*) They were not closed again?
- No, my Lord.

- 97 3794. (*Mr. Raymond Asquith.*) Having gone into No. 4 boiler room, did you go back through the open watertight doors, or what did you do then?
- I did nothing then; I just knocked about.
- 98 3795. You afterwards went on deck?
- Yes.
- 99 3796. How did you go up? Did you go back through the way you had come?
- Yes, through the engine room.
- 100 3797. And when you went back those watertight doors were still open, were they?
- Yes.
- 101 3798. (*The Commissioner.*) Were you ordered to open those doors?
- Yes.
- 102 3799. By whom?
- By the chief engineer.
- 103 3800. And what did you open them for?
- To allow the engineers to get forward to their duties, the valves and the pumps.
- 104 3801. Then am I to understand that the order had come from the bridge to close all the watertight doors, and that they were closed, and that afterwards the chief engineer ordered you to open the doors?
- Yes, my Lord.
- 105 The Attorney-General:
What he said was that they were closed automatically from the bridge.
- 106 The Commissioner:
Yes, he said they were ordered to be closed from the bridge; they were in fact closed from the bridge.
- 107 The Attorney-General:
Yes, my Lord.
- 108 The Commissioner:
And although they were closed from the bridge you, under the orders of the chief engineer, opened them?
- Yes, my Lord.
- 109 3803. Sufficiently to allow you to get under the door?
- Yes, my Lord.
- 110 Mr. Laing:
They have to be released from the bridge; they have to telephone to the bridge and get the catch or clutch on the bridge released so as to allow them to be opened.
- 111 3804. (*The Commissioner.*) That is so, is it? You could only open them with the concurrence of the people on the bridge?
- We opened them by hand.
- 112 3805. It is suggested to me - I do not know how it is - that you cannot open them by hand unless some catch or something of the kind is operated on the bridge to allow you to do so.
- 113 The Attorney-General:
That would be done by the chief engineer; he would telephone up, I expect.
- 114 The Commissioner:
The chief engineer would probably telephone up and get the man on the bridge to work the apparatus so that these doors could be opened.
- 115 3806. (*Mr. Raymond Asquith.*) You have told us that you came back through those watertight compartments again to the engine room. Did you remain in the engine room some little time?
- No.
- 116 3807. What did you do then?
- We got the order, "All hands on deck; put your life-preservers on."
- 117 3808. Was there a clock in the engine room?
- Yes.

118 3809. Did you notice what time it was you got that order?
- I noticed the clock, but I did not take any particular notice what time it was. The clock was put back about 20 minutes, I think.

119 3810. Can you give us any idea of how long it was after the ship had struck that you got the order to go on deck?
- Yes.

120 3811. About how long was it?
- An hour and 40 minutes.

121 3812. That would make it about 1 o'clock?
- No.

122 3813. After that - a quarter-past one?
- Yes.

123 3814. Did you go up on to the boat deck?
- No.

124 3815. Where did you go?
- I kept on the well deck.

125 3816. Did you see any water before you went up in any of the boiler rooms or the engine room?
- Yes, there was water coming in forward.

126 3817. The furthest point forward you reached was No. 4 boiler section?
- Yes.

127 3818. Was it coming in there?
- Yes.

128 3819. Where was it coming in?
- Coming from underneath.

129 3820. From underneath the floor?
- Yes.

130 3821. And from what part of the floor, the forward part or the afterpart?
- The forward part.

131 3822. Did it come in large quantities or only in small quantities?
- Small quantities.

132 3823. Was there any depth of water standing on the floor?
- No.

133 3824. Do you mean the floor was just damp? That is all.

134 3825. And it seemed to be coming through the floor?
- Yes.

135 3826. Did you see any coming through the side of the ship at all?
- I never noticed.

136 3827. Was there any water anywhere else in any of the other sections?
- No.

137 3828. Then you got this order about a quarter-past one and you went up on deck; you say the well deck. Did you see any passengers on the well deck?
- Yes.

138 3829. Men or women, or both?
- Men and about two women; they just put them into the last boat; the last boat was getting lowered.

139 3830. You actually saw the last boat go off?
- No.

140 3831. What do you mean when you say you saw the women put into the last boat that was lowered?
- I did not lower it. I was on the starboard side of the well deck when I came up, and I saw two women there. They were singing out, "Any more women?" and there were two more, and we chased them up on to the

boat deck. The last boat to leave was on the port side.

141 3832. (*The Commissioner.*) Are you talking of the aft well deck?
- Yes, my Lord.

142 3833. (*Mr. Raymond Asquith.*) When you say the last boat, do you mean the aftermost boat or the last boat to leave from the ship?
- The last boat to leave from the ship.

143 3834. Do you know the number of that boat?
- No.

144 3835. Can you point it out on the model there?
- No.

145 3836. It was a boat on the port side?
- Yes, because I could see they were chasing the women on to the port side. We stopped where we were. It was no use us going there.

146 3837. You could see after that boat left there were no other boats left on the ship?
- Yes.

147 3838. Can you point out what was the situation on the ship of the boat that you saw leave, the last boat?
- No.

148 3839. (*The Commissioner.*) It was on the port side, I understand. The boat that you saw leave, the last boat, was on the port side?
- They sung out it was the last boat.

149 3840. Whichever it was, was it on the port side of the "Titanic"?
- Yes, my Lord.

150 3841. And was it in the forward part or aft?
- I do not know, my Lord.

151 3842. Were you on the after well deck when you saw it?
- Yes, my Lord. I heard an order - the last boat was leaving the ship. "Any more women there?" and we chased them up the ladder.

152 3843. After that boat left did you see a number of passengers standing about still?
- Yes.

153 3844. Any women?
- No.

154 3845. I did not quite hear the answer you gave just now. You said something about chasing women up the ladder?
- There were two women on the well deck when we got up from below, and we heard the order - the last boat was leaving the ship. "Are there any more women there?" and we chased them up the ladder.

155 3846. Up to the boat deck?
- Yes, I suppose they went up there.

156 3847. And those were the women you saw there on the well deck?
- Two women.

157 3848. Did you afterwards go up yourself on to the boat deck?
- No.

158 3849. You remained where you were until the ship sank?
- No.

159 3850. Well, what did you do?
- I went on to the poop.

160 3851. Was she getting low in the water then?
- Yes.

161 3852. Were there many others on the poop besides yourself?
- Yes.

162 3853. Any passengers?
- Yes.

163 3854. Any women?
- No.

164 3855. How long did you wait on the poop? Until the ship actually sank?
- Yes.

165 3856. How did you get off the ship?
- I left her in the water.

166 3857. (The Commissioner.) Am I to understand that you were actually on board the "Titanic" when she went down?
- Yes, my Lord.

167 3858. (Mr. Raymond Asquith.) Before the ship actually went down did you see her make any movements?
- Yes, she took one final plunge and righted herself again.

168 3859. She gave a plunge and righted herself again?
- Yes.

169 3860. Did you notice anything about the funnel?
- Not then.

170 3861. Did you afterwards notice something about the funnel?
- Yes.

171 3862. What?
- When she went down.

172 3863. Was that after you had left the ship?
- Before I left the ship.

173 3864. What did you notice?
- Well, the funnel seemed to cant up towards me.

174 3865. It seemed to fall aft?
- Yes; it seemed to fall up this way.

175 3866. Was that the aftermost funnel?
- Yes.

176 3867. Did you get the idea that the ship was breaking in two?
- No.

177 3868. Did the funnel seem to fall towards you?
- Yes.

178 3869. (The Commissioner.) That is the after funnel?
- Yes, my Lord.

179 3870. (Mr. Raymond Asquith.) Then you say the ship plunged and righted herself again; and was it then that you dived into the water?
- I did not dive into the water.

180 3871. How did you get off the ship into the water?
- I went down with the ship, and shoved myself away from her into the water.

181 3872. Were you sucked down at all?
- About two fathoms.

182 3873. And did you then come up again to the surface?
- I seemed to get lifted up to the surface.

183 3874. You got lifted up to the surface?
- Yes.

184 3875. Were you picked up by one of the boats?
- Yes.

185 3876. Do you know which one?

186 - Afterwards I found out; it was No. 4 boat.
 3877. Did you have to swim far? Were you swimming long in the water before you were picked up?
 - I suppose about twenty minutes.

187 3878. Did you see any of the other passengers in the water - any other people in the water of any sort?
 - Yes.

188 3879. Many?
 - About a thousand.

189 3880. Were there any others near the boat when you were picked up?
 - I do not know.

190 3881. (The Commissioner.) Did you say "I saw about one thousand people in the water"?
 - From my estimation, my Lord.

191 3882. (Mr. Raymond Asquith.) When you came up again, after you were sucked down - you told us you were sucked down and came up again - was the ship still floating then?
 - No.

192 3883. She had sunk when you came up again?
 - Well, I saw what I thought would be the afterpart of her coming up and going down again, final.

193 3884. Then she had not sunk?
 - She came up and went down again.

194 3885. You saw what you thought was the afterpart coming up again?
 - I thought it was the ship coming up again. She came up and went down again - finish.

195 3886. You were picked up by boat No. 4?
 - I found out it was No. 4 afterwards.

196 3887. Did you see any women in the water?
 - No.

197 3888. Was there anyone round about boat No. 4 in the water when you were picked up?
 - I do not know.

198 3889. I suppose you were probably very exhausted by that time?
 - Yes.

199 3890. When you got into the boat, I think you became unconscious?
 - Yes.

200 Examined by Mr. SCANLAN.

201 3891. Did you ascertain how many people were in No. 4 boat?
 - No.

202 3892. At any time before you were rescued by the "Carpathia"?
 - No.

203 3893. Did you know before you left the ship - before she sank - whether all of what you call the life-rafts, the Englehardt collapsible boats had been used?
 - I do not know.

204 3894. With regard to those watertight doors, is it the case that when you pass, say, from the engine room into No. 1 boiler room, you can open the door from the engine room, but you cannot shut it from the boiler room?
 - I do not know.

205 Mr. Scanlan:
 You do not understand me.

206 Examined by Mr. HARBINSON.

207 3895. I think this was your first trip on this boat?
 - Yes.

208 3896. So you did not know very much about it?
- No.

209 3897. When you came aft, after going through boiler rooms 2, 3 and 4, you stopped at 4?
- Yes, I stopped at 4; I think it was No. 4.

210 3898. That was to allow all the others to go through - the other engineers to come back?
- All the engineers were working in the stokehold.

211 3899. That is why you opened the doors?
- Yes.

212 3900. Were they all through when you came back; had they come aft?
- In my estimation I suppose they did.

213 3901. But were you the last to come aft?
- No.

214 3902. There were others behind you?
- They came in a bunch.

215 3903. Do you know why the doors were left open; why no attempt was made to close them?
- No.

216 3904. You do not know?
- No.

217 3905. Had you a lifebelt?
- Yes.

218 3906. Had you it on?
- Not then I did not.

219 3907. You say when you came up to the well deck there were a great number of people there, men?
- Yes.

220 3908. Had they all lifebelts?
- In my estimation they had.

221 3909. Most of them?
- Yes.

222 3910. What class of passengers did these seem to be?
- Steerage passengers.

223 3911. All steerage passengers?
- Yes.

224 3912. But there were no boats for them?
- No; the last one was being lowered.

225 Examined by Mr. EDWARDS.

226 3913. From the time that the ship struck until you came back from No. 4 boiler section, what time elapsed?
- About an hour and forty minutes.

227 3914. At that time some water was coming through in No. 4 boiler section?
- Yes.

228 3915. As you came back was there any water at all coming in at No. 3, or No. 2, or No. 1?
- No.

229 3916. From the time that you left the engine room until you started back from No. 4 boiler section what time elapsed?
- From the time I left the engine room till the time I came back from No. 4 section what time elapsed.

230 3917. Yes?
- An hour and ten minutes.

231 3918. Did you report to anybody in the engine room that you had seen water coming through in No. 4 boiler section?
- No.

232 3919. Did anyone report, to your knowledge?
- No, all the engineers were working there.

233 3920. (The Commissioner.) Do you mean by that that they all knew it?
- Yes.

234 3921. (Mr. Clement Edwards.) Did you hear any orders given, before you left, to reclose the watertight doors?
- No.

235 Examined by Mr. LEWIS.

236 3922. I believe you have had experience as a sailor as well as a trimmer?
- Yes.

237 3923. Did you have a boat number given to you or a boat place in precisely the same way as you would as a sailor?
- No.

238 3924. How long were you waiting on the poop, waiting for the boat to go down?
- About 50 minutes.

239 3925. From your position could you see the passengers?
- Yes.

240 3926. You could see the passengers?
- Yes.

241 3927. Was there any commotion all this time on the part of the passengers?
- No.

242 3928. They were simply waiting?
- Yes.

243 3929. Expecting the boat to go down?
- Yes.

244 3930. No disorder whatever?
- No.

245 3931. When you were taken into the boat what condition were you in? Were you picked up unconscious?
- Unconscious.

246 3932. When you came to what did you find?
- I was not properly right when I came to.

247 3933. Whom did you find with you in the boat?
- Lyons lying on top of me, a seaman, and a passenger lying on top of me dead.

248 3934. Do you know the seaman?
- One was Lyons.

249 3935. Were you in the hospital some time after you were taken on board the "Carpathia"?
- Yes.

250 3936. Do you remember the fire in the bunker?
- I remember working in a bunker.

251 3937. Do you remember the fire in a bunker?
- Yes.

252 3938. Did you help to clear out the coal?
- Yes.

253 3939. You were ordered to do so, I presume?
- Yes.

254 3940. Would you call it a serious fire?

- I do not know.

255 3941. Did it take some time to put out?

- Yes.

256 3942. Did you see the sides of the bunker after the coal was taken out?

- No.

257 3943. You did not see whether it was painted afterwards?

- No.

258 Examined by Mr. LAING.

259 3944. How many boilers are there in No. 1 section?

- Five.

260 3945. And none of the boilers in No. 1 section was alight at all?

- No.

261 3946. Did you see the engine room telegraph?

- No.

262 3947. How are you able to tell us what orders came down?

- By the telegraph ringing.

263 3948. But the ring would not tell you, would it?

- It would tell me that the telegraph rang.

264 3949. Yes it would, but it would not tell you what order came down at all?

- No.

265 Re-examined by the ATTORNEY-GENERAL.

266 3950. In No. 1 boiler room are the five boilers single ended boilers?

- Yes.

267 3951. In No. 2 they are double ended?

- I do not know.

268 The Attorney-General:

If your Lordship will look at the plan, your Lordship will see it quite clearly and what he did. You will see the watertight doors marked which he went through. Plan No. 3 is the one that contains the decks from the saloon deck, through the various decks E., F., G., down to the tank top. If you look at the lowest of them "Tank top" you see there "Reciprocating Engine," then you see five engine boilers in No. 1 boiler room; and then if you notice there you will see a watertight door, very small, between the two coal sections. Then you pass through that into No. 2 boiler room. There you have the five double-ended boilers, and then again through that through a watertight door into No. 3 boiler room, where there are again five double-ended boilers; again through a watertight door into No. 4 boiler room for the five double-ended boilers, and that is where he stops.

269 The Commissioner:

He saw water coming up through the floor plates of that No. 4.

270 3952. (The Attorney-General.) Yes. Your Lordship will remember it is in the next compartment No. 5 that Barrett and this man were. (To the Witness.) You went through Nos. 2, 3 and 4 boiler rooms?

- Yes.

271 3953. You have told us, I think, in No. 1 boiler room - that is with the single-ended boilers - the fires were not alight?

- Yes.

272 3954. Were they alight in the others, Nos. 2, 3 and 4?

- Yes.

273 3955. So far as you know all the fires were alight except the five single-ended boilers in No. 1 boiler room?

- Yes.

274 3956. Could you alone raise one of these watertight doors?
- No.

275 3957. Could you do it by yourself?
- I do not know.

276 3958. How many of you went through the watertight doors from boiler room to boiler room?
- There were seven of us working in the engine room.

277 3959. But how many of you went? First of all you went from the engine room to No. 1 boiler room?
- Yes.

278 3960. You went through a watertight door for that purpose?
- Yes.

279 3961. How many of you went through that watertight door when you did?
- About six or seven - seven.

280 3962. How many of you helped to open the watertight door?
- As we got into each section the men were in it, in their own boiler rooms. At No. 1 boiler room we had to lift the door up, and when we got to the next section there were men belonging to that section in it.

281 3963. You lifted No. 1; how many of you did it?
- Three - three on the pump.

282 3964. What did you do it with? How did you do it?
- With a pump handle.

283 3965. You turned that?
- Yes.

284 3966. Was it two or three turned that handle?
- Two or three.

285 3967. When you had got into No. 1 boiler room, who told you to go into No. 2?
- We had to open the doors and we had to work through.

286 3968. And you continued through to No. 4?
- Yes.

287 3969. Were you told to stop then?
- Yes.

288 3970. Who told you to stop?
- One of the engineers.

289 3971. What did you understand this was being done for? Why were you opening these watertight doors and going through these boiler rooms? What was the object of it?
- To allow the engineers to get at the pumps and valves, I think.

290 3972. Did you know at all why you did not go into No. 5 boiler room?
- Yes, I had an idea.

291 3973. Why?
- On account of the water - too much water.

292 3974. You think that was why?
- Yes.

293 3975. Did you hear anything about that at the time you were in No. 4 boiler room? I mean, did you hear that you were not to go into No. 5 because there was too much water, when you were in No. 4 boiler room?
- No.

294 3976. Then how do you know?
- Well, I judged that. In my own estimation I thought that was the reason we did not open the door, because there was too much water in No. 5.

295 The Attorney-General:
I have a notice which I will read, so as to get it on the note, which my friend has handed me. It is a notice which is pasted on the bridge on the watertight door apparatus.

296 The Commissioner:
Where the button is?

297 The Attorney-General:
Yes. "In case of emergency, to close watertight doors on tank top, press bell; push for 10 seconds to give alarm; then move switch to 'on' position and keep it there. Note: Doors cannot, however, be operated mechanically whilst switch is on."

298 The Commissioner:
That means that the switch must have been taken off?

299 The Attorney-General:
Yes.

300 The Commissioner:
Before these doors could be opened by the handle in the way described by the Witness?

301 The Attorney-General:
Yes; that is as I understand it.

302 The Commissioner:
My recollection is that there is the same notice on the "Olympic."

303 The Attorney-General:
That may be.

304 The Commissioner:
I think I remember reading it.

305 The Attorney-General:
My friend will correct me if it is wrong, or Mr. Wilding, but as I understand the effect will be that when the bell is pressed and the switch is on, then the watertight doors to the tank top come down. They cannot be raised again from there. They must be raised, I suppose, down below. That is right?

306 Mr. Laing:
Yes.

307 The Attorney-General:
They would have to be raised down below one at a time. When you have released the clutch at the top they drop by gravity.

308 The Commissioner:
I do not know that there is any significance in it at all, but those doors which he opened were never closed again.

309 The Attorney-General:
I understand not from what he says. Those are the 12 doors which are operated from the bridge, which communicate in that way, closing the tank top. Your Lordship will remember the question was asked - I am only saying it so that we can have it clear - at one stage you did ask the question about the closing of the watertight doors from the bridge.

310 The Commissioner:
I did.

311 The Attorney-General:
Since then you have seen the "Olympic." The effect would be that these watertight doors could only be closed with this pressure on the button from the bridge - that is, the 12 to which we are now referring. There are 12 on the tank top.

312 The Commissioner:
There are 12 doors that are closed automatically.

313 The Attorney-General:

That is right, from the switch.

314 3977. (The Commissioner.) There is a question that one of my colleagues wants cleared up. (To the Witness.) You said that you supposed you did not go from No. 4 into No. 5 because there was a large quantity of water in No. 5?

- Yes, my Lord.

315 3978. You remember saying that just now?

- Yes.

316 3979. Is that a conclusion that you have arrived at, that there was a large quantity of water in No. 5, since the accident, or did you think it was the fact when you were in No. 4, and that was the reason? Did you then think that that was the reason for not going into No. 5?

- Yes, my Lord.

317 3980. You thought then when you were in No. 4 that the reason you were not ordered to go into No. 5 was that there was a great deal of water there?

- Yes.

318 The Attorney-General:

I understood him to mean that, my Lord.

319 (The Witness withdrew.)