

British Wreck Commissioner's Inquiry

Day 13

Testimony of Herbert J. Pitman

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

Examined by Mr. BUTLER ASPINALL.

14911. Were you serving as third Officer on the "Titanic" at the time of this accident?
- Yes.

14912. What certificate do you hold?
- Ordinary Master.

14913. How long have you been in the service of the "White Star" Line?
- Five and a-half years.

14914. And during those 5 1/2 years have you been travelling backwards and forwards across the Atlantic?
- A twelve-month only.

14915. And have you had considerable experience on the sea in other parts of the world besides the Atlantic?
- Sixteen years.

14916. Twelve months experience in the Atlantic?
- Of the North Atlantic.

14917. I will get this fact from you now, it comes a little later in your story. You were saved in boat No. 5, were you not?
- Yes.

14918. (*Mr. Butler Aspinall.*) We have had some evidence with regard to boat No. 5, My Lord, but not of a very satisfactory character. It is the evidence of Shiers, the fireman, at page 113. He was not able to give us very useful evidence with regard to the matter. It is Question [4653](#): - "(Q.) Then you got into No. 5? Was No. 5 lowered? - (A.) Yes. (Q.) Who were in No. 5? You were, who else? - (A.) One other fireman, a steward, and a quartermaster. (Q.) And were there some women and children in No. 5? - (A.) Women, no children. (Q.) Do you know how many women? - (A.) No. (Q.) Was the boat full or not? - (A.) It was not full - as many as it would take off the davits was what the Officer said - as many as he thought the boat would take off the davits." (*To the witness.*) To come to the Sunday, the 14th, at the time of the accident you were off watch and asleep in your cabin, were you not?
- That is right.

14919. When before, on that day, had you last been on duty?
- 6 to 8 p.m.

14920. And before in the course of that day, had you been on duty?
- 12 to 4 in the afternoon.

14921. Was it within your knowledge that the ship would probably meet with ice that evening?
- We knew that we should be in the longitude of ice.

14922. Who told you that?
- I saw it in a Marconigram.

14923. Do you know from which ship that Marconigram had come?
- I have no idea.

14924. Did you particularly concern yourself with that matter?
- No, I simply looked at them and saw that there was no ice reported on the track.

14925. Did you see one marconigram or two Marconigrams?
- Two, I think.

14926. Were these posted in some part of the ship?
- Yes, in the chart room.

14927. And you read them, did you?

- Yes.

23 14928. Was there any discussion between you and any other of the Officers about the fact that you would probably meet ice that night?
- I do not think so.

24 14929. Do you mean you do not remember?
- I do not remember it.

25 14930. As you have said, you were turned in at the time the vessel struck the iceberg, and, I believe, asleep?
- Yes.

26 14931. You were aroused and at first did you think much had happened?
- No, I did not.

27 14932. What was it aroused you; was it a noise, or a jar, or what?
- A noise; I thought the ship was coming to anchor.

28 14933. Did you lie on in your bunk for some few minutes?
- I did.

29 14934. At the end of those few minutes did you do anything?
- Yes. I went on deck.

30 14935. Was that curiosity; or what took you there?
- Yes, I suppose it was.

31 14936. Getting on deck, what did you see or hear?
- I saw nothing and heard nothing.

32 14937. Did you go to the forward part of the navigation bridge?
- No, I only just went outside the quarters.

33 14938. The Officers' quarters?
- That is all.

34 14939. As it were, put your head out and saw nothing?
- No, I went on deck.

35 14940. Seeing and hearing nothing, what did you do then?
- I went back inside again.

36 14941. And turned in again?
- No, I met Mr. Lightoller first of all, and I asked him what had happened, if we had hit something, and he said, "Yes, evidently."

37 14942. He said "Evidently"?
- Yes, evidently something had happened.

38 14943. After you had received that information what did you do?
- I went to bed.

39 14944. How long did you remain in bed?
- It may have been five minutes.

40 14945. And at the end of five minutes what did you do?
- I thought I might as well get up, as it was no use trying to go to sleep again, as I was due on watch in a few minutes.

41 14946. Your watch was the middle watch, from 12 to 4?
- That night, yes.

42 14947. Did you get up and proceed to dress?
- Yes.

43 14948. While you were dressing did you receive any information?
- Mr. Boxhall came to my room and said the mail room was afloat.

44 14949. How long do you think had elapsed between the time you were aroused and Mr. Boxhall coming and telling you this?
- I should think it must be 20 minutes.

45 14950. Did he give you any information as to what had caused the mail room to be afloat?
- Yes; I asked him what we had struck, and he said an iceberg.

46 14951. After that did you quickly proceed with your dressing?
- Yes, I put my coat on and went on deck.

47 14952. When you got on deck, did you see anything being done?
- The men were uncovering the boats.

48 14953. On which side was that?
- That was on the port side.

49 14954. Did you meet the sixth Officer when you went on deck, Mr. Moody?
- Yes; I met him on the afterpart of the deck.

50 14955. Did he give you any information?
- No, I asked him if he had seen the iceberg; he answered, No, but there was ice on the forward well deck.

51 14956. I believe you at that time did not think anything serious had happened, did you?
- I did not.

52 14957. Then, I think, you went and looked at some ice, and, after having looked at the ice, did you then go under the forecastle head to see if any structural damage had been done to the bow of the ship?
- Exactly.

53 14958. I believe you saw none. As you were coming from the forecastle, did you see any firemen?
- Yes, I saw a whole crowd of them coming up from below.

54 14959. Did you ask them what was causing them to come up?
- Yes.

55 14960. What was their answer?
- That the water was coming into their quarters.

56 14961. Which side were the firemen coming, the port or starboard side?
- The starboard side.

57 14962. In consequence of what they told you, did you go and do anything?
- No, I simply looked down No. 1 hatch and saw water rushing up No. 1 hatch, or at least round it.

58 14963. Is that the hatch which has the coamings which I think we were told was on G deck?
- Yes, the same one that Symons was speaking of the other day.

59 14964. Was the water coming in fast or slow, or how?
- Quite a little stream, both sides of the hatch.

60 14965. Did you notice what direction it was flowing from; was it flowing from forward to aft, or how, or did not you notice?
- Well, I think it was running mostly from the starboard side.

61 14966. Running from the starboard side?
- Yes.

62 The Commissioner:
I do not understand that.

63 14967. (*Mr. Butler Aspinall - To the witness.*) What do you mean by from the starboard side?
- Coming in from the starboard side of the ship.

64 The Commissioner:
That I understand.

65 14968. (*Mr. Butler Aspinall.*) Seeing that, did you then go back to the boat deck?
- Yes.

66 14969. Were the boats still being uncovered, or had they finished the uncovering of the boats then?
- I could not say what had happened on the port side. I then returned to the starboard side and they were still uncovering the boats.

67 14970. You are now on the starboard side, and I think you remained on the starboard side, did you not?
- Yes.

- 68 14971. Did you see the first Officer taking part in getting the boats ready?
- No, I did not see him.
- 69 14972. Did you hear any orders being given?
- No more than getting the boats filled with women and children, that is all I heard.
- 70 14973. Did you go to anyone of these boats?
- Yes, I went to No. 5.
- 71 14974. Did you go to No. 7 first?
- No, Mr. Murdoch was there. I did not see him.
- 72 14975. Which was your boat?
- No. 1 is my boat usually in case of emergency.
- 73 14976. If there was an emergency you would take charge of No. 1, is that so?
- Yes, that is in case of a man overboard, and things like that.
- 74 14977. Was your name on the boat list, as being the Officer to look after that boat?
- Yes, as an emergency.
- 75 14978. We have been told that there are boat lists put up about the ship; that is so, is it not?
- That is so.
- 76 14979. (*The Commissioner.*) Did you ever read your name on any list?
- I did not, as it is an understood thing the third Officer looks after No. 1 boat.
- 77 14980. You did not see your name on any list?
- No.
- 78 14981. (*Mr. Butler Aspinall.*) Would it be your duty to inform yourself as to what your boat was according to the list?
- No, it is quite an understood thing in the Company for the third and Fourth Officers to have No. 1 and No. 2 boat.
- 79 14982. Apart from understandings, would it be your duty at the beginning of the voyage to go and ascertain what boat was your boat?
- No.
- 80 14983. It is not your duty?
- 81 The Commissioner:
If, Mr. Aspinall, it was the invariable practice for him to attend to No. 1 emergency boat, there was no occasion for him to look at the list.
- 82 14984. (*Mr. Butler Aspinall.*) No, My Lord. (*To the witness.*) Now you went in fact to No. 5. Why was that?
- Mr. Murdoch ordered me there.
- 83 14985. Was there any other Officer there?
- I did not see anyone.
- 84 14986. Of course, you know all the Officers?
- Oh, yes.
- 85 14987. If there had been one there you would have known?
- Mr. Murdoch was there before the boat was lowered.
- 86 14988. Had you seen Murdoch there at No. 5, or merely heard his voice?
- Oh, no, I saw him.
- 87 14989. At No. 5?
- At No. 5, after the boat was out and practically filled with passengers.
- 88 14990. When you got to No. 5, in what state was No. 5?
- Well, the cover was still on.
- 89 14991. How long do you think had elapsed from the time of striking the berg up to the time you got to No. 5? It is difficult, I know, to be certain about time. Was it half-an-hour or 45 minutes? Let me help you. You gave me one space of time - about 20 minutes?
- Yes, I remember that.

- 90 14992. Will that help you to approximate what you think was the time between the striking of the iceberg and your getting to boat No. 5? Was it an hour, do you think?
- No, I should think it would be about 12.20.
- 91 14993. You say the cover was still on. Was the cover being stripped at the time you got there?
- It was being uncovered then - Yes.
- 92 14994. Did you see Mr. Ismay close to this boat?
- I did.
- 93 14995. Was he taking any part, saying anything, or doing anything?
- He remarked to me as we were uncovering the boat, "There is no time to lose." Of course, I did not know who he was then, and therefore did not take any notice.
- 94 14996. You have since learned that that gentleman was Mr. Ismay, have you?
- Yes.
- 95 14997. How many men had you helping at this boat?
- I think four.
- 96 14998. Were they sailor men, or could you tell in the darkness of the night?
- Well, I knew that two were.
- 97 14999. And was the boat uncovered and swung out?
- Yes.
- 98 15000. What was done with it? Was it then lowered to the level of the boat deck?
- It was lowered level.
- 99 15001. And after you had got out to the level of the boat deck, what did you do with regard to passengers?
- Mr. Ismay remarked to me to get it filled with women and children, to which I replied, "I will await the Commander's orders." I then went to the bridge, and I saw Captain Smith, and I told him what Mr. Ismay had said. He said, "Carry on."
- 100 15002. (*The Commissioner.*) What does that mean?
- Go ahead.
- 101 15003. (*Mr. Butler Aspinall.*) At this time, did you realise that this gentleman was Mr. Ismay, or did you still think he was one of the passengers?
- Oh, I knew then that it was Mr. Ismay - Yes, judging by the descriptions I had had given me of him.
- 102 15004. The Captain told you to "carry on." Did you then return to the boat deck?
- I was already there; I returned to No. 5.
- 103 15005. Yes, you were on it. You returned to your boat No. 5?
- Yes.
- 104 15006. When you got back, were any people being put into it?
- None at all.
- 105 15007. What happened then?
- I simply stood in the boat and said, "Come along, ladies," and helped them in - Mr. Ismay helped to get them there.
- 106 15008. How many ladies did you get in?
- I do not know; between 30 and 40, I should imagine.
- 107 15009. Were there any children?
- Yes, we had two.
- 108 15010. Could you tell whether these women were first, second or third class passengers that were getting into the boat?
- Most, I should say, would be first class.
- 109 15011. In addition to those women that you got into the boat, did you take any male passengers in?
- Yes, I should say about half-a-dozen or more.
- 110 15012. Why did you let the male passengers in?
- Simply because there were no more women around - at least, there were two there, but they would not come.

- 111 15013. Did they give you any reason for refusing to come?
- No.
- 112 15014. You say there were no other women around? Could you see whether there were other women in other parts of the boat deck? Did you notice at that time?
- There were none in sight at that time - at least, not on the starboard deck.
- 113 15015. In view of the number that you had got into the boat at this time, did you think that that was as many as this boat would safely carry before she was lowered to the water?
- No, I did not decide how many she should take.
- 114 15016. Who decided that?
- Mr. Murdoch, he came along just then.
- 115 15017. What did he say?
- Well, I jumped out of the boat then, ready to lower away, and he said, "You go in charge of this boat, and also look after the others, and stand by to come along the after gangway when hailed."
- 116 15018. Did you go in charge of this boat?
- I did.
- 117 15019. There were 30 to 40 women you have told us, two children, about half-a-dozen male passengers, yourself, and how many of the crew?
- Four.
- 118 15020. (*The Commissioner.*) Did the four include yourself?
- No, My Lord.
- 119 15021. (*Mr. Butler Aspinall.*) Did you say something about Mr. Murdoch saying he would hail you when he wanted you alongside the gangway?
- Yes. He said, "Keep handy to come to the after gangway." Therefore, I understood he would hail us.
- 120 15022. You understood it?
- Yes.
- 121 15023. Was the boat properly lowered away?
- It was.
- 122 15024. And you got put down to the waters edge?
- Yes.
- 123 15025. On reaching the water what was done with that boat?
- We pulled away about 100 yards from the side of the ship.
- 124 15026. And then?
- Lay on our oars.
- 125 15027. Did you take her in the direction of the gangway, in case Mr. Murdoch might hail you and order you back?
- Well, we dropped astern a little.
- 126 15028. That would be somewhere in the direction towards the gangway?
- Yes.
- 127 15029. (*The Commissioner.*) Just put your finger on the gangway you are talking about. (The witness pointed it out on the model.) That is right aft?
- Yes, he said the after gangway.
- 128 15030. (*Mr. Butler Aspinall.*) Before you left the ship had you heard any order given about lowering the gangway or opening the gangway door?
- No, that was the first I knew of it.
- 129 15031. After you were in the boat and had rowed out this 100 yards somewhat astern did you notice whether the gangway door was open or not?
- I do not think it was.
- 130 15032. You probably were looking in that direction?
- Well, I was watching the ship the whole time.
- 131 15033. And you do not think it was opened?

- I do not.

132 The Commissioner:
How many gangways are there that side of the ship?

133 Mr. Butler Aspinall:
I think two, My Lord, but I speak subject to correction.

134 The Commissioner:
The gangway we have heard of yesterday was forward.

135 Mr. Butler Aspinall:
Yes.

136 The Solicitor-General:
Yesterday we did hear of them at both ends.

137 Mr. Butler Aspinall:
12 or 13 the builders tell me.

138 The Commissioner:
On each side?

139 Mr. Butler Aspinall:
No. I am told there are eight passenger gangways.

140 The Commissioner:
Does that mean four on each side?

141 Mr. Butler Aspinall:
Yes.

142 The Commissioner:
But they are not on the same level.

143 15034. (*Mr. Butler Aspinall.*) Two on D deck amidships - one on E deck forward and aft; that would make four on the one side and four on the other. If I might go back for one moment - I do not know whether it is important or not, but it might become important - did Mr. Murdoch, in addition to telling you to keep handy to come back to the gangway, say anything more to you?
- No; he only shook hands and said, "Good-bye, good luck"; that was all.

144 15035. When he said "Good-bye" to you in that way, did you think the situation was serious; did you think the ship was doomed then?
- I did not, but I thought he must have thought so.

145 15036. Again, with regard to the time, how long do you think it was between the time of striking the berg and your boat reaching the water. You have given me two estimates of time, 20 minutes, and 12.20. Could you help me on this matter?
- Well, I should think it would be about 12.30 When No. 5 boat reached the water.

146 15037. I do not know whether this will help you to see whether that is right. Was your boat in the water about an hour before the "Titanic" went down?
- I think it was longer than that.

147 15038. Much longer or a little longer?
- It is hard to say.

148 15039. Now, I have got you in the boat somewhere about 100 yards from the ship, you watching the ship. Whilst you were watching the ship did you then begin to think she was in a condition in which it was probable she might be lost?
- No, I did not give up hopes until I saw the last line of lights on the forecastle head disappear.

149 15040. When you reached the water and were in the boat, did you see then that her head was getting deeper and deeper in the water?
- Oh, yes, I watched the different lines of lights disappear.

150 15041. Did you see any other boat on the water anywhere near you after your boat had reached the water?
- Are you alluding to one of our boats?

151 15042. Yes, I mean one of the "Titanic" boats?

- Yes, No. 7 was quite close to me.

152 15043. Was No. 7, as far as you know, in the water before yours or after?
- No. 7 was before; it was the first boat launched on the starboard side.

153 15044. No. 7?
- No. 7.

154 15045. And the second boat was?
- No 5, and No. 3 next.

155 15046. How do you know No. 3 came next? Did you see it?
- I saw it coming down; I saw it being lowered.

156 15047. Did you notice any other boats on that side being lowered?
- I did not.

157 15048. You speak of 7, 5, and 3?
- 7, 5, and 3, yes.

158 15049. In that order? The Solicitor-General points out that Jewell refers to this that No. 7 was the first boat on the starboard side.

159 The Solicitor-General:
At page 19, Question [147](#), Jewell says he was in the boat, and it was the first to go on the starboard side.

160 The Witness:
That is right.

161 15050. (*Mr. Butler Aspinall.*) Tell me with regard to the equipment of the boat you were in, do you know whether it had a lamp or not?
- Mine had not.

162 15051. Did you look for it?
- I did.

163 15052. And would you, as an Officer, know what was the right place to look for the lamp?
- Exactly.

164 15053. Was there any compass in your boat?
- No.

165 15054. Did you look for it?
- Well, I did not at the time, because it would be absolutely useless to me.

166 15055. But how do you know there was no compass? You say you did not look at the time. Did you look at some later time?
- Yes, after the boats were on the "Carpathia."

167 15056. Was there any water in your boat?
- Yes.

168 15057. In what? Breakers?
- In two breakers.

169 15058. Two breakers?
- Yes.

170 15059. Were there any biscuits?
- Yes.

171 15060. In what?
- A tank in the stern of the boat.

172 15061. Whilst you were in the boat and before the ship sank, did you see any light or lights which you took to be the light or lights of another steamer?
- I saw a white light which I took to be the stern light of a sailing ship.

173 15062. How far away did you judge it to be?
- I thought it was about five miles.

174 15063. That would be a good distance to see a stern light, would it not?

- Yes, it may have been less.
- 175 15064. Was it a good night for seeing a light; for seeing a good stern light?
- An excellent night.
- 176 15065. They would be visible at a long distance?
- Yes.
- 177 15066. Whilst you were in the boat did you notice the "Titanic" sending up rockets?
- Yes, she did.
- 178 15067. We have heard this in detail. Was there good discipline and order maintained in your boat?
- Well, that is not for me to say; it is for other people to say that.
- 179 15068. (*The Commissioner.*) No, but you are asked your opinion?
- As regards the passengers, yes, and the crew.
- 180 15069. (*Mr. Butler Aspinall.*) I am not suggesting you did not behave well; I am only asking the question for the information of the Court. It is a general question asked with regard to all the boats. I am not suggesting for one moment that there was anything wrong. You behaved well, I have no doubt?
- I do not know about myself; it is not for me to say that.
- 181 15070. You say the passengers and the crew behaved well?
- They did.
- 182 15071. Well, that exhausts it. Now you saw the vessel go down?
- Yes.
- 183 15072. What did she do when she went down; you were an Officer, perhaps you can tell us. Inquires have been made of others. How did she sink? She sank by the head, we know that?
- Yes.
- 184 The Commissioner:
Just describe it in your own way.
- 185 Mr. Butler Aspinall:
May I hand him the profile.
- 186 15073. (*The Commissioner.*) Yes. (*To the witness.*) - Describe it in your own way. (The profile was handed to the witness.) - That is the position I saw her in when we left. She gradually disappeared like that; she went right on end like that and went down that way (*Demonstrating.*)
- 187 15074. Did her afterpart ever right itself?
- I should not think so; I did not see it.
- 188 15075. Before she finally disappeared?
- No.
- 189 15076. Could you have seen it if it had happened?
- I think so; I was only barely 100 yards away.
- 190 15077. Were you keeping your eyes upon her?
- I was.
- 191 15078. You know this is suggested - supposing that is the head of the ship and going down in this way with the afterpart coming up in that way; a number of Witnesses have said that before she finally foundered, plunged into the sea, the afterpart righted itself like that and then she went down. The question is whether you think that is true that she broke in two in that way bringing her afterpart level with the water again and then went down in that way. Did she crack in the middle?
- I do not think so. If the afterpart had broken off it would have remained afloat.
- 192 15079. Not broken off, but cracked in that way?
- No.
- 193 15080. At all events, the point is this: Did you see the afterend of the ship - you saw it up in the air - right itself and come flush with the water again?
- It did not.
- 194 15081. And you say you looked, and if it had happened you would have seen it?
- Certainly.

- 195 15081a. (*Mr. Butler Aspinall.*) While you were in the water, before the "Titanic" sank, did you hear any hail either from Mr. Murdoch or the Captain or from anybody else to come back near the gangway?
- No.
- 196 15082. Did you hear anybody on the "Titanic" using a megaphone?
- I did not.
- 197 15083. Did you transfer any of your passengers to any other boat?
- Yes, I transferred four, I think it was.
- 198 15084. Into what boat?
- I am not quite certain of the number, but I think it was No. 7.
- 199 15085. Why did you transfer those passengers?
- Because they had a less number of passengers in that boat than I had.
- 200 15086. As the "Titanic" sank and immediately after did you hear any screams?
- Immediately after she sank?
- 201 15087. Yes?
- Yes.
- 202 15088. Were you able to go in the direction of the screams and render any assistance?
- I did not go.
- 203 15089. But do you think you could have gone? I am not suggesting anything; I only want to get the facts from you. Do you think it would have been safe or reasonable to go?
- I do not.
- 204 15090. What is your reason?
- Well, there was such a mass of people in the water we should have been swamped.
- 205 15091. In your view you had a sufficient number of people on your boat. Is that so?
- No, but I had too many in the boat to go back to the wreck.
- 206 15092. And I think you remained on, the men more or less lying on their oars till daylight, and then you were picked up by the "Carpathia"?
- Yes; we lay at rest the remainder of the night.
- 207 15093. (*The Commissioner.*) Before you go into that there are two questions I want to put. (*To the witness.*) Whereabouts were you when the "Titanic" sank?
- About 200 yards away.
- 208 15094. On what side?
- On the starboard quarter.
- 209 15095. Would that be about abreast of the mainmast?
- About that, My Lord.
- 210 15096. (*Mr. Butler Aspinall.*) When you gave evidence in America you said this: I want to know if you say it is accurate. You were asked: "Can you fix the exact moment of time when the "Titanic" disappeared?"
- Two-twenty exactly, ship's time. I took my watch out at the time she disappeared, and I said, 'It is 2.20,' and the passengers around me heard it."
- 211 15097. Do you remember giving that evidence?
- That is true, yes.
- 212 15098. That is correct?
- Yes.
- 213 15099. I want you to give me the benefit of your views on this matter. One of the questions which will probably be asked is this: "Had the 'Titanic' the means of throwing searchlights around her. If so, did she make use of them to discover ice? Should searchlights have been provided and used?" In view of your experience of these waters and also as an Officer and a sailor, what is your view as to the utility of searchlights when you are in the ice region?
- They might be of some assistance.
- 214 15100. (*The Commissioner.*) Have you ever seen them used?
- No, My Lord.

215 15101. (*Mr. Butler Aspinall.*) Have you ever considered the matter before I asked you the question?
- No, I have never considered it before.

216 15102. (*The Commissioner.*) Do you know whether searchlights are used upon any Atlantic liners for the purpose of ascertaining whether there is ice?
- I never heard of it, My Lord.

217 Examined by Mr. SCANLAN.

218 15103. During your watches from 6 to 8 and previously from 12 till 4 were you in charge of the bridge?
- No.

219 15104. Who was the Officer with you?
- The Chief, 2 to 6 in the afternoon.

220 15105. From 12 to 4?
- The first and Chief.

221 15106. And from 6 to 8?
- The second.

222 15107. Was the whole of the knowledge that you had of icebergs obtained from the chart?

223 The Commissioner:
From the chart room.

224 15108. (*Mr. Scanlan.*) From the chart in the chart room?
- No, from the marconigrams.

225 15109. Were any Marconigrams handed to you from 12 to 4?
- Not to me.

226 15110. Had you seen any Marconigram that reached the ship with reference to ice from 12 to 4 on Sunday?
- I saw two that reached the ship that day. I have no idea what time they arrived.

227 15111. You saw two that day?
- Yes.

228 15112. Do you know whether they were marconigrams that had come the previous day, on the saturday?
- No, they came on the Sunday.

229 15113. Are you quite sure of that?
- Yes.

230 15114. Did you read them?
- Yes, I read one - yes.

231 15115. You read one, but you did not read the other?
- No, not to remember what was on it.

232 15116. With respect to the one that you did read, can you tell us what was on it?
- No, no more than it stated, "Ice in longitude 49 to 51 W."

233 15117. Where did it come from?
- I have no idea.

234 15118. Had it come on the Sunday?
- It must have done. Had it come on the saturday I should have seen it before.

235 15119. When ice is reported to you, is it the duty of someone on the bridge or in the chart room to indicate on the chart kept in the chart room the location of the ice?
- I do not know about its being duty; we often do it; in fact, we usually do it.

236 15120. I see you gave evidence on this matter in America. You said in answer to Senator Smith: "You stated a few minutes ago that the second Officer, I believe, reported ice on the saturday night? (Mr. Pitman.) No, I said the fourth Officer. (Senator Smith.) Mr. Lowe? (Mr. Pitman.) Mr. Boxhall." Did you give this evidence: "(Senator Smith.) You said Mr. Boxhall reported ice saturday night, and that it was marked on the chart with a cross"?
- That is a mistake. It is Sunday night.

237 15121. It is a mistake?

- Yes, it was Sunday night.

238 15122. Where was it marked?
- On the North Atlantic Track Chart.

239 15123. I know it was marked on the Chart, but where was it marked with reference to the course you were steering?
- Some miles north of it.

240 15124. It was marked some miles north of the course you were steering. You were also questioned as to whether you had been made aware on the Sunday of any message which the "Titanic" had received from the "Californian" about ice. You were asked: "Did you learn from Mr. Lightoller that the 'Californian' had warned the 'Titanic' that she was in the vicinity of icebergs? (Mr. Pitman.) I did not, Sir. We had no conversation whatever. (Senator Smith.) Did you hear anything about a wireless from the 'Californian' on the direction of icebergs? (Mr. Pitman.) I did not, Sir." Is that the true state of the facts?
- That is so, yes; I did not know anything about the "Californian" till the Monday morning.

241 15125. That is, although you were an Officer on the bridge from 6 to 8 you know nothing of any wireless having come from the "Californian"?
- None came from 6 to 8 p.m.

242 15126. Or from any other ship?

243 The Solicitor-General:
Do you mean the "Californian," Mr. Scanlan?

244 15127. (*Mr. Scanlan.*) Yes. (*To the witness.*) I think they did get a message about 6?
- No messages arrived between those hours.

245 15127a. Had any message arrived that day that you knew of?
- The two Marconigrams I mentioned before arrived that day. That is all I know of.

246 The Commissioner:
You are talking about the Sunday?

247 Mr. Scanlan:
Yes.

248 The Commissioner:
He has told us he saw two Marconigrams on the Sunday which had not arrived on the Saturday, but that he does not know what ships they came from.

249 15128. (*Mr. Scanlan - To the witness.*) Was any mark put on the chart on the Sunday with reference to any messages you received on the Sunday?
- Yes, as far as I can remember, one was put on the chart between 4 and 6.

250 15129. Who put it on?
- Well, it was either Mr. Boxhall or Mr. Moody. Mr. Boxhall does not seem to have any recollection of it, so it must have been Mr. Moody.

251 15130. You saw it put on?
- I saw it there when I came on deck at 6 p.m.

252 15131. During your watches did the Captain come on the bridge, from 6 to 8 or from 12 to 4?
- Well, he frequently comes on the bridge. I cannot recollect - yes he was on the bridge from 6 to 8.

253 15132. Had you any conversation with him about icebergs or messages in relation to them?
- None whatever.

254 15133. Were you spoken to by any of your brother Officers with reference to the position of icebergs?
- I cannot recollect.

255 15134. In America you were asked this: "Did you personally direct your attention to the question of icebergs," and your answer was, "No, Sir"?

- That is right.

256 15135. Whether or not warnings had been received on the Sunday you had no impression up till you left the bridge at 8 o'clock that the course of the ship was tending in the direction of icebergs?

- No, it was not.

257 15136. (The Commissioner.) I do not understand that question, nor do I understand the answer. (To the witness.) You had a chart before you, "seven miles north," I think you said?

- I said "several," I think.

258 15137. The chart that you saw was marked?

- Yes.

259 15138. You did not know who marked it?

- No; it was either the fourth or sixth Officer.

260 15139. It was marked for the purpose of showing the locality in which, according to the marconigrams, ice had been seen?

- Yes, My Lord.

261 15140. And was that locality as marked on the chart several miles north of the course that you were making?

- Yes, My Lord.

262 15141. (Mr. Scanlan.) If I may return for a moment to this question of the message from the "Californian" about ice. It is your evidence, both in America and here, that you received no intimation from the Captain or anyone else that between 6 and 8 on the Sunday night the "Californian" had told you about ice?

- I had heard nothing about it, no.

263 Mr. Scanlan:
One of my friends has pointed out to me, My Lord, that in the evidence of Cyril Evans, the operator, at page 202, Question 8967, he is asked about the S.G. message, and he says he was prepared to offer information. "And what was the information that you were prepared to offer the 'Titanic'?" - (A.) I told him 'S.G. ice report.' (Q.) That means that you were in a position to give him some news about ice? - (A.) Yes. (Q.) Is this shortly after half-past seven? - (A.) Yes. (Q.) What did the 'Titanic' say to you when you offered your ice report? - (A.) He said, 'It is all right. I heard you sending it to the 'Antillian,' and I have got it.' If such a message was received between 6 and 8, say at half-past 7, which is the time mentioned here on the "Titanic," would it be in the course of duty for someone to bring that message immediately to the bridge?

264 The Commissioner:
Well, Mr. Scanlan, what occurs to me is this. That message had already been received earlier.

265 Mr. Scanlan:
At 6.30.

266 The Commissioner:
Well, whatever the time was it had been received earlier. The answer is, "We have already had that message."

267 Mr. Scanlan:
The answer is, "I have heard you sending it to the 'Antillian.'"

268 The Commissioner:
They had picked up the message to the "Antillian," so that they knew it already.

269 Mr. Scanlan:
It is on the same watch. There is evidence on the previous page from this officer.

270 The Solicitor-General:

Question 8943.

271 Mr. Scanlan:
Yes. Question 8943, page 201. "What was the message which you sent the 'Antillian' at that time? - (A.) It was a message reporting ice: 'To Captain, Antillian, 6.30 p.m., apparent time.'"

272 The Commissioner:
What does "apparent time" mean?

273 Mr. Scanlan:
Ship's time, My Lord.

274 The Commissioner:
What time would that be on the "Titanic"?

275 The Solicitor-General:
Two questions further up show it, I think, My Lord.

276 Mr. Scanlan:
8939, "Can you tell us what time it was that you were communicating with the 'Antillian,' and then tell us what the message was you sent?
- (A.) Five thirty five p.m., on the 14th. (Q.) That is New York time?
- (A.) Yes. (Q.) In ship's time then, that would mean 7.30, would it not?
- (A.) Yes."

277 The Commissioner:
What ship's time?

278 Mr. Scanlan:
It would mean the time on the "Californian." This operator would be speaking of the time on his own ship, I presume.

279 The Solicitor-General:
I remember putting the question, and it follows on Question 8935. I had asked the witness: "What is the difference between New York time and ship's time at the place where you stopped? - (A.) One hour and 55 minutes. (Q.) That means one would have to add one hour 55 minutes to New York time to get at your ship's time at the place where you stopped? - (A.) Yes." That is where the "Californian" stopped. He says one hour and 55 minutes, and it was on that answer that I put the following question: "Can you tell us what time it was that you were communicating with the 'Antillian,' and then tell us what the message was you sent? - (A.) Five -thirty-five p.m. on the 14th. (Q.) That is New York time? - (A.) Yes. (Q.) In ship's time, then, that would mean 7.30, would it not? - (A.) Yes."

280 15142. (Mr. Scanlan.) If a message was sent by the "Californian" at ship's time, at your ship's time, 7.30, could you expect that this message, indicating ice in a certain latitude and longitude would be reported to you on the bridge?
- Yes, the marconigram would have been brought to the chart room.

281 15143. It should have been brought to the chart room?
- It would have been.

282 15144. And if it had been, this is the message that is reported to have been sent: "To Captain, 'Antillian,' 6.30 p.m., apparent time; ship, latitude, 42.3 north; longitude, 49.9 west. Three large bergs five miles to southward of us. Regards - Lord." Would that have been indicated on your chart?
- We never received that.

283 15145. You had no intimation that that had been received?
- None.

284 15146. That would not have corresponded, I take it, with the position which had been marked on your chart already. You say the ice position was marked on the chart some time either on the Saturday or Sunday?

- Sunday night.

285 The Commissioner:
Not on Saturday; Sunday.

286 15147. (Mr. Scanlan.) On Sunday. Was that position marked on Sunday northward of the position indicated by this message?
- I do not know.

287 15148. It is "42 deg. 3 mm. N., 49 deg. 9 min. W.; three large bergs five miles to southward of us"?
- I cannot say; I cannot remember the position of the other that was put on the chart.

288 Mr. Laing:
My Lord, it is within two miles of the "Caronia's" position; I worked it out.

289 15149. (Mr. Scanlan.) At what hour did you see the chart being marked - in the afternoon or evening?
- I did not see the chart actually marked; I saw the mark there when I came on deck at 6 p.m.

290 15150. The mark that you saw was the mark which was there at all events at 6 p.m.?
- Yes, it was put on there between 4 and 6.

291 Examined by Mr. HARBINSON.

292 15151. Did you know that your wireless operator, Phillips I think his name was, had been sending out a C.Q.D. message?
- No, I had no idea.

293 15152. And did you know prior to the time you went to lower the boats, whether or not any replies had been received or any information received as to vessels coming to your assistance?
- No, I did not know any had been sent or any received. I took it for granted that they had been.

294 15153. You did not know then that the "Carpathia" was coming?
- I had no idea.

295 15154. After the collision do you know if any general alarm was sounded on the "Titanic" to give notice to the passengers - to rouse the passengers?
- No; no general alarm.

296 15155. Is there any provision made on steamships of the "Titanic" class for giving a general alarm in times of emergency or danger?
- No more than sending people round to rouse the others; that is all.

297 15156. Do you not think it would be a very desirable and efficient way of giving information to the passengers generally to sound a general alarm rather than by sending individual messages round?
- No, I do not.

298 15157. I think you said that when your boat put off, that is No. 5 boat, you took some male passengers?
- Yes.

299 15158. And at that time there were no women around?
- Well, I saw two standing by, but they would not leave.

300 15159. Do you know as a matter of fact of your own knowledge that a large number of women were drowned in the "Titanic" disaster?
- I have no idea how many were drowned.

301 15160. I did not ask you if you knew how many?
- I have no idea.

302 15161. You do not know whether there was a large number drowned or not?
- I have no idea.

303 15162. You have not heard?
 - No, I only know that there were 1,600 people.

304 15163. And you do not know whether many of them were women or not?
 - No.

305 15164. There is no question that on this Sunday afternoon you knew that the "Titanic" was entering into a neighbourhood in which ice had been reported?
 - No, we were not.

306 15165. You knew that ice had been reported from the "Baltic" and some of the other steamers which have been mentioned?
 - Yes, but all the ice was reported north of us.

307 15166. Do you agree that there is a tendency for ice to drift from north to south?
 - Yes.

308 15167. As a matter of fact, would it not be possible to mark with absolute accuracy on a chart the exact location in which you would expect to find ice?
 - We could not stick it down to a few feet.

309 15168. Or a few miles?
 - Yes, you could.

310 15169. A few miles?
 - Yes.

311 15170. You think so?
 - I do.

312 15171. You knew, at any rate, that at some time or other of the passage you might be in the vicinity of ice?
 - Yes, we might be.

313 15172. In view of what has occurred, do you not think now it amounted to culpable recklessness to drive the "Titanic" at a speed of over 21 1/2 knots?

314 The Commissioner:
 I am afraid you cannot ask him that question. He is not the person to find the people in charge of this ship guilty or not guilty of culpable negligence.

315 Mr. Harbinson:
 I submit respectfully to your Lordship's ruling. I was putting it to him more or less in the capacity of an expert witness.

316 The Commissioner:
 You must leave me, I am afraid, for that.

317 15173. (Mr. Harbinson.) I will observe your ruling. (To the witness.) Do you know at what time the course that the steamer was to take was mapped out that day?
 - Yes, noon.

318 15174. And, so far as you know, was the steamer's course deflected at all from the course that had been marked out at noon; did it vary to the south, or in any way from the course which had been marked out at noon?
 - Yes, I considered we went at least 10 miles further south than was necessary.

319 15175. Do I understand you rightly that in marking the course at noon, the course was marked 10 miles further south than you considered necessary?
 - No. We had a certain distance to run to a corner, from noon to certain time, and we did not alter the course so early as I anticipated. Therefore we must have gone much further south.

320 15176. When did you alter the course?
 - 5.50.

321 15177. Who was responsible for the alteration?
 - The Commander.

322 15178. To whom did he give the order?
 - The Officers of the watch.

323 15179. Do you know their names?
 - Mr. Wilde.

324 15180. Were you there?
 - No.

325 15181. Do you know what conversation took place?
 - No.

326 15182. But you say he gave instructions to alter the course of the ship?
 - The course was altered at 5.50. They were the Commander's orders.

327 15183. Ten miles further south. Was any record made of that at the time?
 - No, and I thought that the course should have been altered at 5 p.m..

328 15184. Why did you think so?
 - Judging from the distance run from noon.

329 15185. What time did you think you were going to be in the neighbourhood of ice?
 - I was not thinking about the ice at all.

330 15186. Had you made any calculation?
 - No, I had not.

331 15187. It had not occurred to you although those marconigrams had been received?
 - No, I saw that certain bergs were marked on the chart and that was quite sufficient.

332 15188. That is to say, you took matters as they were and made no enquiries. You accepted the position on the chart and you did not calculate or enquire?
 - No, I had other work to attend to.

333 The Commissioner:
 Whom do you suggest that he should enquire from?

334 Mr. Harbinson:
 From the first Officer.

335 The Commissioner:
 And what were his enquiries to be?

336 Mr. Harbinson:
 As to what time and in what locality they should expect ice.

337 15189. (The Commissioner.) Do you take charge of the bridge?
 - No.

338 15190. (Mr. Harbinson.) Who was in charge while you were on watch?
 - Mr. Lightoller, from 6 to 8.

339 15191. It would not be your duty to bring this matter to the notice of Mr. Lightoller as an Officer or to mention the matter to him?
 - About ice?

340 15192. Yes, or about the bearings of your ship?
 - He could see the marconigrams as well as I.

341 15193. At any rate you do not consider that course within the scope of your duties. About the lowering of this boat No. 5. did you see any of the collapsibles lowered?
 - I did not.

342 15194. And you did not know whether any of the three were lowered from the falls that lowered No. 5?
 - No.

343 15195. Did you think there were a sufficient number of trained seamen, I mean deckhands, on the boat deck to secure the expeditious launching of the lifeboats?
 - Quite.

344 15196. Did you see or have you read the report that was made from passengers on the

"Titanic" who were rescued by the "Carpathia," on their arrival in America, to the effect that there were not enough trained seamen on the boat deck to secure the safe and expeditious launching of the boats?

- I do not think they are in a position to judge.

345 15197. (The Commissioner.) That is not the question: The question is, Did you read that report?

- I did not.

346 15198. (Mr. Harbinson.) Have you ever been in a shipwreck before?

- Yes, some minor affair.

347 15199. Do you consider that the system of launching boats from davits so high above the water, as the davits necessarily must have been on a vessel of the size of the "Titanic," is a safe operation?

- Apparently so; it was that night.

348 15200. But supposing the weather conditions had not been so favourable, would your answer be that it would not be?

- I do not know; I would not make any suggestion.

349 15201. You will not make any suggestions?

- No, I am not making any suggestions.

350 15202. Do you not think the system of lowering the boats to one of the lower decks and filling them either through the gangway doors or from the third deck would be less hazardous?

- It is too long a job.

351 15203. And less calculated to inspire passengers with terror?

- Oh, no, it is too long a job to lower them from there.

352 15204. To lower the boats empty and fill them from one of the lower decks?

- Yes, provided they had to get on a ladder it is too long.

353 15205. Apart from the rope ladders, were there companion ladders for this boat, the "Titanic"?

- Yes, one.

354 15206. Would it not have been possible to have lowered the boats half-filled and then filled them down the companion ladders?

- No, not if there had been the slightest bit of swell.

355 15207. But under the conditions that actually took place it would have been possible?

- Yes, but we did not know it was so calm until we got into the water.

356 15208. I suppose you knew that there was not a heavy swell on, did you not?

- We did not; you could not tell from that ship.

357 15209. (The Commissioner.) How often is the course laid down on the chart in the chart room, do you know?

- No.

358 15210. Perhaps I am not putting an intelligent question. You told me as I understood that this vessel was, in your opinion, several miles south of the customary course?

- Yes, My Lord.

359 15211. Now I do not understand that. She made for some time on the Sunday a South-Westerly course, did she not?

- Yes, My Lord.

360 15212. And at a point on the Sunday, I think you said about 5 o'clock, her course was altered?

- 5.50.

361 15213. And it became an almost due westerly course?

- Yes, My Lord.

362 15214. In your opinion did she change her course sooner or later than she ordinarily would have done. She changed it, you know, at 5.50?

- That was later.

363 15215. Then, in your opinion, had she gone in a South-Westerly direction longer than she ordinarily would have gone?

- I thought she had gone for three-quarters of an hour longer on that course than she should have done.

364 15216. That would take her several miles to the southward of the ordinary track, would it not?

- Yes.

365 15217. And in that connection would take her away from the ice-field?

- Yes, My Lord.

366 15218. Or from the proximity of these bergs?

- Yes.

367 15218a. But that apparently does not fit in with the position of the "Titanic" at the time that she sank as reported by her.

368 Mr. Laing:
I think it does. My friends and I have worked this out very carefully. The evidence is not complete about it, of course, yet, but I think it takes her just to the place. Will your Lordship look at my marked chart? It is marked in red.

369 The Commissioner:
If you will hand it up. (The same was handed to the Commissioner.) But whenever they altered their course, at the time of the accident this vessel was practically on her regular course.

370 Mr. Laing:
No she was some seven or eight miles to the south.

371 The Commissioner:
Is it your suggestion that that was done purposely.

372 Mr. Laing:
As far as we can see, My Lord, we think it was.

373 The Commissioner:
It was done for the purpose of avoiding the ice.

374 Mr. Laing:
That is our idea, as far as we can judge. Of course, we have not got the Commander here.

375 15219. (The Commissioner.) Have you followed what I was saying, Mr. Pitman?

- Yes, My Lord.

376 15220. Can you help us at all?

- No.

377 15221. You see, what I want to know is this, whether there was any deviation by the "Titanic" after the receipt of these advices about ice, Made for the purpose of putting the ship to the southward of the points where the bergs might be expected to be?

- Captain Smith did not mention it at all.

378 15222. And you cannot give me any information from what you saw in the chart room?

- No, My Lord. Captain Smith gives the orders to alter the course at the time he thinks fit.

379 The Commissioner:
Where do you get your red lines from, Mr. Laing?

380 Mr. Laing:
We have had to work it out from a Witness who has not yet been called.

381 15223. (The Commissioner.) Oh, very well. (To the witness.) How often when you are on watch do you mark the position of the ship on the chart?

- Only at noon.

382 15224. Do not you mark it again?

- No, not when we are well at sea.

383 15225. You do not mark it when you go off watch for the purpose of letting the man who succeeds you see at once on the chart where the ship is?

- No, only when we are making the land.

384 15226. Do you do it when you get a stellar observation?

- No, My Lord, unless we are making the land.

385 The Commissioner:
Yes, I understand that.

386 Examined by Mr. HOLMES.

387 15227. Can you tell us whether the "Titanic's" head was going round at all under her helm when you left the ship, or after the collision?

- She remained stationary from the time I left the ship till she disappeared.

388 15228. No altering her heading?

- No.

389 15229. At the time your boat was lowered was she very much down by the head?

- It was noticeable.

390 15230. Would it make very much difference in the amount of drop that you had to the water?

- Slightly, yes.

391 15231. Not very much?

- No.

392 15232. And you lowered your boat without any difficulty?

- Oh, yes.

393 15233. Can you, therefore, say whether at the time the ship had much of a list on?

- None whatever.

394 15234. None at all when you were launched?

- No.

395 15235. Did you watch the list change after you were in the water?

- She had no list when I left the ship.

396 15236. But afterwards, before she went down, did the list increase?

- I could not see that she had a list at all at any time.

397 15237. (The Commissioner.) He said she had no list at the time his boat was lowered into the water. (To the witness.) Did you see a list to starboard, ever?

- I saw no list at all, My Lord.

398 15238. Do you mean to say that before the ship went down you did not notice a list?

- No.

399 15239. You only noticed her down by the head?

- That is all.

400 15240. (Mr. Holmes.) Did you hear anything in the nature of explosions before she went down?

- Yes, I heard four reports.

401 15241. What do you estimate they were?

- Boilers leaving the bedplates and crashing through the bulkheads.

402 15242. When the ship actually went down, did you experience any suction in your boat?

- Oh, none at all.

403 15243. Although you had no lamp in your boat, did you see other of the ship's boats in the water with lamps in them?

- Several.

404 15244. Was the boat into which you transferred some of your passengers one that had a lamp in it?
 - I cannot recollect.

405 15245. Did you tie up your boat eventually to that boat in order to keep together during the night?
 - Yes, we did for some time.

406 15246. And did you arrive at the "Carpathia" in that way?
 - No.

407 15247. You cast loose again before that?
 - Yes, they cast off some time before the "Carpathia" came in sight.

408 Examined by Mr. COTTER.

409 15248. Have you been in any other White Star boat?
 - Yes, I have been in five of them.

410 15249. Were you in the "Olympic"?
 - No.

411 15250. Have you been in a White Star ship with these iron gangway doors?
 - I really forget - the "Oceanic" may have them. I forget.

412 15251. Yes, she has them. Is it not part of the duty of an Officer to take charge of these gangway doors on the arrival of a ship in port?
 - Yes, we go and attend to them.

413 15252. Have you ever carried out that duty?
 - Yes, I have been there.

414 15253. Can you give us any idea of the size and weight of the forward iron doors on the "Titanic"?
 - No, I cannot give you any size or weight. Probably the builders can.

415 15254. Will you tell us how many men it would take to open one of those doors?
 - Four.

416 15255. Four men?
 - Yes.

417 15256. And are not they very awkward to close again once they are opened - once when they are pushed back against the ship's side?
 - No.

418 15257. What is the method of closing them again?
 - Simply attach a rope to them and pull and they come up themselves.

419 15258. I suggest to you if you put a rope against an iron door flush against the ship's side, it would be very awkward to pull round unless you had some leverage to fetch it away from the ship's side. Is not that the fact?
 - Of course if the thing had not been opened for years, yes.

420 15259. Did you hear Mr. Lightoller's evidence yesterday?
 - Yes. I heard part of it.

421 15260. He states he sent the boatswain down to open these doors. Now I am suggesting if those doors were opened and he found out he had made a mistake, he would have a hard job to get them closed again; is not that a fact?
 - No, they could be closed easily enough.

422 15261. Did you ever see them opened?
 - Yes, the carpenter usually does that with about two hands.

423 15262. And he could close them with two hands?
 - Yes.

424 15263. How many people do you say you took away in your boat?
 - Between 40 and 50.

425 15264. How many would the boat hold?
 - I do not know - 60, I think, according to the Board of Trade Regulations, or something like that.

426 15265. Were there people on the deck when you left the ship?
 - Oh, yes, there were a few there.

427 15266. Why did not you take in 60 then?
 - Simply because the people did not want to go - they thought they were safer on the ship.

428 15267. We have heard it stated by Mr. Lightoller that he lowered the boats because he thought there were enough people in them to lower with safety. Will you tell us what you consider is the weakest part of the tackle for lowering a boat? Is it the block or the falls or the shackles or what. We want to find out, because Mr. Lightoller said he was afraid of something giving way?
 - I do not know.

429 The Commissioner:
 I do not know that he said he thought the tackle might give way, but he thought the boat might break.

430 Mr. Cotter:
 Yes, the boat might break; the boat might buckle.

431 The Commissioner:
 Yes.

432 15268. (Mr. Cotter.) Is that your idea, that the boat might buckle or the shackles might give way?
 - I do not know whether they would or not.

433 15269. Do you think it would be safe to lower 60 people in one of those boats from a height of 70 feet?
 - I do not know what I might do if I was placed in that position.

434 15270. I say now supposing you had to go through the operation again do you think it would be safe to put 70 people in or 68 people?
 - I would do now, yes, because I have found out since you could lower 80 in them.

435 15271. When you were in the "Oceanic" did you ever see bulkhead door drill take place?
 - I did not witness it, no.

436 15272. Is it not the duty of the Officer, either the Chief Officer or First Officer, to go round at 11 o'clock each day and see the bulkhead doors closed?
 - The Commander does, yes.

437 15273. Was it done on the "Titanic"?
 - That I cannot say.

438 15274. You do not know. Do you know where the hand bulkhead doors are situated there?
 - Yes, I know where some of them are.

439 15275. Did you see any closed that night?
 - I did not go below that night.

440 15276. You said you took two men off in the boat. Do you know who they were?
 - I took two men?

441 15277. Yes?
 - What do you mean, Members of the crew?

442 The Commissioner:
 Six men passengers.

443 15278. (Mr. Cotter - To the witness.) Six men passengers you took. Who was in the boat with you? Do you know any of the crew that were in the boat with you?
 - Yes, a steward by the name of Guy was one.

444 15279. Were the rest seamen or firemen?

- One seaman, one fireman and two stewards.

445 The Commissioner:
Do you want to ask anything, Mr. Laing?

446 Mr. Laing:
Yes, My Lord, one or two questions.

447 Examined by Mr. LAING.

448 15280. Was it any part of your duty to attend to the navigation of the ship, or does the
Commander do that - the setting of the courses, and so on?

- The Commander always sets the courses.

449 15281. And as Junior Officer have you got specified duties in the chart room?

- Yes.

450 15282. To work up observations, and so on?

- Yes.

451 15283. And make rounds, I think, later on in the watch?

- Yes.

452 15284. You have nothing to do with setting the course, or anything of that sort?

- The Commander is the only man who does that.

453 15285. A question was asked you about bulkhead doors. Whose duty is that - is it the
stewards or the deck, to look after the doors?

- The stewards; the bulkheads come into their department.

454 15286. Does the Commander make rounds every day?

- Yes, weather permitting.

455 15287. At Belfast did you yourself, with Mr. Boxhall, go round the boats with a view of
taking an inventory of their equipment?

- Yes, the starboard side.

456 15288. You took the starboard side, or was it the port side?

- No, port side, that is right.

457 15289. Did you go through the whole of the equipment of each of these boats?

- Yes.

458 15290. Did you find all the regulation equipment there?

- Not all in the boats, but it was on board the ship.

459 15291. That is what I want. Did you find, for example, on board the ship everything that
the boats ought to have?

- Everything.

460 15292. Although they may not have been exactly in the boat at the moment?

- I found everything that was required.

461 15293. Do you know where they keep the lamps in these boats?

- In the lamp room.

462 15294. Do you know where they keep the compasses?

- Yes, in a locker on the afterpart of the boat deck.

463 15295. Are the boat axes, and those things, kept in the locker too, or in the boat?

- They are usually kept in the lamp room.

464 15296. Did you go through the lifebelts and check them?

- I did.

465 15297. How many were there?

- I think about 3,600.

466 The Commissioner:
I have not heard it suggested that there were not sufficient lifebelts.

467 15298. (Mr. Laing.) I thought it was, My Lord. I thought I had better get it.

468 The Witness:

I checked them all.

469 15299. Can you tell us if your clock is put back at noon?

- No, the clocks are always put forward or back as the case may be at midnight.

470 15300. Not at noon at all?

- No.

471 15301. The Englehardt boats which were called the collapsibles here, are they fitted with rudders or with a steering oar?

- Steering oar.

472 15302. Did you find all their equipment?

- All intact, yes.

473 Re-examined by Mr. BUTLER ASPINALL.

474 15303. I ought to have asked you this before. Would a fall in the temperature indicate the proximity of icebergs to you?

- No.

475 15304. It does not fit with your experience?

- No.

476 (The Witness withdrew.)

477 Day 14

478 Testimony of Herbert J. Pitman, recalled

479 Examined by Sir ROBERT FINLAY.

480 17018. You were third Officer, as we know?

- Yes.

481 17019. You were on duty, we have heard, from 12 to 4 in the afternoon, and then from 6 to 8 on this Sunday?

- That is correct.

482 17020. Did you ever hear anything about the message from the "Amerika" stated to have been received about 2 p.m. for transmission to Cape Race, or about the "Mesaba" message?

- Nothing whatever.

483 Examined by the SOLICITOR-GENERAL.

484 17021. I will put the same question to you. How many messages about ice on this 14th you know of?

- I can only recollect one.

485 17022. We have been told that messages are posted in the chart room. Did you see any message posted in the chart room?

- Yes, only one; that is the "Caronia" message.

486 17023. You are quite clear about that?

- Well, there were a few other messages posted there, but they related to the time we left Southampton.

487 17024. We are talking about ice?

- Yes, there was ice on those reports.

488 17025. I refer to what you said on page 346. I am going to read you five or six questions and answers beginning at 14921. Mr. Asquith asked you: "Was it within your knowledge that the ship would probably meet with ice that evening? - (A.) We knew that we should be in the longitude of ice. (Q.) Who told you that? - (A.) I saw it in a Marconigram. (Q.) Do you know from which ship that Marconigram had come? - (A.) I have no idea. (Q.) Did you particularly concern yourself with that matter? - (A.) No. I simply looked at them, and saw that there was no ice reported on the track." Now listen to this: "Did you see one marconigram or two Marconigrams? - (A.) Two, I think" Is that right?

- No, I am not absolutely certain about that.

489 17026. But you were absolutely certain three minutes ago that there was only one, were not you?
 - Yes, I can only recall one.

490 17027. Just get your memory, now, to serve you as well as it can. I am sure you will. Just tell us frankly. Do you remember posted in the chart room one, or more than one, Marconigram?
 - I am not certain.

491 17027a. I do not want to treat you other than fairly, but just listen to the next answer. You were asked, "Were these posted" - those are the two you have just spoken of - "in some part of the ship? - (A.) Yes, in the chart room. (Q.) And you read them, did you? - (A.) Yes." Is it not clear to you that when you gave evidence on the 22nd May your then impression was that there were two separate messages about ice posted in the chart room.

492 17028. (Sir Robert Finlay.) It is quite clear he says, yes. I think.

493 The Witness:
 It may be, but I am not clear on that.

494 17029. (The Solicitor-General.) When did you cease to be clear?
 - I have forgotten that I said there were two there.

495 The Commissioner:
 I think the right question would be, when was he first clear, if ever.

496 The Solicitor-General:
 You will see it was not the learned Counsel that suggested two to you; he suggested that you had seen one, and you corrected him and said, "No, two."

497 Sir Robert Finlay:
 Forgive me; what the learned Counsel said was: "Did you see one marconigram or two Marconigrams?" and the witness says: "Two, I think."

498 17030. (The Solicitor-General.) I think I am quite right. Two questions further up he was asked: "Do you know from which ship that Marconigram had come?" and his answer was: "I have no idea. (Q.) Did you particularly concern yourself with that - matter?" Up to that time Mr. Aspinall has not known anything of more than that one. The witness says "No, I simply looked at them." And then he is asked: "Did you see one marconigram or two Marconigrams?" and he says: "Two, I think?"
 - I think it quite possible there were two there, but one related to the oil tank steamer.

499 17031. Let us keep to the same point. Did not you understand me just now to be asking about messages about ice?
 - Yes.

500 17032. And did not your answers refer to messages about ice?
 - No, I think you asked me about Marconigrams on the notice board.

501 17033. Is that the explanation?
 - Yes.

502 17034. Now I will put it beyond the possibility of doubt. As far as your knowledge goes, Mr. Pitman, had you ever seen or heard of more than one marconigram about ice on the 14th April?
 - One only.

503 17035. (The Solicitor-General.) Now, My Lord, May I refer you to page 349. (To the witness.) I want you to hear your answers and just consider. You were asked by Mr. Scanlan at Question 15107: "Was the whole of the knowledge that you had of icebergs obtained from the chart? (The Commissioner.) From the chart room. (Mr. Scanlan.) From the chart in the chart room? - (A.) No, from the marconigrams." That is more than one, is it not? - Then the next question is: "Were any Marconigrams handed to you from 12 to 4? - (A.) Not to me. (Q.) Had you seen any Marconigram that reached the ship with reference

to ice from 12 to 4 on Sunday? - (A.) I saw two that reached the ship that day." Now, is that right?

- That is correct. They did not relate to ice.

504 17036. I will read the question again. The question was: "Had you seen any Marconigram that reached the ship with reference to ice from 12 to 4 on Sunday?" That was the question.. Did you hear it?

- Yes.

505 17037. That is with reference to ice, do you see?

- They did not relate to ice.

506 17038. But your answer is: "I saw two that reached the ship that day. I have no idea what time they arrived." Then I ought to read on, I think: "You saw two that day? - (A.) Yes. (Q.) Do you know whether they were marconigrams that had come the previous day, on the saturday? - (A.) No, they came on the Sunday. (Q.) Are you quite sure of that? - (A.) Yes. (Q.) Did you read them? - (A.) Yes, I read one - yes. (Q.) You read one, but you did not read the other? - (A.) No, not to remember what was on it." Now, do you mean to represent that when you were asked those questions you thought Mr. Scanlan was asking about the tank steamer?

- No, I do not know what he was relating to.

507 17039. The next question was: "With respect to the one that you did read, can you tell us what was on it? - (A.) No, no more than it stated. "Ice in longitude 40 to 51 W." (Q.) Where did it come from? - (A.) I have no idea." Is that the best you can tell us about that matter?

- That is it.

508 The Commissioner:
That looks as if he had only read one telegram.

509 The Solicitor-General:
Yes, but that is a plain question.

510 17040. (Sir Robert Finlay - To the witness.) You went off duty at 8?

- Yes.

511 (The Witness withdrew.)

United States Senate Inquiry

Day 2

Testimony of Herbert J. Pitman

Source : <http://www.titanicinquiry.org/USInq/AmInq01Idx2a.php>

(Mr. Pitman was sworn by the chairman.)

Senator SMITH.
State your full name, please.

Mr. PITMAN.
[Herbert John Pitman.](#)

Senator SMITH.
Where do you reside?

Mr. PITMAN.
England.

Senator SMITH.
At what place?

522 Mr. PITMAN.
Somerset.

523 Senator SMITH.
Somerset, England?

524 Mr. PITMAN.
Yes, sir.

525 Senator SMITH.
How old are you?

526 Mr. PITMAN.
Thirty-four.

527 Senator SMITH.
What is your business?

528 Mr. PITMAN.
Mariner.

529 Senator SMITH.
How long have you been employed as a mariner?

530 Mr. PITMAN.
Sixteen years.

531 Senator SMITH.
In what capacities?

532 Mr. PITMAN.
From apprentice to an officer.

533 Senator SMITH.
I would like to know whether you are sufficiently advised, of your own knowledge, to say whether the ship's log was preserved or taken from the [Titanic](#)?

534 Mr. PITMAN.
Not to my knowledge; I did not go into the chart room, so I do not know.

535 Senator SMITH.
Do you know whether [Mr. Lightoller](#), the second officer, [Mr. Boxhall](#), the fourth officer, or [Mr. Lowe](#), the fifth officer, took possession of the ship's log?

536 Mr. PITMAN.
I can not say, sir.

537 Day 4

538 Testimony of Herbert J. Pitman, recalled

539 Senator SMITH.
As I recall it, Mr. Pitman, you were examined in New York with reference to the log only?

540 Mr. PITMAN.
That is right, sir.

541 Senator SMITH.
Did you, at that time, give your full name?

542 Mr. PITMAN.
Yes.

543 Senator SMITH.
You may repeat it now, please.

544 Mr. PITMAN.
Herbert John Pitman.

545 Senator SMITH.
Where do you reside, Mr. Pitman?

546 Mr. PITMAN.

Somerset, England.

547 Senator SMITH.
How old are you?

548 Mr. PITMAN.
Thirty-four.

549 Senator SMITH.
What is your business?

550 Mr. PITMAN.
Sailor; officer.

551 Senator SMITH.
How long have you been engaged in marine employment?

552 Mr. PITMAN.
About 17 years.

553 Senator SMITH.
Did you have any marine education or instruction as navigator before entering that employment?

554 Mr. PITMAN.
None whatever.

555 Senator SMITH.
In what capacities have you served?

556 Mr. PITMAN.
Four years as an apprentice; three years as an officer in a sailing ship.

557 Senator SMITH.
In stating your employment, will you kindly state with what line or upon what ship you served?

558 Mr. PITMAN.
Yes. Four years with James Nourse (Ltd.), as an apprentice; three years as an officer in the same employ; about twelve months in the Blue Anchor Line, running to Australia; six months in the Shire Line, running to Japan; and five years with the White Star.

559 Senator SMITH.
In what capacity did you serve with the White Star?

560 Mr. PITMAN.
Second, third, and fourth officer; second officer for two months.

561 Senator SMITH.
On what vessels of the White Star Line have you served?

562 Mr. PITMAN.
On the *Dolphin*, the *Majestic*, and the *Oceanic*.

563 Senator SMITH.
And the *Titanic*?

564 Mr. PITMAN.
Yes.

565 Senator SMITH.
When did you first see the *Titanic*?

566 Mr. PITMAN.
In Belfast.

567 Senator SMITH.
Can you recall the day?

568 Mr. PITMAN.
I think it was March 27.

569 Senator SMITH.

Of this year?
570 Mr. PITMAN.
Of this year.
571 Mr. BURLINGHAM.
I think he holds a master's certificate, Senator, too, if you care to bring that out.
572 Senator SMITH.
Do you hold a master's certificate?
573 Mr. PITMAN.
Yes, sir. I have had it seven years.
574 Senator SMITH.
From whom?
575 Mr. PITMAN.
From the board of trade.
576 Senator SMITH.
You say you first saw the Titanic at Belfast?
577 Mr. PITMAN.
Yes, sir; March 27, if I remember right.
578 Senator SMITH.
March 27?
579 Mr. PITMAN.
Yes.
580 Senator SMITH.
Were you present during the trial tests of the Titanic?
581 Mr. PITMAN.
Yes, sir.
582 Senator SMITH.
Did you take any special part in them?
583 Mr. PITMAN.
Yes; I was on the bridge most of the time.
584 Senator SMITH.
Of what did these tests consist?
585 Mr. PITMAN.
Just steaming around and performing evolutions.
586 Senator SMITH.
Turning circles?
587 Mr. PITMAN.
Turning circles and adjusting the compass.
588 Senator SMITH.
How long did those tests take?
589 Mr. PITMAN.
About eight hours, sir.
590 Senator SMITH.
Were the tests made in the open sea, or in Belfast Lough?
591 Mr. PITMAN.
Both, sir.
592 Senator SMITH.
What tests were made in the open sea?
593 Mr. PITMAN.
Oh, simply steaming trials.
594 Senator SMITH.

What trials?
595 Mr. PITMAN.
Steam trials.
596 Senator SMITH.
Did you try out her speed? Did you try out the speed of the ship?
597 Mr. PITMAN.
It was not exactly a trial of her speed; because I understand we have none in the White
Star Line.
598 Senator SMITH.
Then there was no trial of speed there to your knowledge?
599 Mr. PITMAN.
Not as regards the measured mile.
600 Senator SMITH.
Do you know how many boilers were working?
601 Mr. PITMAN.
I have no idea, sir.
602 Senator SMITH.
After the trial tests were made, where did you go then?
603 Mr. PITMAN.
We proceeded to Southampton.
604 Senator SMITH.
During the trial tests did you see any officer or director of the White Star Line, or of the
International Co., aboard the ship?
605 Mr. PITMAN.
I did not know any of them, sir; so that I can not say.
606 Senator SMITH.
What time did you reach Southampton?
607 Mr. PITMAN.
At midnight on Thursday, the 29th of March.
608 Senator SMITH.
At midnight on Thursday, the 29th of March?
609 Mr. PITMAN.
I think that is the correct date.
610 Senator SMITH.
What was done then with the ship?
611 Mr. PITMAN.
She was simply made fast in her berth.
612 Senator SMITH.
What did you do?
613 Mr. PITMAN.
I kept my usual watch.
614 Senator SMITH.
Did you remain aboard the ship until her departure from Southampton?
615 Mr. PITMAN.
When it was my watch, sir.
616 Senator SMITH.
And when it was not your watch you busied yourself in other ways?
617 Mr. PITMAN.
Yes, sir.
618 Senator SMITH.

Off the ship?
619 Mr. PITMAN.
Exactly.
620 Senator SMITH.
I wish you would tell the committee the circumstances of the departure of the Titanic from
Southampton - whether the weather was clear, whether there was any sea, and any other
circumstance that you can recall.
621 Mr. PITMAN.
We left the dock at 12.15. The weather was very fine.
622 Senator SMITH.
You left at 12.15 a. m.?
623 Mr. PITMAN.
P. m. Nothing in particular happened.
624 Senator SMITH.
12.15 p. m. of what day?
625 Mr. PITMAN.
Wednesday, April 10.
626 Nothing exciting happened, with the exception of breaking the moorings of the New York,
which was caused by the backwash from our starboard propeller. We managed to get clear
of that and proceeded to Cherbourg.
627 Senator SMITH.
Was that a serious detention?
628 Mr. PITMAN.
No, sir; about half an hour, sir; that is all.
629 Senator SMITH.
Did that occur immediately when you were ready to start?
630 Mr. PITMAN.
We had already started. We were away from our berth.
631 Senator SMITH.
Officer, what was the weather?
632 Mr. PITMAN.
Perfect weather. Summer weather.
633 Senator SMITH.
Was the weather good all the way to the place of the collision?
634 Mr. PITMAN.
From the time we left Southampton.
635 Senator SMITH.
You had no heavy sea?
636 Mr. PITMAN.
None whatever, sir.
637 Senator SMITH.
So far as you can recall, did you have a starlit sky?
638 Mr. PITMAN.
We had a starlit sky; yes. We had sky observations every night and every morning.
639 Senator SMITH.
You, of course, knew Officer Murdoch?
640 Mr. PITMAN.
Well, sir.
641 Senator SMITH.
The second officer? [Lightoller]

642 Mr. PITMAN.
Yes.

643 Senator SMITH.
And but four of the officers of the Titanic survived?

644 Mr. PITMAN.
Four. That is correct, sir.

645 Senator SMITH.
Three besides yourself?

646 Mr. PITMAN.
Three besides myself.

647 Senator SMITH.
I wish you would tell the committee what your duties were when you were on watch.

648 Mr. PITMAN.
My duties comprised working out celestial observations, finding the deviation of the compass, general supervision around the decks, and looking after the quartermasters; also relieving the bridge if necessary.

649 Senator SMITH.
Was it a part of your duty to drill the men?

650 Mr. PITMAN.
No, not exactly to drill them, sir; to give them work.

651 Senator SMITH.
Was it a part of your duty to go through practice with the men?

652 Mr. PITMAN.
No, sir. I gave them their work.

653 Senator SMITH.
You gave them their work?

654 Mr. PITMAN.
I told them what to do; the quartermasters only, sir.

655 Senator SMITH.
Are there any specified times fixed for drill of the men under the practice of the White Star Line?

656 Mr. PITMAN.
What do you mean, Senator? Do you mean boat drill, sir?

657 Senator SMITH.
Yes.

658 Mr. PITMAN.
Yes. We always have boat drill leaving Southampton.

659 Senator SMITH.
On leaving Southampton?

660 Mr. PITMAN.
Yes; which is witnessed by the board of trade. We also have boat drill in Queenstown.

661 Senator SMITH.
Of what did that drill consist?

662 Mr. PITMAN.
Lowering two or three boats into the water and pulling away.

663 Senator SMITH.
It consisted of lowering two or three lifeboats?

664 Mr. PITMAN.
Yes, sir.

665 Senator SMITH.

Were you present when that was done?

666 Mr. PITMAN.
It was not done this time, sir; not in Queenstown.

667 Senator SMITH.
I understood you to say at Southampton?

668 Mr. PITMAN.
At Southampton it was done.

669 Senator SMITH.
Were you present at that drill?

670 Mr. PITMAN.
I was, sir.

671 Senator SMITH.
How many boats were lowered?

672 Mr. PITMAN.
Two, sir.

673 Senator SMITH.
On the starboard or on the port side?

674 Mr. PITMAN.
On the starboard side.

675 Senator SMITH.
Both?

676 Mr. PITMAN.
Both on the starboard side; yes.

677 Senator SMITH.
What else was done at that drill?

678 Mr. PITMAN.
Well, there was nothing, sir. That drill took place simply to satisfy the board of trade that the boats were all right, and that the men knew how to pull an oar.

679 Senator SMITH.
But what I would like to know is just what it was necessary to do in order to satisfy the board of trade.

680 Mr. PITMAN.
Well, put a crew of men in the boat, lower her into the water, and pull her around the harbor and sail her back to the satisfaction of the board of trade officials.

681 Senator SMITH.
That was the lifeboats?

682 Mr. PITMAN.
Yes, the lifeboats.

683 Senator SMITH.
And two of them were lowered?

684 Mr. PITMAN.
Two of them were lowered.

685 Senator SMITH.
And manned?

686 Mr. PITMAN.
Manned.

687 Senator SMITH.
And rowed about?

688 Mr. PITMAN.
Rowed about the harbor, and sailed back. It is done every trip, and we vary the boats.

689 Senator SMITH.
How many men were in each boat that day?

690 Mr. PITMAN.
Approximately eight.

691 Senator SMITH.
Were there eight in each boat that day?

692 Mr. PITMAN.
Approximately eight.

693 Mr. BURLINGHAM.
Mr. Chairman, may I suggest that you ask whether the men on board were assigned to the various boats?

694 Senator SMITH.
I am coming to that. Tell me whether any further time was spent in practice than you have described?

695 Mr. PITMAN.
Not on this particular voyage. It is customary every Sunday to have boat and fire drill. If we can not have it on Sunday, if the weather does not permit that, we have it on some other day.

696 Senator SMITH.
As a matter of fact, no further drill was had on the Titanic after leaving Southampton, was there?

697 Mr. PITMAN.
No, sir.

698 Senator SMITH.
And this drill consisted in summoning how many officers and men to the deck?

699 Mr. PITMAN.
All the deck department were there.

700 Senator SMITH.
And they all witnessed, and approximately 16 of them participated in, the practical test of two lifeboats?

701 Mr. PITMAN.
Exactly.

702 Senator SMITH.
Were they both lifeboats, or were they of a different type?

703 Mr. PITMAN.
They were both lifeboats.

704 Senator SMITH.
There was no test, then, of the collapsibles?

705 Mr. PITMAN.
No; none whatever.

706 Senator SMITH.
Or of the smaller lifeboats?

707 Mr. PITMAN.
No, sir.

708 Senator SMITH.
And both these boats were lowered from the starboard side?

709 Mr. PITMAN.
From the starboard side.

710 Senator SMITH.
And you saw them lowered?

711 Mr. PITMAN.
Yes, sir.

712 Senator SMITH.
What officers were placed in charge of them?

713 Mr. PITMAN.
The fifth and sixth.

714 Senator SMITH.
Who composed the crews of these lifeboats?

715 Mr. PITMAN.
Quartermasters and sailors. I could not give you their names.

716 Senator SMITH.
They were sailors?

717 Mr. PITMAN.
Sailors; yes.

718 Senator SMITH.
I would like to know whether each officer had his especial and particular station assigned to him on the Titanic?

719 Mr. PITMAN.
Every man in the crew had his particular station on the Titanic.

720 Senator SMITH.
And your station was what?

721 Mr. PITMAN.
No. 5 boat.

722 Senator SMITH.
No.5 boat?

723 Mr. PITMAN.
Yes, sir.

724 Senator SMITH.
You say they were assigned. You were assigned to No.5 boat, and had responsibility for that boat while you were on watch in the event of trouble?

725 Mr. PITMAN.
Yes. It was not necessary that I should go in No. 5 boat.

726 Senator SMITH.
No; but you were assigned at that point?

727 Mr. PITMAN.
Yes; that was my boat for boat and fire drill.

728 Senator SMITH.
For boat and fire drill. Was there any fire drill aboard the Titanic after you left Southampton?

729 Mr. PITMAN.
There was not, sir.

730 Senator SMITH.
And the only practice drill was what you have described?

731 Mr. PITMAN.
That is all.

732 Senator SMITH.
Were you on the bridge during Saturday or Sunday preceding the accident?

733 Mr. PITMAN.
Oh, yes; part of the time, sir.

734 Senator SMITH.

What part of the time on Saturday?

735 Mr. PITMAN.
Saturday afternoon from 12 to 4

736 Senator SMITH.
During that time did you see any icebergs?

737 Mr. PITMAN.
No, sir.

738 Senator SMITH.
Or any field ice?

739 Mr. PITMAN.
No ice at all, sir.

740 Senator SMITH.
Did you hear anything about any ice on Saturday?

741 Mr. PITMAN.
No, sir.

742 Senator SMITH.
Did you hear anything about a wireless message from the Californian?

743 Mr. PITMAN.
No, sir.

744 Senator SMITH.
On Saturday or Sunday?

745 Mr. PITMAN.
Yes; I heard something about a wireless message from some ship. Or it may have been
Saturday night; I am not sure.

746 Senator SMITH.
When you were on watch?

747 Mr. PITMAN.
No; I was not on watch.

748 Senator SMITH.
When did you hear it, as near as you can recollect?

749 Mr. PITMAN.
I have not the slightest idea, sir; it was either Saturday night or Sunday morning.

750 Senator SMITH.
Not when you were on watch?

751 Mr. PITMAN.
No, sir; because Mr. Boxhall put on the chart the position of the iceberg.

752 Senator SMITH.
And did you know about that?

753 Mr. PITMAN.
I knew about that; yes, sir.

754 Senator SMITH.
Did you see him put it on or see the chart?

755 Mr. PITMAN.
Yes; I saw the mark there.

756 Senator SMITH.
What kind of a mark was it?

757 Mr. PITMAN.
He would just simply make a cross and write "ice" in front of it.

758 Senator SMITH.
Which indicated ice?

759 Mr. PITMAN.
Ice; yes, sir.

760 Senator SMITH.
This was Sunday?

761 Mr. PITMAN.
It may have been Saturday night.

762 Senator SMITH.
Saturday night or Sunday?

763 Mr. PITMAN.
Yes, sir.

764 Senator SMITH.
Now, officer, did you have any talk with Mr. Boxhall or Mr. Murdoch or Mr. Lowe regarding the proximity of the Titanic to ice?

765 Mr. PITMAN.
I did not; sir.

766 Senator SMITH.
Did you have any talk with the captain about it?

767 Mr. PITMAN.
It was not my place to talk with the captain about such things.

768 Senator SMITH.
I understand; but I did not know but what you might have done so.

769 Mr. PITMAN.
No, sir.

770 Senator SMITH.
Did the captain speak to you about it?

771 Mr. PITMAN.
He did not, sir.

772 Senator SMITH.
Were you with the captain on the bridge at all on Saturday afternoon or Sunday preceding the collision?

773 Mr. PITMAN.
Yes; he used to pay periodical visits to the bridge.

774 Senator SMITH.
How often?

775 Mr. PITMAN.
I did not particularly notice that.

776 Senator SMITH.
About how often; how many times?

777 Mr. PITMAN.
He may have been up there a half a dozen times in a watch.

778 Senator SMITH.
Half a dozen times in four hours?

779 Mr. PITMAN.
Four hours: yes, sir.

780 Senator SMITH.
And during those visits to the bridge you can not recall hearing the captain speak about proximity to ice?

781 Mr. PITMAN.
No, sir.

782 Senator SMITH.

Did you see any ice, yourself, on Sunday? Did you notice any change in the temperature of the weather?

783 Mr. PITMAN.
Yes. That would not denote anything at all, sir.

784 Senator SMITH.
You do not think that would denote anything?

785 Mr. PITMAN.
No, because in this country and in our own country we will probably want no clothes on at all, and the next day we will want overcoats, winter clothes, and that is not due to ice.

786 Senator SMITH.
You have been a navigator for a good many years?

787 Mr. PITMAN.
I have been an officer for about 14 years.

788 Senator SMITH.
Have you ever been up to the Grand Banks before?

789 Mr. PITMAN.
The Banks of Newfound and?

790 Senator SMITH.
Yes; crossing them in the months of August to January? Did you ever cross them before in the month of April?

791 Mr. PITMAN.
We never did, sir.

792 Senator SMITH.
Have you ever seen any ice in that part of the sea, the North Atlantic?

793 Mr. PITMAN.
One small berg.

794 Senator SMITH.
Where?

795 Mr. PITMAN.
I can not recollect exactly where it was, sir.

796 Senator SMITH.
As a matter of fact, do you not know that before ice is seen at all from the deck of a ship the ice will often indicate its presence? Does not the reflection of the rays from the sun or the moon tell some definite story about the proximity of ice?

797 Mr. PITMAN.
It may do so in the Arctic region, but never in the Atlantic Ocean.

798 Senator SMITH.
Never in the north Atlantic Ocean?

799 Mr. PITMAN.
There is not sufficient ice there to cause that.

800 Senator SMITH.
On a clear day, over the ice on the horizon is it not true that the sky is much paler or lighter in color and distinguishable from that overhead?

801 Mr. PITMAN.
No, sir.

802 Senator SMITH.
In the north Atlantic?

803 Mr. PITMAN.
No, sir.

804 Senator SMITH.

On a clear day icebergs can be seen for a long distance, can they not?

805 Mr. PITMAN.
It depends on their size.

806 Senator SMITH.
If they are, say, a hundred feet high.

807 Mr. PITMAN.
Oh, yes.

808 Senator SMITH.
Readily?

809 Mr. PITMAN.
Oh, yes; they can be seen some distance. Of course it depends on the atmosphere, and whether the sun is shining or not.

810 Senator SMITH.
Does foggy weather make any difference in seeing an iceberg?

811 Mr. PITMAN.
Of course you would not see it so far.

812 Senator SMITH.
As a matter of fact, during foggy weather are not icebergs seen through the fog by their apparent blackness?

813 Mr. PITMAN.
That may be so. I have never seen them, though.

814 Senator SMITH.
You have never seen them. Are there any other signs known to mariners by which icebergs may be discovered, or their proximity known?

815 Mr. PITMAN.
I do not think there are any signs at all, sir.

816 Senator SMITH.
Is it not a fact that there is an echo in the vicinity of an iceberg?

817 Mr. PITMAN.
I never heard of it, sir.

818 Senator SMITH.
From a steam whistle or foghorn?

819 Mr. PITMAN.
I never experienced it, sir.

820 Senator SMITH.
You heard what Mr. Boxhall said yesterday about knowing that there were icebergs because he could hear the wash while he was going in the lifeboat from the Titanic to the Carpathia?

821 Mr. PITMAN.
Oh, that is quite possible, because we were only about half a mile from them then, or possibly less than that. There was perfect silence.

822 Senator SMITH.
Have you ever heard such noises as that?

823 Mr. PITMAN.
Never, sir.

824 Senator SMITH.
Do you know how the proximity of an iceberg can be tested, mathematically?

825 Mr. PITMAN.
No, sir.

826 Senator SMITH.

Did you ever hear of it?

827 Mr. PITMAN.
No, sir. As regards the temperature of the water, it is absolutely useless.

828 Senator SMITH.
The temperature of the water is absolutely useless?

829 Mr. PITMAN.
Absolutely useless.

830 Senator SMITH.
In your opinion?

831 Mr. PITMAN.
I have proven it.

832 Senator SMITH.
Has anybody ever told you that, knowing the time between the blast of a whistle at sea and the reflected sound the distance in feet may be found by multiplying by a certain numeral?

833 Mr. PITMAN.
No, sir.

834 Senator SMITH.
Five hundred and fifty?

835 Mr. PITMAN.
No, sir.

836 Senator SMITH.
And none of these signs were familiar to you?

837 Mr. PITMAN.
None; whatever, sir.

838 Senator SMITH.
Did you ever hear anything about them before?

839 Mr. PITMAN.
No, sir.

840 Senator SMITH.
How about the explosion of an iceberg? Do you know that icebergs explode when they come down from the Arctic region and strike the warmer Gulf stream; that the cold and the heat often cause a loud explosion?

841 Mr. PITMAN.
Scientists say so, but we have no proof of that.

842 Senator SMITH.
You have never found it so?

843 Mr. PITMAN.
No, sir.

844 Senator SMITH.
And have never heard these explosions?

845 Mr. PITMAN.
No, sir.

846 Senator SMITH.
Have you ever thought that the absence of swell or wave motion in a fresh breeze is a sign that there is land or ice on the weather side of the ship?

847 Mr. PITMAN.
No, sir.

848 Senator SMITH.
Do you regard the presence of seal herds or flocks of birds as in any way indicating the proximity of land?

849 Mr. PITMAN.
Certainly not.

850 Senator SMITH.
Or icebergs?

851 Mr. PITMAN.
Certainly not. We have them in the southern ocean all the way across, for thousands of
miles-flocks of birds.

852 Senator SMITH.
Do you ever have any ice in the southern ocean?

853 Mr. PITMAN.
Occasionally, sir.

854 Senator SMITH.
Have you ever seen any there?

855 Mr. PITMAN.
I have, sir.

856 Senator SMITH.
How large a growler or berg?

857 Mr. PITMAN.
One I saw about 18 months ago, and there were three, as a matter of fact -

858 Senator SMITH.
Where did you see them?

859 Mr. PITMAN.
Off the Falkland Islands. One was about 700 feet long and 600 feet wide and fully 500 feet
high.

860 Senator SMITH.
Were you surprised to see it?

861 Mr. PITMAN.
Not at all, sir.

862 Senator SMITH.
You expected to see it?

863 Mr. PITMAN.
What do you mean? Oh, I thought you meant the size of it. No; we did not expect to see
ice.

864 Senator SMITH.
But, as a matter of fact, you found it?

865 Mr. PITMAN.
Yes, sir; in the daylight.

866 Senator SMITH.
How close were you to this berg you speak of?

867 Mr. PITMAN.
About a mile, sir.

868 Senator SMITH.
What was the color?

869 Mr. PITMAN.
When the sun was shining on it, it was a perfect white.

870 Senator SMITH.
What time of the day or night did you see it first?

871 Mr. PITMAN.
In the morning, about 8 o'clock.

872 Senator SMITH.

Did you see it in the night at all?

873 Mr. PITMAN.
I did not, sir; when the sun was not shining on it, it looked like a perfectly black berg, like a huge island, and that is where I proved that the temperature of the water is absolutely no indication of icebergs.

874 Senator SMITH.
How about the temperature of the air?

875 Mr. PITMAN.
No; it was not affected at all.

876 Senator SMITH.
Do you mean to say that it never is affected by the prevalence of field ice or icebergs?

877 Mr. PITMAN.
No; I would say that it would not be, after my experience with ice.

878 Senator SMITH.
Is it not a fact that the temperature of the air falls as ice approaches?

879 Mr. PITMAN.
It may do so.

880 Senator SMITH.
What about this iceberg that you saw in southern waters?

881 Mr. PITMAN.
It did not affect the temperature in the slightest.

882 Senator SMITH.
Which side of the ship would be apt to realize that fall of temperature first?

883 Mr. PITMAN.
The weather side.

884 Senator SMITH.
The leeward?

885 Mr. PITMAN.
No; the weather side; the windward side.

886 Senator SMITH.
I ask you whether the fall of the temperature of the sea water is not sometimes a sign of the proximity of an iceberg?

887 Mr. PITMAN.
I should never put any reliance in it myself, sir.

888 Senator SMITH.
Do you know of your own knowledge that water was taken from the sea every two hours during the journey from Southampton to the place of the accident?

889 Mr. PITMAN.
That is so, sir.

890 Senator SMITH.
What was it taken for?

891 Mr. PITMAN.
Well, it is a custom in the ships.

892 Senator SMITH.
It is not a mere custom, is it; it must have some meaning?

893 Mr. PITMAN.
And it is for meteorological observation.

894 Senator SMITH.
Do you know of your own knowledge whether any tests of the temperature of that water were made on board the [Titanic](#)?

895 Mr. PITMAN.
They are made every two hours, sir.

896 Senator SMITH.
I mean the temperature, the water taken and then the temperature tested?

897 Mr. PITMAN.
Every two hours, sir.

898 Senator SMITH.
Do you know that that was done?

899 Mr. PITMAN.
Yes; the quartermaster does that every two hours.

900 Senator SMITH.
Did you personally see it done on this voyage?

901 Mr. PITMAN.
I did not, sir. I have seen the men going to do it.

902 Senator SMITH.
How did they do it; by lowering a bucket into the water or lowering a bottle?

903 Mr. PITMAN.
We usually have a canvas bucket which they lower into the water.

904 Senator SMITH.
Did this boat have a canvas bucket on it?

905 Mr. PITMAN.
It did not. We did not have time to make one. They were using a tin.

906 Senator SMITH.
What was it attached to?

907 Mr. PITMAN.
A piece of rope long enough to reach the water.

908 Senator SMITH.
Did you see the rope?

909 Mr. PITMAN.
I did not, sir.

910 Senator SMITH.
And you did not see this temporary bucket put into the water?

911 Mr. PITMAN.
No, sir.

912 Senator SMITH.
You stated a few moments ago that the second officer [Lightoller], I believe, reported ice Saturday night?

913 Mr. PITMAN.
No; I said the fourth officer.

914 Senator SMITH.
Mr. Lowe?

915 Mr. PITMAN.
Mr. Boxhall.

916 Senator SMITH.
You said Mr. Boxhall reported ice Saturday night, and that it was marked on the chart with a cross. Was this mark on the chart on or near the ship's course?

917 Mr. PITMAN.
As far as I can recollect, it was to the northward of the course; to the north of our track.

918 Senator SMITH.
How far?

919 Mr. PITMAN.
I did not measure it, sir; and I have not the slightest idea of the position of it.

920 Senator SMITH.
Was the ship on its proper course?

921 Mr. PITMAN.
Yes, sir.

922 Senator SMITH.
If I am correctly advised, the course of ships now sailing from port to port in the sea is recognized as standard so far as the customary routes of travel are concerned. Am I right?

923 Mr. PITMAN.
Certain firms.

924 Senator SMITH.
Did this apply to the White Star Line?

925 Mr. PITMAN.
Yes, sir; a majority of the big passenger lines stick to this particular track.

926 Senator SMITH.
It has been said that this particular ship was on the northerly course. Now, then, will you tell the committee the distinction between what is commonly regarded as the northerly course and the southerly course?

927 Mr. PITMAN.
Well, they are two different tracks. One is followed from the 14th of August to the 14th of January, and the other is followed from the 14th of January to the 14th of August. The latter is the southern track.

928 Senator SMITH.
One is followed by ships bound east and the other by ships bound west?

929 Mr. PITMAN.
That is right, sir. It would be much easier to explain it on a chart.

930 Senator SMITH.
Like a double-track railroad?

931 Mr. PITMAN.
Exactly.

932 Senator SMITH.
These two tracks, if I understand correctly, were the recognized and customary tracks for ships to take at that time of the year, the principal steamship lines?

933 Mr. PITMAN.
Yes, sir; the principal lines that run to America.

934 Senator SMITH.
Just preceding the sinking of the Titanic, was she on the course commonly taken by ships sailing from Southampton to New York, or was she on the course commonly taken by ships sailing from New York to Southampton?

935 Mr. PITMAN.
She was on the course followed by ships coming from the English Channel to New York.

936 Senator SMITH.
Do you make that statement because of the position of the ship at the time of the collision?

937 Mr. PITMAN.
I do not quite understand you.

938 Senator SMITH.
You know the latitude and longitude of this ship when she struck the iceberg?

939 Mr. PITMAN.
Yes, sir.

940 Senator SMITH.
Did that indicate to you that she was on the true course?

941 Mr. PITMAN.
Exactly. She was right on the line.

942 Senator SMITH.
Then, when the course was put on the chart, which you saw, indicating the prevalence of ice, did that indicate that it was on the course your ship was taking?

943 Mr. PITMAN.
Oh, no. It was way to the north.

944 Senator SMITH.
How far to the north?

945 Mr. PITMAN.
I did not measure the distance, and so I can not say.

946 Senator SMITH.
Well, as a matter of fact, did you see any ice there Sunday?

947 Mr. PITMAN.
I saw none, sir, up to Monday morning.

948 Senator SMITH.
Did you see it Monday morning?

949 Mr. PITMAN.
At the break of day; yes.

950 Senator SMITH.
Where were you when you saw it?

951 Mr. PITMAN.
In a boat.

952 Senator SMITH.
In a lifeboat?

953 Mr. PITMAN.
Yes, sir.

954 Senator SMITH.
Where were you going - from the Titanic to the [Carpathia](#)?

955 Mr. PITMAN.
At that time; yes, sir.

956 Senator SMITH.
How much ice did you see then?

957 Mr. PITMAN.
There were numerous bergs around me, maybe half a dozen; but I was not sufficiently interested to count them.

958 Senator SMITH.
Were these bergs high above the water?

959 Mr. PITMAN.
Some were.

960 Senator SMITH.
How high?

961 Mr. PITMAN.
Some may have been 100 feet or 150 feet.

962 Senator SMITH.
That high above the water?

963 Mr. PITMAN.
That high above the water; yes, sir.

964 Senator SMITH.
How high was the Titanic, about 70 feet from the water's edge?

965 Mr. PITMAN.
Well, the boat deck was.

966 Senator SMITH.
The upper deck was about 70 feet from the water's edge?

967 Mr. PITMAN.
Yes, sir.

968 Senator SMITH.
These icebergs that you saw at daybreak Monday morning after the accident were, some of them, as high as 150 feet high?

969 Mr. PITMAN.
I should think so, sir.

970 Senator SMITH.
How many of the larger ones of that kind were there?

971 Mr. PITMAN.
I did not count them, sir. I was more interested in the people in my boat.

972 Senator SMITH.
Well, one or two?

973 Mr. PITMAN.
I really could not say, sir.

974 Senator SMITH.
Where were you on Sunday evening immediately preceding the collision?

975 Mr. PITMAN.
In my bunk; in bed.

976 Senator SMITH.
What were the hours of your watch that night?

977 Mr. PITMAN.
I was on the bridge from 6 to 8 o'clock p. m.

978 Senator SMITH.
Whom did you see on the bridge, if anyone, that night between 6 and 8 o'clock?

979 Mr. PITMAN.
The commander and the second officer.

980 Senator SMITH.
The captain?

981 Mr. PITMAN.
Yes, sir.

982 Senator SMITH.
You call him the commander in that event?

983 Mr. PITMAN.
Some do.

984 Senator SMITH.
I just wanted to be sure that you referred to the captain. What time was he on the bridge; all the time that you were on watch?

985 Mr. PITMAN.
No; I could not say that, sir, because I was inside, working out observations.

986 Senator SMITH.
Whenever you went to the bridge, from 6 to 8 o'clock, do you recall having seen the captain?

987 Mr. PITMAN.

I saw him once, sir.
988 Senator SMITH.
Do you recall the hour?
989 Mr. PITMAN.
Previous to 7 o'clock.
990 Senator SMITH.
You did not see him after 7 o'clock on the bridge?
991 Mr. PITMAN.
I did not, sir, no; because I did not go on the bridge myself.
992 Senator SMITH.
Who was on the bridge?
993 Mr. PITMAN.
The second officer, sir.
994 Senator SMITH.
Mr. Lightoller?
995 Mr. PITMAN.
Mr. Lightoller.
996 Senator SMITH.
Did you talk with Mr. Lightoller between 6 and 8 o'clock that night?
997 Mr. PITMAN.
I did not, sir.
998 Senator SMITH.
Did you learn from him that the [Californian](#) had warned the Titanic that she was in the vicinity of icebergs?
999 Mr. PITMAN.
I did not, sir. We had no conversation whatever.
1000 Senator SMITH.
Did you hear anything about the wireless from the Californian on the direction of icebergs?
1001 Mr. PITMAN.
I did not, sir.
1002 Senator SMITH.
No one mentioned that to you?
1003 Mr. PITMAN.
No, sir.
1004 Senator SMITH.
Did you have any conversation with the captain on Sunday?
1005 Mr. PITMAN.
None whatever, sir. I never had any.
1006 Senator SMITH.
You never spoke to him?
1007 Mr. PITMAN.
I never spoke to him; no, sir.
1008 Senator SMITH.
Did he say any thing to you?
1009 Mr. PITMAN.
Not on Sunday, he did not.
1010 Senator SMITH.
But you had spoken to him before, on the voyage?
1011 Mr. PITMAN.

Oh, yes, sir; in reference to work.

1012 Senator SMITH.
But on Sunday you did not?

1013 Mr. PITMAN.
No, sir.

1014 Senator SMITH.
If I recollect what you have said, you saw the icebergs, or evidence of ice, when you were on the watch from 6 to 8 o'clock Sunday evening?

1015 Mr. PITMAN.
I saw none whatever, sir, until I was in the boat, and that was about half-past 3 Monday morning. That was the first ice I saw.

1016 Senator SMITH.
Did you look for it?

1017 Mr. PITMAN.
We were keeping a special lookout for ice.

1018 Senator SMITH.
Who was?

1019 Mr. PITMAN.
The officer of the watch from 10 o'clock on.

1020 Senator SMITH.
Who was the officer of the watch from 10 o'clock on?

1021 Mr. PITMAN.
Mr. Murdoch.

1022 Senator SMITH.
How do you know he was keeping a special lookout?

1023 Mr. PITMAN.
Because he was warned.

1024 Senator SMITH.
Who warned him?

1025 Mr. PITMAN.
Well, I know that Mr. Lightoller passed the word along to him.

1026 Senator SMITH.
How do you know that? I merely want to get at the fact. I am not pressing you for unnecessary detail.

1027 Mr. PITMAN.
Because I had heard some one mention it.

1028 Senator SMITH.
Mention it before the collision or since?

1029 Mr. PITMAN.
Oh, since.

1030 Senator SMITH.
Exactly. What did you do after you left the watch at 8 o'clock on Sunday evening?

1031 Mr. PITMAN.
I went to bed, sir.

1032 Senator SMITH.
Immediately?

1033 Mr. PITMAN.
Within a very few minutes.

1034 Senator SMITH.
What time did you dine that evening?

1035 Mr. PITMAN.
At 6 o'clock.

1036 Senator SMITH.
Just before going on watch?

1037 Mr. PITMAN.
Yes. Well, no; just after I went on the bridge and left the bridge, then I had my dinner.

1038 Senator SMITH.
You had your dinner where?

1039 Mr. PITMAN.
On the boat deck.

1040 Senator SMITH.
Is there a dining room up there, or anything of that kind?

1041 Mr. PITMAN.
Yes.

1042 Senator SMITH.
For the officers?

1043 Mr. PITMAN.
Our own mess.

1044 Senator SMITH.
After 8 o'clock you retired?

1045 Mr. PITMAN.
Exactly, sir.

1046 Senator SMITH.
Between 6 and 8 o'clock did you take any observations?

1047 Mr. PITMAN.
Of what?

1048 Senator SMITH.
Astronomical observations?

1049 Mr. PITMAN.
Yes; we took stellar observations and also observations for compass deviation.

1050 Senator SMITH.
You took them yourself?

1051 Mr. PITMAN.
I took them myself. No, sir; I did not take the stellar observations myself. I took the time for them, and Mr. Lightoller himself took the observations of the body.

1052 Senator SMITH.
How many times during that watch, do you recollect?

1053 Mr. PITMAN.
How many times did we take observations?

1054 Senator SMITH.
During that watch, yes; how many observations were taken?

1055 Mr. PITMAN.
We just took a set of them at sunset, or just as it was getting dusk, when the stars were visible. It was about 6 or 8 o'clock that we took them.

1056 Senator SMITH.
Do you know how these observations located the ship?

1057 Mr. PITMAN.
Do I know what?

1058 Senator SMITH.
Do you know how these observations located the ship?

1059 Mr. PITMAN.
Yes; right on the track.

1060 Senator SMITH.
And that is where you got your necessary facts to determine the location of the ship?

1061 Mr. PITMAN.
Exactly.

1062 Senator SMITH.
Am I right?

1063 Mr. PITMAN.
Yes, sir.

1064 Senator SMITH.
Can you give the location of the ship at 8 o'clock that night?

1065 Mr. PITMAN.
No, sir.

1066 Senator SMITH.
Or at any time between 6 and 8 o'clock?

1067 Mr. PITMAN.
No, sir; I have forgotten.

1068 Senator SMITH.
Can you tell what speed the ship was making at the time of these observations?

1069 Mr. PITMAN.
About 21 1/2.

1070 Senator SMITH.
Twenty-one and a half what?

1071 Mr. PITMAN.
Knots.

1072 Senator SMITH.
Twenty-one and one-half knots per hour?

1073 Mr. PITMAN.
Yes, sir.

1074 Senator SMITH.
In miles what would that be?

1075 Mr. PITMAN.
There are 6,080 feet in a nautical mile and there are 5,280 in the geographical mile.

1076 Senator SMITH.
At just what time between 6 and 8 o'clock did you take these observations?

1077 Mr. PITMAN.
Oh, yes.

1078 Senator SMITH.
I say, at just what time. You did not take them while you were at your dinner?

1079 Mr. PITMAN.
Oh, no, sir; about half-past 7. Between half-past 7 and 20 minutes to 8.

1080 Senator SMITH.
You and Mr. Lightoller?

1081 Mr. PITMAN.
Yes; we took a set of sights.

1082 Senator SMITH.
The second officer took a set of -

1083 Mr. PITMAN. (interrupting)
Stellar observations.

1084 Senator SMITH.
And at that time the speed of the ship was about 21+ knots per hour?

1085 Mr. PITMAN.
Yes, sir.

1086 Senator SMITH.
Did you regard that as pretty good speed?

1087 Mr. PITMAN.
No; nothing to what we expected her to do.

1088 Senator SMITH.
Did you expect her to do pretty well?

1089 Mr. PITMAN.
We thought it quite possible that she could reach 24.

1090 Senator SMITH.
Were you trying to reach 24 knots?

1091 Mr. PITMAN.
No; we had to study the coal. We had not the coal to do it.

1092 Senator SMITH.
You had not the coal?

1093 Mr. PITMAN.
No, sir.

1094 Senator SMITH.
Do you know how many boilers were working at that time?

1095 Mr. PITMAN.
No, sir.

1096 Senator SMITH.
As I understood you, you made no special observations for icebergs?

1097 Mr. PITMAN.
I did not, sir; no, sir.

1098 Senator SMITH.
These were stellar observations that you have referred to?

1099 Mr. PITMAN.
Yes; to determine the position of the ship.

1100 Senator SMITH.
And did you personally direct your attention to the question of icebergs?

1101 Mr. PITMAN.
No, sir.

1102 Senator SMITH.
I believe you said Mr. Murdoch had given some attention to that?

1103 Mr. PITMAN.
No; I understand that Mr. Lightoller warned him.

1104 Senator SMITH.
That you understand since the accident?

1105 Mr. PITMAN.
Oh, no. We had mentioned it before. We spoke of it amongst ourselves.

1106 Senator SMITH.
When? On Sunday?

1107 Mr. PITMAN.
Sunday. It might have been about 8 o'clock. I do not remember the time.

1108 Senator SMITH.
Eight o'clock on Sunday?

1109 Mr. PITMAN.
It may have been. I can not remember it exactly.

1110 Senator SMITH.
But you are sure you talked it over with your fellow officers?

1111 Mr. PITMAN.
Yes, sir.

1112 Senator SMITH.
You did not talk it over with the captain?

1113 Mr. PITMAN.
Oh, no, sir.

1114 Senator SMITH.
During this conversation to which you refer, what was said and by whom, if you can recollect?

1115 Mr. PITMAN.
We were just remarking that we should be in the vicinity of ice in Mr. Murdoch's watch.

1116 Senator SMITH.
And Mr. Murdoch's watch began at 10 o'clock?

1117 Mr. PITMAN.
Yes, sir.

1118 Senator SMITH.
And you expected ice at that time?

1119 Mr. PITMAN.
Well, we might see it.

1120 Senator SMITH.
You might see it at that time?

1121 Mr. PITMAN.
Yes, sir.

1122 Senator SMITH.
Were you all in accord on that?

1123 Mr. PITMAN.
I had nothing to say in the matter. I was not interested in it.

1124 Senator SMITH.
Who was present during this conversation? Did it occur at dinner, or when did it occur?

1125 Mr. PITMAN.
Oh, I can not remember now, sir, when it occurred, and I have not now the slightest idea who was there.

1126 Senator SMITH.
But, so far as you are concerned, the matter ended there?

1127 Mr. PITMAN.
Yes. I just heard the remark passed; that was all.

1128 Senator SMITH.
Tell me, if you can, upon what ground you base your report of 21 1/2 knots speed?

1129 Mr. PITMAN.
By the log and the revolutions.

1130 Senator SMITH.
How many revolutions was the boat making at that time?

1131 Mr. PITMAN.
I think about 75.

1132 Senator SMITH.
And 75 revolutions would indicate that she was going about 21 1/2 knots?

1133 Mr. PITMAN.
Approximately, yes, sir.

1134 Senator SMITH.
Do you know whether she went any faster than that on that trip?

1135 Mr. PITMAN.
No; I do not think so. She never exceeded 76 revolutions at any part of the trip.

1136 Senator SMITH.
Did you not hear one of the officers say that she had made 80 revolutions per minute?

1137 Mr. PITMAN.
No; she never made 80 revolutions.

1138 Senator SMITH.
I may be in error about it, but my recollection is that either Mr. -

1139 Mr. KIRLIN.
That was a passenger, sir.

1140 Mr. BURLINGHAM.
That was Mr. Toppin, a passenger.

1141 Senator SMITH.
Were you going straight away on a straight course when you took these observations?

1142 Mr. PITMAN.
Yes, sir; exactly.

1143 Senator SMITH.
Or did you have a course of speed that took you in a curved direction?

1144 Mr. PITMAN.
No; we were proceeding on the track laid down for the company.

1145 Senator SMITH.
Did you talk over the question of the speed of the ship that night with your fellow officers, during dinner or any other time?

1146 Mr. PITMAN.
We did not, sir.

1147 Senator SMITH.
Did you hear anyone else say how fast she was going?

1148 Mr. PITMAN.
No, sir.

1149 Senator SMITH.
But you make your calculations in the manner you have described and give that as your best judgment?

1150 Mr. PITMAN.
Yes, sir; 21 1/2 knots and 75 revolutions; 75 or 76 revolutions.

1151 Senator SMITH.
After making these observations, what did you do? It was then about 20 minutes to 8.

1152 Mr. PITMAN.
After that I started working out the observations.

1153 Senator SMITH.
Where?

1154 Mr. PITMAN.
In the chart room; in the chart house.

1155 Senator SMITH.
Who went in with you?

1156 Mr. PITMAN.
I was there alone until 8 o'clock.

1157 Senator SMITH.
And you worked out those observations, did you?

1158 Mr. PITMAN.
I did not finish them. Mr. Boxhall took on then and finished them.

1159 Senator SMITH.
Did you and he pass any words as to whether you were in accord at that time as to the location and speed of the ship?

1160 Mr. PITMAN.
No, sir; we did not.

1161 Senator SMITH.
Did you say anything to him when you left him?

1162 Mr. PITMAN.
Yes; I simply said "Here is a bunch of sights for you, old man. Go ahead."

1163 Senator SMITH.
And you went out.

1164 Mr. PITMAN.
And I went out; yes, sir.

1165 Senator SMITH.
And, as I understand, you retired to your berth?

1166 Mr. PITMAN.
Yes, sir.

1167 Senator SMITH.
And when did you next appear outside of your berth?

1168 Mr. PITMAN.
About 10 minutes to 12, or a quarter to 12, sir.

1169 Senator SMITH.
What occasion was there for rising at that time?

1170 Mr. PITMAN.
Well, the collision woke me up.

1171 Senator SMITH.
Was there any special impact to awaken you?

1172 Mr. PITMAN.
No; there was a sound that I thought seemed like the ship coming to an anchor - the chain running out over the windlass.

1173 Senator SMITH.
Did this impact jar the ship?

1174 Mr. PITMAN.
No; it gave just a little vibration. I was about half awake and about half asleep. It did not quite awaken me.

1175 Senator SMITH.
Did you arouse yourself?

1176 Mr. PITMAN.
I did, after a little thinking, wondering where we were anchoring.

1177 Senator SMITH.
You lay in bed a while after the impact?

1178 Mr. PITMAN.
Oh, yes.

1179 Senator SMITH.
How long?

1180 Mr. PITMAN.

Maybe three or four minutes.

1181 Senator SMITH.
Then did you get up and dress?

1182 Mr. PITMAN.
No; I got up and walked on deck without dressing.

1183 Senator SMITH.
How far on deck?

1184 Mr. PITMAN.
Just went outside of our quarters, had a look around, and could not see anyone.

1185 Senator SMITH.
Where were your quarters; on what deck?

1186 Mr. PITMAN.
On the boat deck, close to the bridge.

1187 Senator SMITH.
Close to the bridge?

1188 Mr. PITMAN.
Close to the bridge.

1189 Senator SMITH.
Forward?

1190 Mr. PITMAN.
Forward, yes.

1191 Senator SMITH.
How far did you walk?

1192 Mr. PITMAN.
Just outside the door, I should say 3 or 4 paces across the deck.

1193 Senator SMITH.
What did you do when you got out there; look around?

1194 Mr. PITMAN.
Yes. I can describe to you what I did.

1195 Senator SMITH.
Do so, please.

1196 Mr. PITMAN.
I had a look around, and I could not see anything, and could not hear any noise, so I went back to the room and sat down and lit my pipe. I thought that nothing had really happened, that perhaps it might have been a dream, or something like that. A few minutes afterwards I thought I had better start dressing, as it was near my watch, so I started dressing, and when I was partly dressed Mr. Boxhall came in and said the mail room - there was water in the mail room. I said, "What happened?" He said, "We struck an iceberg." So I put a coat on and went on deck, and saw the men uncovering the boats and clearing them away. I walked along to the after-end of the boat deck, and met Mr. Moody, the sixth officer. I asked him if he had seen the iceberg. He said no; but he said, "There is some ice on the forward well deck." So, to satisfy my curiosity, I went down there myself.

1197 Senator SMITH.
How far down?

1198 Mr. PITMAN.
On the well deck. So I saw a little ice there. I went further, to the fore-castle head, to see if there was any damage there. I could not see any at all. On my return, before emerging from under the fore-castle head, I saw a crowd of firemen coming out with their bags, bags of clothing. I said, "What is the matter?" They said, "The water is coming in our place." I said, "That is funny." I looked down No. 1 hatch, then, and saw the water flowing over the

hatch. I then immediately went to the boat deck, and assisted in getting boats uncovered and ready for swinging out. I stood by No. 5 boat. They would not allow the sailors to get anything, as they thought we should get it again in the morning. In the act of clearing away this boat a man said to me, that was dressed in a dressing gown, with slippers on, he said to me very quietly, "There is no time to waste." I thought he did not know anything about it at all. So we carried on our work in the usual way.

1199 Senator SMITH.

Do you know who that was?

1200 Mr. PITMAN.

I did not then.

1201 Senator SMITH.

Do you now?

1202 Mr. PITMAN.

I do now.

1203 Senator SMITH.

Who was it?

1204 Mr. PITMAN.

Mr. Ismay. I did not know who it was then; I had never seen the man in my life before. So I continued on getting this boat uncovered and swinging out. It struck me at the time the easy way the boat went out, the great improvement the modern davits were on the old-fashioned davits. I had about five or six men there, and the boat was out in about two minutes.

1205 Senator SMITH.

You are referring now to No. 5 boat?

1206 Mr. PITMAN.

No.5 boat.

1207 Senator SMITH.

The boat at your station?

1208 Mr. PITMAN.

At my station; yes. The boat went out in two or three minutes. I thought what a jolly fine idea they were, because with the old-fashioned davits it would require about a dozen men to lift her, a dozen men at each end. I got her overboard all right, and lowered level with the rail.

1209 Senator SMITH.

You lowered her level with the rail of the boat deck?

1210 Mr. PITMAN.

Of the boat deck; yes. Then this man in the dressing gown said we had better get her loaded with women and children. So I said, "I await the commander's orders," to which he replied, "Very well," or something like that. It then dawned on me that it might be Mr. Ismay, judging by the description I had had given me. So I went along to the bridge and saw Capt. Smith, and I told him that I thought it was Mr. Ismay that wished me to get the boat away, with women and children in it. So he said, "Go ahead; carry on." I came along and brought in my boat. I stood on it and said, "Come along, ladies." There was a big crowd. Mr. Ismay helped to get them along; assisted in every way. We got the boat nearly full, and I shouted out for any more ladies.

1211 Senator SMITH.

You shouted?

1212 Mr. PITMAN.

I shouted. None were to be seen. So I allowed a few men to get into it. Then I jumped on the ship again. So Murdoch said, "You go in charge of this boat."

1213 Senator SMITH.
Murdoch said that to you?

1214 Mr. PITMAN.
Yes; he said, "You go away in this boat, old man, and hang around the after gangway." I did not like the idea of going away at all, because I thought I was better off on the ship.

1215 Senator SMITH.
That is, these passengers thought so or you thought so?

1216 Mr. PITMAN.
I thought so.

1217 Senator SMITH.
You thought they were better off on the ship?

1218 Mr. PITMAN.
I thought I was.

1219 Senator SMITH.
That you were better off on the ship?

1220 Mr. PITMAN.
Sure.

1221 Senator SMITH.
Were the passengers reluctant to get into this boat?

1222 Mr. PITMAN.
Oh, no; I filled my boat fairly easily.

1223 Senator SMITH.
How many? Just go right ahead.

1224 Mr. PITMAN.
About 40.

1225 Senator SMITH.
Were there about 40?

1226 Mr. PITMAN.
Yes, sir.

1227 Senator SMITH.
How many men and how many women? Just tell it in your own way.

1228 Mr. PITMAN.
I should say about half a dozen men there; there would not have been so many men there, had there been any women around, but there were none. So Murdoch told me. He said, "You go ahead in this boat, and hand [hang] around the after gangway." He shook hands with me and said, "Good-by; good luck;" and I said, "Lower away."

1229 Senator SMITH.
Murdoch did?

1230 Mr. PITMAN.
Murdoch shook hands good-by, and said, "Good luck to you."

1231 Senator SMITH.
Did you ever see him after that?

1232 Mr. PITMAN.
Never. We then cast the boat off and pulled away some safe distance from the ship. It was not for an hour that I realized she would go - an hour after we got into the water. I quite thought we would have to return to the ship again, perhaps at daylight. My idea was that if any wind sprang up we should drift away from the ship and have a job to get back again.

1233 Senator SMITH.
This boat was the first lifeboat lowered?

1234 Mr. PITMAN.

Oh, no, it was the second one; the second one on the starboard side.

1235 Senator SMITH.
And had you seen the first one lowered?

1236 Mr. PITMAN.
Yes; it was the next boat to me.

1237 Senator SMITH.
You saw that lowered?

1238 Mr. PITMAN.
I saw that lowered, yes.

1239 Senator SMITH.
Was it filled from the boat deck?

1240 Mr. PITMAN.
Every boat, as far as I know, was filled from the boat deck.

1241 Senator SMITH.
Is that customary?

1242 Mr. PITMAN.
Well, to put a certain amount in, yes.

1243 Senator SMITH.
Does not that give the passengers on the boat deck a decided advantage in the escape from danger?

1244 Mr. PITMAN.
I had some saloon passengers, of the second class.

1245 Senator SMITH.
What is that?

1246 Mr. PITMAN.
I do not think it does.

1247 Senator SMITH.
I simply wanted your judgment. Who were the men in No.5 lifeboat, beside yourself?

1248 Mr. PITMAN.
What do you mean; of the crew?

1249 Senator SMITH.
Yes; men, whoever they were; crew or passengers.

1250 Mr. PITMAN.
Five of the crew, and there may have been five or six passengers - male passengers.

1251 Senator SMITH.
And the balance were -

1252 Mr. PITMAN.
Women and children.

1253 Senator SMITH.
Do you know any of those people?

1254 Mr. PITMAN.
I know them by name, now; I did not know them previously.

1255 Senator SMITH.
Do you know the names of the members of the crew who were in this boat?

1256 Mr. PITMAN.
I have them somewhere, but I can not remember them just now.

1257 Senator SMITH.
Did you hear the second officer's [Lightoller] testimony regarding the manning of the lifeboats on the port side?

1258 Mr. PITMAN.

No, sir; I did not hear any of his testimony.

1259 Senator SMITH.
Did you have any direction over the number of people who were put into that lifeboat?

1260 Mr. PITMAN.
Well, not at the end, I did not, because Mr. Murdoch was there and he was the senior officer. It was for him to decide.

1261 Senator SMITH.
Mr. Lightoller, who had charge of the loading of the boats on the port side, has said that he put only two of the crew into the lifeboats he loaded. How did it happen that you had so many of the crew?

1262 Mr. PITMAN.
I thought I had only four at the time.

1263 Senator SMITH.
You thought you had four?

1264 Mr. PITMAN.
Four.

1265 Senator SMITH.
But you discovered you had more than that?

1266 Mr. PITMAN.
I did not discover I had five until some time on the [Carpathia](#), during the trip on the Carpathia.

1267 Senator SMITH.
Were there five with yourself?

1268 Mr. PITMAN.
No; six.

1269 Senator SMITH.
Six with yourself. Then, as a matter of fact, there were six of the crew, officers and crew, in No.5 boat?

1270 Mr. PITMAN.
In No.5 boat, yes.

1271 Senator SMITH.
Can you give us the names of the six?

1272 Mr. PITMAN.
I can not just now, sir. I can get them for you.

1273 Senator SMITH.
Did they all survive until they reached the Carpathia?

1274 Mr. PITMAN.
Oh, yes, sir.

1275 Senator FLETCHER.
Let him give them as near as he can; let him describe them.

1276 Mr. PITMAN.
I can not give the names.

1277 Senator FLETCHER.
Officers or common sailors or what? Can you give their names?

1278 Mr. PITMAN.
There were one sailor, two firemen, two stewards, and myself. No, I have not got their names.

1279 Senator SMITH.
Besides those you had about 30 passengers?

1280 Mr. PITMAN.

I had about 40 passengers.
1281 Senator SMITH.
Besides the crew?
1282 Mr. PITMAN.
Yes.
1283 Senator SMITH.
This was a large lifeboat, was it?
1284 Mr. PITMAN.
Yes, sir.
1285 Senator SMITH.
Was that lifeboat equipped with food?
1286 Mr. PITMAN.
Yes; it had biscuits and water in it.
1287 Senator SMITH.
Did you have occasion to use either?
1288 Mr. PITMAN.
No.
1289 Senator SMITH.
How do you know they were in; did you see them?
1290 Mr. PITMAN.
They were put there in Southampton; and we also went through all the boats on the Carpathia.
1291 Senator SMITH.
Did you find that to be the case?
1292 Mr. PITMAN.
That they were full. The boats had bread and water.
1293 Senator SMITH.
Did you have any lights on No.5 lifeboat?
1294 Mr. PITMAN.
I did not have a light in my boat; no.
1295 Senator SMITH.
Do you know of any boats that did have lights on them?
1296 Mr. PITMAN.
Yes there were several of them that had.
1297 Senator SMITH.
But they did not all have lights?
1298 Mr. PITMAN.
No.
1299 Senator SMITH.
Do the regulations of the British Board of Trade prescribe lights?
1300 Mr. PITMAN.
Yes; sir.
1301 Senator SMITH.
You say you got into this boat and it was lowered and you were told to go?
1302 Mr. PITMAN.
To stand by the after gangway.
1303 Senator SMITH.
Did you do it?
1304 Mr. PITMAN.
I did it as near as possible. I kept within a safe distance of the ship, if anything did happen.

1305 Senator SMITH.
You kept far enough away so that if anything happened you would not be involved in it? Is that the idea?

1306 Mr. PITMAN.
Exactly.

1307 Senator SMITH.
What did you expect to happen?

1308 Mr. PITMAN.
I thought she still had about three of the compartments and still would remain afloat.

1309 Senator SMITH.
And if she did not float and went down, were you expecting a suction that would draw the lifeboats down?

1310 Mr. PITMAN.
Well, yes; I thought we might get into a bit of a wash.

1311 Senator SMITH.
And that you were seeking to avoid?

1312 Mr. PITMAN.
Seeking to avoid; yes.

1313 Senator SMITH.
Did any persons, men, women, or children, attempt to get into your lifeboat in the water?

1314 Mr. PITMAN.
No.

1315 Senator SMITH.
Did any attempt to get out of it?

1316 Mr. PITMAN.
None whatever, sir; and I had no trouble whatever with my boat. The women all behaved admirably.

1317 Senator SMITH.
Did any of the women pull on the oars, or handle the tiller?

1318 Mr. PITMAN.
No, sir; although they wanted to.

1319 Senator SMITH.
Row?

1320 Mr. PITMAN.
Yes; to keep themselves warm.

1321 Senator SMITH.
It was very cold that morning?

1322 Mr. PITMAN.
It was chilly; yes.

1323 Senator SMITH.
Zero weather?

1324 Mr. PITMAN.
Oh, no.

1325 Senator SMITH.
How cold was it?

1326 Mr. PITMAN.
It may have been 40 - 35 to 40.

1327 Senator SMITH.
Did you ever return to the side of the [Titanic](#)?

1328 Mr. PITMAN.

No; we did not.
1329 Senator SMITH.
Did you see the Titanic go down?
1330 Mr. PITMAN.
Yes, sir.
1331 Senator SMITH.
Describe, if you can, how she sank?
1332 Mr. PITMAN.
Judging by what I could see from a distance, she gradually disappeared until the forecastle head was submerged to the bridge. Then she turned right on end and went down perpendicularly.
1333 Senator SMITH.
At about what angle?
1334 Mr. PITMAN.
She went straight.
1335 Senator SMITH.
Right straight down?
1336 Mr. PITMAN.
Absolutely. That was the last I saw of her.
1337 Senator SMITH.
Did she seem to be broken in two.
1338 Mr. PITMAN.
Oh, no.
1339 Senator SMITH.
Or was she entirely intact? Did you hear any explosions?
1340 Mr. PITMAN.
Yes; four reports.
1341 Senator SMITH.
What kind of reports?
1342 Mr. PITMAN.
They sounded like the reports of a big gun in the distance.
1343 Senator SMITH.
What did you assume they were?
1344 Mr. PITMAN.
I assumed it was bulkheads going, myself.
1345 Senator SMITH.
Did you hear anything like boiler explosions?
1346 Mr. PITMAN.
Yes; I heard a lot of people say that; but I have my doubts about that. I do not see why the boilers should burst because there was no steam there. They should have been stopped about two hours and a half. The fires had not been fed, so there was very little steam there.
1347 Senator SMITH.
Are we to understand that you do not believe that boilers exploded?
1348 Mr. PITMAN.
I do not believe it.
1349 Senator SMITH.
And from the distance you were from the ship, you would have known it if that had occurred?
1350 Mr. PITMAN.
I think so.

1351 Senator SMITH.
As the ship went down, what did you observe on the afterdeck or decks?

1352 Mr. PITMAN.
I could not see that, sir.

1353 Senator SMITH.
You could not see the people?

1354 Mr. PITMAN.
Oh, no.

1355 Senator SMITH.
From what you saw of the people aboard this ship when you went down and after you got to the water, and when you went around close to the stern of the ship, were they fitted with lifebelts?

1356 Mr. PITMAN.
Everyone I saw before I left the ship had a lifebelt on.

1357 Senator SMITH.
Did you see anyone without a lifebelt?

1358 Mr. PITMAN.
There may have been a stray one of the crew without one.

1359 Senator SMITH.
But that was a rare thing?

1360 Mr. PITMAN.
Yes. I did not have one myself; I did not want it.

1361 Senator SMITH.
How long before going down were there explosions or noises?

1362 Mr. PITMAN.
Not until she was submerged.

1363 Senator SMITH.
Not until she was entirely submerged?

1364 Mr. PITMAN.
Yes.

1365 Senator SMITH.
The after part of the ship as well as the forward part?

1366 Mr. PITMAN.
Yes; the whole of her.

1367 Senator SMITH.
She had gone under water before these explosions were heard?

1368 Mr. PITMAN.
Yes, sir.

1369 Senator SMITH.
And you are quite sure that the explosions you heard came from the ship?

1370 Mr. PITMAN.
Oh, yes; perfectly sure.

1371 Senator SMITH.
When did you last see the captain?

1372 Mr. PITMAN.
When I went to the bridge and asked him if I should fill No.5 boat with women and get her away.

1373 Senator SMITH.
What did he tell you?

1374 Mr. PITMAN.

"Carry on," or words to that effect.

1375 Senator SMITH.
Did you ever see him again?

1376 Mr. PITMAN.
No, sir.

1377 Senator SMITH.
Was he visible when the boat went down?

1378 Mr. PITMAN.
I was not there to the last, sir.

1379 Senator SMITH.
You were unable to see from your point of view?

1380 Mr. PITMAN.
Yes, sir.

1381 Senator SMITH.
When you shook hands with Murdoch and bade him good bye, did you ever expect to see him again?

1382 Mr. PITMAN.
Certainly; I did.

1383 Senator SMITH.
Do you think, from his manner, he ever expected to see you again?

1384 Mr. PITMAN.
Apparently not. I expected to get back to the ship again, perhaps two or three hours afterwards.

1385 Senator SMITH.
But he, from his manner, did not expect that?

1386 Mr. PITMAN.
Apparently not.

1387 Senator SMITH.
Did you take leave of any other officers in a similar way?

1388 Mr. PITMAN.
No. I did not, sir.

1389 Senator SMITH.
When you were passing from the side of the Titanic to the Carpathia, did you see any people in the water - men, women, or children?

1390 Mr. PITMAN.
None, sir.

1391 Senator SMITH.
When you went around the after part of the ship?

1392 Mr. PITMAN.
After? I did not go around the stern.

1393 Senator SMITH.
You did not go back there?

1394 Mr. PITMAN.
No.

1395 Senator SMITH.
What did Murdoch tell you to go back there for? Do you know?

1396 Mr. PITMAN.
Just to be handy, I suppose.

1397 Senator SMITH.
To be handy to pickup?

1398 Mr. PITMAN.
To pick up again; to pick the boat up again.

1399 Senator SMITH.
And you saw no people in the water?

1400 Mr. PITMAN.
None, sir.

1401 Senator SMITH.
Did you hear any cries of distress?

1402 Mr. PITMAN.
Oh, yes.

1403 Senator SMITH.
What were they, cries for help?

1404 Mr. PITMAN.
Crying, shouting, moaning.

1405 Senator SMITH.
From the ship, or from the water?

1406 Mr. PITMAN.
From the water, after the ship disappeared; no noises before.

1407 Senator SMITH.
There were no noises from the ship's crew, or officers, or passengers, just preceding the sinking?

1408 Mr. PITMAN.
None.

1409 Senator SMITH.
Immediately following the sinking of the ship you heard these cries of distress?

1410 Mr. PITMAN.
Yes.

1411 Senator SMITH.
But, as I understand you, you were not in close proximity to those who were uttering the cries?

1412 Mr. PITMAN.
I may have been three or four hundred yards away; four or five hundred yards away.

1413 Senator SMITH.
Did you attempt to get near them?

1414 Mr. PITMAN.
As soon as she disappeared I said, "Now, men, we will pull toward the wreck." Everyone in my boat said it was a mad idea, because we had far better save what few we had in my boat than go back to the scene of the wreck and be swamped by the crowds that were there.

1415 Senator SMITH.
As a matter of fact, do you not know your boat would have accommodated 20 or 25 more people?

1416 Mr. PITMAN.
My boat would have accommodated a few more, yes; certainly.

1417 Senator SMITH.
According to the testimony of your fellow officers -

1418 Mr. PITMAN.
My boat would have held more.

1419 Senator SMITH. (continuing)
Your boat would have held about 60 or 65 people.

1420 Mr. PITMAN.
About 60.

1421 Senator SMITH.
Tell us about your fellow passengers on that lifeboat. You say they discouraged you from returning or going in the direction of these cries?

1422 Mr. PITMAN.
They did. I told my men to get their oars out, and pull toward the wreck - the scene of the wreck.

1423 Senator SMITH.
Yes.

1424 Mr. PITMAN.
I said, "We may be able to pick up a few more."

1425 Senator SMITH.
Who demurred to that?

1426 Mr. PITMAN.
The whole crowd in my boat. A great number of them did.

1427 Senator SMITH.
Women?

1428 Mr. PITMAN.
I could not discriminate whether women or men. They said it was rather a mad idea.

1429 Senator SMITH.
I ask you if any woman in your boat appealed to you to return to the direction from which the cries came?

1430 Mr. PITMAN.
No one.

1431 Senator SMITH.
You say that no woman passenger in your boat urged you to return?

1432 Mr. PITMAN.
None.

1433 Mr. BURLINGHAM. It would have capsized the boat, Senator.

1434 Senator SMITH.
Pardon me, I am not drawing any unfair conclusion from this. One of the officers told us that a woman in his boat urged him to return to the side of the ship. I want to be very sure that this officer heard no woman asking the same thing. (To the witness.) Who demurred, now, that you can specifically recall?

1435 Mr. PITMAN.
I could not name any one in particular.

1436 Senator SMITH.
The men with the oars?

1437 Mr. PITMAN.
No. They did not; no. They started to obey my orders.

1438 Senator SMITH.
You were in command. They ought to have obeyed your orders?

1439 Mr. PITMAN.
So they did.

1440 Senator SMITH.
They did not, if you told them to pull toward the ship.

1441 Mr. PITMAN.
They commenced pulling toward the ship, and the passengers in my boat said it was a mad idea on my part to pull back to the ship, because if I did, we should be swamped with the

crowd that was in the water, and it would add another 40 to the list of drowned, and I decided I would not pull back.

1442 Senator SMITH.
Officer, you really turned this No. 5 boat around to go in the direction from which these cries came?

1443 Mr. PITMAN.
I did.

1444 Senator SMITH.
And were dissuaded from your purpose by your crew -

1445 Mr. PITMAN.
No, not crew; passengers.

1446 Senator SMITH.
One moment; by your crew and by the passengers in your boat?

1447 Mr. PITMAN.
Certainly.

1448 Senator SMITH.
Then did you turn the boat toward the sea again?

1449 Mr. PITMAN.
No; just simply took our oars in and lay quiet.

1450 Senator SMITH.
You mean you drifted?

1451 Mr. PITMAN.
We may have gone a little bit.

1452 Senator SMITH.
Drifted on your oars?

1453 Mr. PITMAN.
We may have drifted along. We just simply lay there doing nothing.

1454 Senator SMITH.
How many of these cries were there? Was it a chorus, or was it -

1455 Mr. PITMAN.
I would rather you did not speak about that.

1456 Senator SMITH.
I would like to know how you were impressed by it.

1457 Mr. PITMAN.
Well, I can not very well describe it. I would rather you would not speak of it.

1458 Senator SMITH.
I realize that it is not a pleasant theme, and yet I would like to know whether these cries were general and in chorus, or desultory and occasional?

1459 Mr. PITMAN.
There was a continual moan for about an hour.

1460 Senator SMITH.
And you lay in the vicinity of that scene for about an hour?

1461 Mr. PITMAN.
Oh, yes; we were in the vicinity of the wreck the whole time.

1462 Senator SMITH.
And drifted or lay on your oars during that time?

1463 Mr. PITMAN.
We drifted toward daylight, as a little breeze sprang up.

1464 Senator SMITH.
Did this anguish or these cries of distress die away?

1465 Mr. PITMAN.
Yes; they died away gradually.

1466 Senator SMITH.
Did they continue during most of the hour?

1467 Mr. PITMAN.
Oh, yes; I think so. It may have been a shorter time. Of course I did not watch every five minutes -

1468 Senator SMITH.
I understand that, and I am not trying to ask about a question of five minutes. Is that all you care to say?

1469 Mr. PITMAN.
I would rather that you would have left that out altogether.

1470 Senator SMITH.
I know you would; but I must know what efforts you made to save the lives of passengers and crew under your charge. If that is all the effort you made, say so -

1471 Mr. PITMAN.
That is all, sir.

1472 Senator SMITH. (continuing)
And I will stop that branch of my examination.

1473 Mr. PITMAN.
That is all, sir; that is all the effort I made.

1474 Senator SMITH.
You spoke of the firemen coming toward the upper deck with their kits or a few things in their hands, saying that the mail room was filling with water.

1475 Mr. PITMAN.
No; no. The fourth officer[Boxhall] told me that the mail room was filling with water. That was previous to seeing the firemen coming up.

1476 Senator SMITH.
These firemen came from the boiler room?

1477 Mr. PITMAN.
Oh, no; from their quarters.

1478 Senator SMITH.
Then they were not on duty?

1479 Mr. PITMAN.
No; those men were not.

1480 Senator SMITH.
These were men that were off duty at that time?

1481 Mr. PITMAN.
Exactly.

1482 Senator SMITH.
Did they come up toward the boat deck?

1483 Mr. PITMAN.
No; they came up from under the forecastle head.

1484 Senator SMITH.
How many were there?

1485 Mr. PITMAN.
I could not say exactly; they were coming up all the time, each man bringing his bundle up.

1486 Senator SMITH.
You said you heard noises like explosions. I would like to know whether you heard any

reports that indicated any collapse of the bulkheads?

1487 Mr. PITMAN.
Yes; four reports.

1488 Senator SMITH.
I think you said the reports indicated that?

1489 Mr. PITMAN.
There were four reports that I heard that appertained to the bulkheads carrying away.

1490 Senator SMITH.
Do you know whether a failure of the watertight doors to work had anything to do with the boat filling so promptly?

1491 Mr. PITMAN.
No, sir; the watertight doors worked all right.

1492 Senator SMITH.
How do you know that?

1493 Mr. PITMAN.
Because I have seen them working. I saw them working at Belfast.

1494 Senator SMITH.
Before you sailed?

1495 Mr. PITMAN.
Before we sailed.

1496 Senator SMITH.
On the trial test?

1497 Mr. PITMAN.
Before we went on the trial.

1498 Senator SMITH.
I want my associates to know where this lever is, if a lever is used, or where the electric power is that locks these watertight compartments? Where is that operated from; what deck; what part of the boat?

1499 Mr. PITMAN.
The watertight doors are operated from the bridge by a lever close to the wheel.

1500 Senator SMITH.
By whom?

1501 Mr. PITMAN.
By a lever close to the wheel.

1502 Senator SMITH.
I understand, but by whom?

1503 Mr. PITMAN.
Operated by the officer of the watch.

1504 Senator SMITH.
The officer of the watch?

1505 Mr. PITMAN.
Exactly

1506 Senator SMITH.
So if you were officer of the watch when this collision came, it would be your duty to close those doors?

1507 Mr. PITMAN.
Immediately.

1508 Senator SMITH.
I thought I understood you to say that Mr. Murdoch closed those doors, or was that Mr. Boxhall?

1509 Mr. PITMAN.
Mr. Boxhall said that, because he saw it.

1510 Senator SMITH.
You do not know about that yourself?

1511 Mr. PITMAN.
No.

1512 Senator SMITH.
You say you saw those doors operated at Belfast?

1513 Mr. PITMAN.
At Belfast.

1514 Senator SMITH.
Did you see them operated after that?

1515 Mr. PITMAN.
No, sir.

1516 Senator SMITH.
How many were there of those doors?

1517 Mr. PITMAN.
I could not say, sir.

1518 Senator SMITH.
About how many?

1519 Mr. PITMAN.
Of course, they are not all operated by electricity. It is only those in the bottom of the ship that are operated from the bridge.

1520 Senator SMITH.
Those in the bottom of the ship are operated from the bridge?

1521 Mr. PITMAN.
Yes, sir.

1522 Senator SMITH.
How are the others opened or closed?

1523 Mr. PITMAN.
By hand.

1524 Senator SMITH.
With a lock and key, and a wrench?

1525 Mr. PITMAN.
By a handle and a spindle.

1526 Senator SMITH.
Are they locked with a key?

1527 Mr. PITMAN.
No one could unlock them without a key or spindle - a brass key.

1528 Senator SMITH.
I understand; but I would like to know whether they are locked with the key, or whether they required a wrench to turn them or unlock them?

1529 Mr. PITMAN.
They require a big wrench - a handle.

1530 Senator SMITH.
Did you see any wrench or key on those watertight compartment doors?

1531 Mr. PITMAN.
They are all kept in a rack close alongside.

1532 Senator SMITH.
Did you see them?

1533 Mr. PITMAN.
Yes, sir.

1534 Senator SMITH.
Where?

1535 Mr. PITMAN.
In the passenger accommodations, sir.

1536 Senator SMITH.
At Belfast?

1537 Mr. PITMAN.
At Belfast. They were in the passenger accommodations at sea.

1538 Senator SMITH.
You were quite satisfied they were there?

1539 Mr. PITMAN.
Quite, sir. It was our business to see that all the gear was there.

1540 Senator SMITH.
But you did not see that your lights were on your lifeboats?

1541 Mr. PITMAN.
But we had the lights.

1542 Senator SMITH.
They were not on the boats, or all of them were not, as I understood you. But these watertight compartment keys and wrenches were there in their proper places?

1543 Mr. PITMAN.
Yes.

1544 Senator SMITH.
Although you never saw them after leaving Belfast, you knew that they were there then?

1545 Mr. PITMAN.
Because they do not come in our department; they are in the passenger department.

1546 Senator SMITH.
All right; I just wanted to know if you knew about it of your own knowledge. Is there any way for an officer on watch to tell whether the doors actually close when he works the lever from the bridge?

1547 Mr. PITMAN.
No; I do not think there is.

1548 Senator SMITH.
In order to have a perfect test, it would be necessary to have some one below, would it not?

1549 Mr. PITMAN.
I can not say; I am not very well acquainted with those watertight doors. It is the first time that I have been with them

1550 Senator SMITH.
Did you ever operate a lever on a door of a watertight compartment.

1551 Mr. PITMAN.
From the bridge?

1552 Senator SMITH.
Yes.

1553 Mr. PITMAN.
No, sir; never.

1554 Senator SMITH.
But it stands to reason, and your judgment as a navigator is, that operating the lever from the bridge you can not tell with exactness whether the doors have closed below or not?

1555 Mr. PITMAN.
No. Anyhow, the watertight doors were of very little assistance this time.

1556 Senator SMITH.
What do you mean by that?

1557 Mr. PITMAN.
Well, because the ice had ripped the side of the ship out.

1558 Senator SMITH.
The impact was upon which side?

1559 Mr. PITMAN.
The starboard side.

1560 Senator SMITH.
The starboard side; and about how far from the bow?

1561 Mr. PITMAN.
I should say halfway along the ship that her bottom was torn out, or at least her side, along the water.

1562 Senator SMITH.
From the point where this iceberg struck the ship, or the ship struck the iceberg, it ripped the side out?

1563 Mr. PITMAN.
Well, I would say the bilge keel.

1564 Senator SMITH.
For how great a distance?

1565 Mr. PITMAN.
Oh, halfway along the ship.

1566 Senator SMITH.
And that rendered the watertight compartments useless?

1567 Mr. PITMAN.
In that part of the ship, yes.

1568 Senator SMITH.
What is your judgment as to whether, if this impact had occurred bows on -

1569 Mr. PITMAN.
She would have been afloat now.

1570 Senator SMITH. (continuing)
The boat would have survived?

1571 Mr. PITMAN.
Certainly.

1572 Senator SMITH.
Then it was an error to strike it sideways, if it could have been avoided?

1573 Mr. PITMAN.
It was quite natural to try and get out of the way.

1574 Senator SMITH.
Of course I understand that. I am not criticizing that. I am just saying that a ship like that is built for the purpose of meeting the hardest impact at the bow?

1575 Mr. PITMAN.
I do not know. If two or three steamers had run into her she would not have sunk.

1576 Senator SMITH.
If they had run into her bows on?

1577 Mr. PITMAN.
Yes; bows on.

1578 Senator SMITH.

But suppose a steamer had hit her at the point of contact where this iceberg hit her, would it have had the same effect?

1579 Mr. PITMAN.
No; it would have required about six steamers to have had the same effect as that iceberg had.

1580 Senator SMITH.
Six steamers of the size of the [Titanic](#)?

1581 Mr. PITMAN.
It is immaterial about the size.

1582 Senator SMITH.
Well, tonnage?

1583 Mr. PITMAN.
Irrespective of tonnage.

1584 Senator SMITH.
Do you know what part of the boat flooded first?

1585 Mr. PITMAN.
Apparently the mail room.

1586 Senator SMITH.
Did you have any special report from No. 2 hold, to your knowledge?

1587 Mr. PITMAN.
Not to my knowledge, sir.

1588 Senator SMITH.
Was this mail room on the starboard side?

1589 Mr. PITMAN.
No; it occupied a part of the ship from one side to the other, as I recall.

1590 Senator SMITH.
About the center?

1591 Mr. PITMAN.
Yes.

1592 Senator SMITH.
From one side to the other, clear across?

1593 Mr. PITMAN.
As far as I can recollect. I do not remember. I was only down there once myself.

1594 Senator SMITH.
You spoke of the services of Mr. Ismay with the women and children, assisting in loading, etc.

1595 Mr. PITMAN.
Yes.

1596 Senator SMITH.
And did you leave Mr. Ismay on the deck when you were lowered?

1597 Mr. PITMAN.
Mr. Ismay was on the deck when I was lowered, yes. The next I saw of him was coming onto the [Carpathia](#).

1598 Senator SMITH.
You did not see him after you were lowered to the water?

1599 Mr. PITMAN.
Not until morning.

1600 Senator SMITH.
And you say he was dressed, or partially dressed; that he had a dressing gown on?

1601 Mr. PITMAN.

It struck me that he had a dressing gown and pajamas on.
 1602 Senator SMITH.
 How long did you remain out there by boat No. 5?
 1603 Mr. PITMAN.
 Just the length of time it took me to get the boat out, and -
 1604 Senator SMITH.
 Yours was the second boat out?
 1605 Mr. PITMAN.
 On the starboard side.
 1606 Senator SMITH.
 And the first boat was on the port side?
 1607 Mr. PITMAN.
 Oh, no.
 1608 Senator SMITH.
 Well?
 1609 Mr. PITMAN.
 I do not know how many boats had gone from the port side. Mine was the first on the
 starboard side. No. 7 went first, and then No. 5.
 1610 Senator SMITH.
 Who loaded the first boat?
 1611 Mr. PITMAN.
 Mr. Murdoch, I think.
 1612 Senator SMITH.
 Did you assist?
 1613 Mr. PITMAN.
 I did not.
 1614 Senator SMITH.
 Did any other officer assist?
 1615 Mr. PITMAN.
 No; not that I am aware of; I can not say.
 1616 Senator SMITH.
 Were you standing by when that boat was loaded?
 1617 Mr. PITMAN.
 No. 5; yes.
 1618 Senator SMITH.
 No; the first boat.
 1619 Mr. PITMAN.
 No. 7?
 1620 Senator SMITH.
 The first one?
 1621 Mr. PITMAN.
 Oh, no; I was clearing No. 5 at the same time that No. 7 was coming off.
 1622 Senator SMITH.
 You were clearing No. 5 and some one else was clearing No. 7?
 1623 Mr. PITMAN.
 Yes.
 1624 Senator SMITH.
 Right next to yours?
 1625 Mr. PITMAN.
 Yes, sir; right next.

1626 Senator SMITH.
Did you see that No. 7 boat manned?

1627 Mr. PITMAN.
No; I had nothing whatever to do with that No. 7 boat.

1628 Senator SMITH.
Do you know who went out in No. 7?

1629 Mr. PITMAN.
No, sir.

1630 Senator SMITH.
Do you know whether Mr. Boxhall went out in it?

1631 Mr. PITMAN.
He did not, sir.

1632 Senator SMITH.
Or Mr. Lightoller?

1633 Mr. PITMAN.
There was no officer in that boat, because I had it made fast to mine for some time after we got away from the ship.

1634 Senator SMITH.
Was it lowered at the same time yours was lowered?

1635 Mr. PITMAN.
Two or three minutes previously.

1636 Senator SMITH.
Then, can you say whether Mr. Ismay was in boat No. 7?

1637 Mr. PITMAN.
I know he was not, for he came off from a collapsible boat.

1638 Senator SMITH.
And this boat, No. 7, was a full-sized lifeboat?

1639 Mr. PITMAN.
Yes, sir.

1640 Senator SMITH.
And yours was No. 5. Do you know whether there were more men than women in boat No. 7?

1641 Mr. PITMAN.
I can not say.

1642 Senator SMITH.
But there was no officer in No. 7?

1643 Mr. PITMAN.
No officer in No. 7.

1644 Senator SMITH.
Do you know how many sailors there were in No. 7?

1645 Mr. PITMAN.
I do not, sir.

1646 Senator SMITH.
Did you ever see No. 7 after it struck the water?

1647 Mr. PITMAN.
Yes; I had it made fast to me. As there was no officer in the boat I said, "Look here, make fast to me and we will hang on until daylight, as it is smooth water, and at daylight we will set our sails, and we will be more likely to be picked up if we are together than if one of us is over there and one over here."

1648 Senator SMITH.

After making fast, you attached the bow of No. 7 to the stern of No. 5 by a rope?

1649 Mr. PITMAN.
By a rope - a painter.

1650 Senator SMITH.
And how close did you bring No. 7 up to No. 5?

1651 Mr. PITMAN.
We were alongside, close alongside of each other for some time; side by side for some time.

1652 Senator SMITH.
In that situation did you notice how many of the crew of the Titanic were in that boat?

1653 Mr. PITMAN.
I could not say, sir; it was too dark.

1654 Senator SMITH.
Did you notice whether that lifeboat was filled with people?

1655 Mr. PITMAN.
I do not think there were quite so many in there as in my boat. I am not sure.

1656 Senator SMITH.
Would you be willing to say that there were more than 25 in there?

1657 Mr. PITMAN.
Oh, yes.

1658 Senator SMITH.
How many more?

1659 Mr. PITMAN.
I would say there were over 30, between 30 and 40, in there.

1660 Senator SMITH.
Between 30 and 40, in your judgment?

1661 Mr. PITMAN.
Yes, sir.

1662 Senator SMITH.
Did anyone on your lifeboat or on the other lifeboat count those people?

1663 Mr. PITMAN.
Yes, we did count them, but I forget how many were really in that boat. I transferred a woman and child and two men from my boat into that boat.

1664 Senator SMITH.
After you had attached them, you balanced up the load?

1665 Mr. PITMAN.
Yes, sir.

1666 Senator SMITH.
So that there was really room in No. 7 for more people than were taken when it was lowered to the water?

1667 Mr. PITMAN.
Yes, they could have taken a few more.

1668 Senator SMITH.
How many more, with safety?

1669 Mr. PITMAN.
Well, that would depend a great deal on the condition of the water.

1670 Senator SMITH.
I know, but we have concluded that the water was smooth and the weather all right. Under those circumstances, with pleasant weather all the way, how many would that lifeboat hold safely?

1671 Mr. PITMAN.
They are all supposed to contain sixty people.

1672 Senator SMITH.
But none of them did contain 60?

1673 Mr. PITMAN.
I can not say that, sir.

1674 Senator SMITH.
These two boats, No. 7 and No. 5, did not contain 60 people each?

1675 Mr. PITMAN.
No. They could have taken more, but there were no women around at the time those boats were lowered.

1676 Senator SMITH.
And no men?

1677 Mr. PITMAN.
There may have been a few men around there.

1678 Senator SMITH.
Were there?

1679 Mr. PITMAN.
There were some; yes, sir.

1680 Senator SMITH.
Why were they not taken?

1681 Mr. PITMAN.
I can not say why they were not taken in No. 7, but I thought I had sufficient in my boat for safety in lowering.

1682 Senator SMITH.
Is there any danger in lowering a lifeboat with the davits and other equipment operating?
Is there such danger in lowering a lifeboat that you can not fill it to its capacity?

1683 Mr. PITMAN.
I would not like to fill a lifeboat with 60 people and lower it suspended at both ends.

1684 Senator SMITH.
Did you ever see 60 people in a lifeboat?

1685 Mr. PITMAN.
No; I can not say that I have, although I think some of them had close on to 60 when they came alongside the Carpathia.

1686 Senator SMITH.
Did you hear Mr. Bride, the wireless telegrapher of the Titanic, testify?

1687 Mr. PITMAN.
No, sir.

1688 Senator SMITH.
Did you hear Mr. Lightoller testify?

1689 Mr. PITMAN.
No, sir.

1690 Senator SMITH.
Mr. Lightoller said that on the collapsible lifeboat, turned over bottom side up, there were 35 people. If a collapsible lifeboat, overturned, can accommodate 35 people sitting unprotected, what would be your judgment as to the capacity of a lifeboat such as No. 5 or No. 7, floating in its customary way; would 60 people be the limit?

1691 Mr. PITMAN.
I should think so, sir. There is no room to move with 60 in it.

1692 Senator SMITH.

No room to move?

1693 Mr. PITMAN.
No, sir. She would support a lot more if she was capsized, and people in the water just holding onto her, of course.

1694 Senator SMITH.
I want to call attention again to what I suppose you may dislike me to return to, but I want to know, because I want the record to disclose the fact. At what time after you left the Titanic was No. 7 lifeboat attached to No. 5?

1695 Mr. PITMAN.
It may have been from 1 to half-past 2.

1696 Senator SMITH.
How much of the hour that you lay on your oars were these two boats together?

1697 Mr. PITMAN.
It may have been an hour and it may have been two.

1698 Senator SMITH.
That you were together?

1699 Mr. PITMAN.
That we were together; yes.

1700 Senator SMITH.
That is, before you were picked up by the Carpathia?

1701 Mr. PITMAN.
Oh, yes. We had cast off before the Carpathia came in sight.

1702 Senator SMITH.
You had separated from one another?

1703 Mr. PITMAN.
Yes.

1704 Senator SMITH.
But you were fastened together how long?

1705 Mr. PITMAN.
Maybe two hours. I am not quite certain about that.

1706 Senator SMITH.
Two hours? During those two hours you took some people out of your boat and put them into the other boat?

1707 Mr. PITMAN.
Yes. That is correct.

1708 Senator SMITH.
Three people, as I understood you; men or women?

1709 Mr. PITMAN.
Both, and a child.

1710 Senator SMITH.
How many men?

1711 Mr. PITMAN.
I think two men, a lady, and a child.

1712 Senator SMITH.
Four people?

1713 Mr. PITMAN.
I think so.

1714 Senator SMITH.
And you took them out and put them into this No. 7 boat?

1715 Mr. PITMAN.

Yes.

1716 Senator SMITH.
When you were doing that, were you aware of the fact that there were cries of distress, and many people were in the water near by?

1717 Mr. PITMAN.
No; there were not then. The ship had not disappeared then.

1718 Senator SMITH.
When this was done the ship had not disappeared?

1719 Mr. PITMAN.
No.

1720 Senator SMITH.
And these cries were not heard by you at that time?

1721 Mr. PITMAN.
No. There were no cries at that time, or until after the ship had disappeared.

1722 Senator SMITH.
And you did not transfer these four passengers after the ship went down?

1723 Mr. PITMAN.
Oh, no. Some time before the ship disappeared.

1724 Senator SMITH.
And then was No. 7 released?

1725 Mr. PITMAN.
Yes. They slipped my rope.

1726 Senator SMITH.
What did you do then?

1727 Mr. PITMAN.
I simply lay still, just as we were.

1728 Senator SMITH.
You just lay still, there?

1729 Mr. PITMAN.
Yes, sir.

1730 Senator SMITH.
Did you see the light of the Carpathia, or know she was approaching?

1731 Mr. PITMAN.
We saw her lights about half-past 3, as near as I can recollect.

1732 Senator SMITH.
Did you row toward the light?

1733 Mr. PITMAN.
Well, we waited until we were certain it was a steamer, and then we pulled toward her.

1734 Senator SMITH.
How far away did you see her, do you think?

1735 Mr. PITMAN.
We could see the masthead light over 5 miles on a clear night.

1736 Senator SMITH.
When the [Carpathia](#) was about 5 miles away did you row toward her?

1737 Mr. PITMAN.
No; I waited to make certain it was a steamer, until I could see both masthead lights.

1738 Senator SMITH.
You knew it was an object?

1739 Mr. PITMAN.
Yes; but I did not know what it was. It might have been a star.

1740 Senator SMITH.
Could it have been a star - could you have taken it for a star?

1741 Mr. PITMAN.
Oh, quite possibly.

1742 Senator SMITH.
But when you satisfied yourself from the number of lights that it was a relief boat -

1743 Mr. PITMAN.
We pulled toward it.

1744 Senator SMITH.
You pulled toward it. At that time were there any people in the water?

1745 Mr. PITMAN.
There were no noises; no sounds then.

1746 Senator SMITH.
All moaning and cries of distress had ceased?

1747 Mr. PITMAN.
Yes; that must have been about 4 o'clock.

1748 Senator SMITH.
Daybreak?

1749 Mr. PITMAN.
It was just breaking day; yes.

1750 Senator SMITH.
As you pulled your boat toward the Carpathia I understood you to say you saw icebergs?

1751 Mr. PITMAN.
Yes, sir.

1752 Senator SMITH.
Several of them. Did you see any bodies in the water?

1753 Mr. PITMAN.
None whatever, sir.

1754 Senator SMITH.
After that time?

1755 Mr. PITMAN.
None whatever, at any time.

1756 Senator SMITH.
Did you, at any time during the time you were lying on your oars awaiting developments, see lights of any other character than those displayed on the [Titanic](#) or the Carpathia?

1757 Mr. PITMAN.
Yes; some of our boats had lamps and green lights.

1758 Senator SMITH.
Aside from the lifeboats, did you see any other lights?

1759 Mr. PITMAN.
I saw one white light.

1760 Senator SMITH.
Where?

1761 Mr. PITMAN.
Away on the horizon. We could not make anything out of it.

1762 Senator SMITH.
At what time?

1763 Mr. PITMAN.
About half-past 1.

1764 Senator SMITH.

While you were lying on your oars?

1765 Mr. PITMAN.
Yes.

1766 Senator SMITH.
In the lifeboat?

1767 Mr. PITMAN.
Yes.

1768 Senator SMITH.
In what position was it?

1769 Mr. PITMAN.
It was to the westward. Right ahead -

1770 Senator SMITH.
Right on the course of the Titanic?

1771 Mr. PITMAN.
Exactly.

1772 Senator SMITH.
Did you hear the testimony of Mr. Boxhall on that point?

1773 Mr. PITMAN.
No, I did not. I have heard him speak about it.

1774 Senator SMITH.
Describe what you saw with your own eyes.

1775 Mr. PITMAN.
I just saw a white light, and that is all. I said, "There is no use in pulling toward it until we know what it is." We saw the light, but I said, "What is the use of pulling to it?" It might have been one of our own boats with a white light on it.

1776 Senator SMITH.
One of your own lifeboats?

1777 Mr. PITMAN.
Yes.

1778 Senator SMITH.
Did you see these lights at any time before you left the Titanic?

1779 Mr. PITMAN.
No, I did not, sir.

1780 Senator SMITH.
Did you see any rockets or other signals of distress sent up from the Titanic, under the so-called Morse regulations?

1781 Mr. PITMAN.
Oh, no; the Morse lamp is altogether different from the rocket.

1782 Senator SMITH.
I understand. I will divide the question. Did you see any Morse signals given from the Titanic before you left her side, or while you were lying on your oars in that lifeboat?

1783 Mr. PITMAN.
No; I did not notice the Morse -

1784 Senator SMITH.
Did you see any rockets?

1785 Mr. PITMAN.
I should say about a dozen rockets were fired.

1786 Senator SMITH.
What did you see? What did they do?

1787 Mr. PITMAN.

They were fired from the rail. They make a report while leaving the rail, and also an explosion in the air, and they throw stars, of course, in the air.

1788 Senator SMITH.
Red in color?

1789 Mr. PITMAN.
Various colors.

1790 Senator SMITH.
You saw those signals of distress, did you, from the Titanic?

1791 Mr. PITMAN.
Yes.

1792 Senator SMITH.
And you saw about a dozen or so of them?

1793 Mr. PITMAN.
It may have been a dozen or it may have been more, sir.

1794 Senator SMITH.
When was this? When did you first see them; before you left the Titanic?

1795 Mr. PITMAN.
No; shortly after.

1796 Senator SMITH.
Did you see any while you were aboard the Titanic, any of that character?

1797 Mr. PITMAN.
None were fired.

1798 Senator SMITH.
None were fired?

1799 Mr. PITMAN.
No.

1800 Senator SMITH.
You do not know, of your own knowledge, whether the Morse signals of distress were given?

1801 Mr. PITMAN.
There are no Morse signals of distress.

1802 Senator SMITH.
Well, I mean Morse signals. I mean a communication from the Titanic -

1803 Mr. PITMAN.
To this supposed ship?

1804 Senator SMITH.
To this supposed ship, on your course?

1805 Mr. PITMAN.
Yes; I heard of them Morsing to her; that is all. I do not know for certain.

1806 Senator SMITH.
You heard of that, but you did not see anything of that kind?

1807 Mr. PITMAN.
No, sir.

1808 Senator SMITH.
And do not know anything about it of your own knowledge?

1809 Mr. PITMAN.
No, sir.

1810 Senator SMITH.
Did you have a watch on when you entered the lifeboat?

1811 Mr. PITMAN.

I did, sir.

1812 Senator SMITH.
Can you fix the exact moment of time when the Titanic disappeared?

1813 Mr. PITMAN.
2.20 exactly, ship's time. I took my watch out at the time she disappeared, and I said, "It is 2.20," and the passengers around me heard it.

1814 Senator SMITH.
2.20 a. m.?

1815 Mr. PITMAN.
2.20 a. m., the 15th of April.

1816 Senator SMITH.
Did the firing of the rockets make any noise like the report of a pistol?

1817 Mr. PITMAN.
Like the report of a gun.

1818 Senator SMITH.
Did you, aboard the Titanic, hear anything of your proximity to the [Frankfurt](#), of the North German Lloyd, or any other ship?

1819 Mr. PITMAN.
No, sir.

1820 Senator SMITH.
Do you know what time the [Helig Olav](#) - do you know a boat of that name?

1821 Mr. PITMAN.
No; I do not.

1822 Senator SMITH.
You do not know anything about a boat of that name?

1823 Mr. PITMAN.
There may be one.

1824 Senator SMITH.
But you do not know?

1825 Mr. PITMAN.
No; I do not know.

1826 Senator SMITH.
I neglected to ask you whether, in fixing the time when the Titanic disappeared beneath the water, you gave me ship's time?

1827 Mr. PITMAN.
Yes; that is ship's time.

1828 Senator SMITH.
You had the accurate ship's time?

1829 Mr. PITMAN.
Yes, sir.

1830 Senator SMITH.
When were the ship's clocks set; do you know?

1831 Mr. PITMAN.
They are set at midnight every night.

1832 Senator SMITH.
They were set at midnight?

1833 Mr. PITMAN.
Every night.

1834 Senator SMITH.
And were they set at midnight Sunday night?

1835 Mr. PITMAN.
No; we had something else to think of.

1836 Senator SMITH.
Exactly; so that you got the ship's time?

1837 Mr. PITMAN.
Ship's time.

1838 Senator SMITH.
From midnight Saturday?

1839 Mr. PITMAN.
Yes.

1840 Senator SMITH.
And your watch

1841 Mr. PITMAN.
Was correct.

1842 Senator SMITH.
Was correct?

1843 Mr. PITMAN.
Yes, sir.

1844 Senator FLETCHER.
Midday or midnight, did he say?

1845 Senator SMITH.
Midnight.

1846 Senator FLETCHER.
Midnight of Saturday night?

1847 Mr. PITMAN.
They are corrected in the forenoon, perhaps half a minute or a minute; that is all.

1848 Senator SMITH.
What is that, Mr. Lightoller?

1849 Mr. LIGHTOLLER.
The clocks are set at midnight, but that is for the approximate noon position of the following day. Therefore Sunday noon the clocks will be accurate.

1850 Senator SMITH.
That is Mr. Lightoller, the second officer. (To the witness:) What was the Greenwich time compared with the ship's time?

1851 Mr. PITMAN.
I can not say.

1852 Senator SMITH.
Can you say, Mr. Lightoller?

1853 Mr. LIGHTOLLER.
I can give you the Greenwich time.

1854 Senator SMITH.
I wish you would.

1855 Mr. LIGHTOLLER.
5.47 - 2.20 - 5.47 Greenwich mean time: 2.20 apparent time of ship.

1856 Senator PERKINS.
Captain, what was the certificate the Titanic had as to number of passengers and crew?

1857 Mr. PITMAN.
I do not know, sir.

1858 Senator PERKINS.
She had over 2,000, did she not?

1859 Mr. PITMAN.
Passengers and crew?

1860 Senator PERKINS.
Yes.

1861 Mr. PITMAN.
I think so.

1862 Senator PERKINS.
And you had boats to accommodate only about 1,200 at the most?

1863 Mr. PITMAN.
I could not say how many they were supposed to accommodate.

1864 Senator PERKINS.
Twenty lifeboats, with a capacity of about 60, a sea boat, and a collapsible - let us call the average 60; it would be about 1,200 passengers and crew they were capable of carrying?

1865 Mr. PITMAN.
Yes.

1866 Senator PERKINS.
Therefore she had life-saving appliances for only about one-half of the passengers and crew?

1867 Mr. PITMAN.
All these details can be got from the builders, I suppose.

1868 Senator PERKINS.
She had a certificate from the board of trade in London or Liverpool, did she not?

1869 Mr. PITMAN.
The British Board of Trade, issued from London, I suppose.

1870 Senator BURTON.
Are you quite sure, Mr. Pitman, that you saw a white light ahead?

1871 Mr. PITMAN.
Yes; but I am not certain what it was attached to. It may have been one of our own boats.

1872 Senator BURTON.
That is, one of the lifeboats that had been cut loose?

1873 Mr. PITMAN.
Yes; one of the lifeboats.

1874 Senator BURTON.
Could you not tell whether it was a steamer or sailing vessel coming on your course, or whether it was a floating lifeboat there right near at hand?

1875 Mr. PITMAN.
No; because there was no motion in it, no movement.

1876 Senator BURTON.
Whatever it was, it was not moving?

1877 Mr. PITMAN.
Not moving.

1878 Senator BURTON.
How long was it visible?

1879 Mr. PITMAN.
I really could not say; I did not really take any notice of it.

1880 Senator BURTON.
When did you first see it?

1881 Mr. PITMAN.
It may have been 1 o'clock or half past 1. One of my men called my attention to the white light over there.

1882 Senator BURTON.
How far distant did it seem to be?

1883 Mr. PITMAN.
It may have been 3 miles.

1884 Senator BURTON.
You did not see the red light on the starboard side?

1885 Mr. PITMAN.
No; I did not?

1886 Senator BURTON.
You did not think, then, that that was a steamer or a sailing vessel coming?

1887 Mr. PITMAN.
No; I did not, sir.

1888 Senator BURTON.
I believe that is all.

1889 Senator NEWLANDS.
What is the fastest ship you have ever sailed on?

1890 Mr. PITMAN.
The Titanic, sir.

1891 Senator FLETCHER.
Who was the chief officer on the Titanic?

1892 Mr. PITMAN.
Mr. Wilde.

1893 Senator FLETCHER.
And there were how many other officers?

1894 Mr. PITMAN.
Six.

1895 Senator FLETCHER.
You designate them as the chief officer, and then the first, second, third, fourth, fifth, and sixth? [Wilde, Murdoch, Lightoller, Pitman, Boxhall, Lowe and Moody]

1896 Mr. PITMAN.
Exactly.

1897 Senator FLETCHER.
What are the duties of the chief officer?

1898 Mr. PITMAN.
He keeps his watch the same as the others, the same as the first and second, sir.

1899 Senator FLETCHER.
What became of him?

1900 Mr. PITMAN.
He went with the rest.

1901 Senator FLETCHER.
When did you see him last, and where?

1902 Mr. PITMAN.
I can not recollect seeing him at all, sir.

1903 Senator FLETCHER.
You do not remember seeing him at all that Sunday night?

1904 Mr. PITMAN.
Not after 8 p. m.

1905 Senator FLETCHER.
Was he on duty at all?

1906 Mr. PITMAN.

No; not from 6. He was due on watch at 2 a. m.

1907 Senator FLETCHER.
And he went off watch when?

1908 Mr. PITMAN.
At 6 p.m.

1909 Senator FLETCHER.
You did not see him about the ship at all after the accident?

1910 Mr. PITMAN.
I did not, sir; no.

1911 Senator FLETCHER.
And then the first officer was who?

1912 Mr. PITMAN.
Mr. Murdoch.

1913 Senator FLETCHER.
And you testified about seeing him last when you lowered boat No. 5?

1914 Mr. PITMAN.
Exactly.

1915 Senator FLETCHER.
When did he go on duty that night?

1916 Mr. PITMAN.
He was on duty then, at the time of the accident; at 10 o'clock he went on.

1917 Senator FLETCHER.
Who was the second officer?

1918 Mr. PITMAN.
Mr. Lightoller.

1919 Senator FLETCHER.
When did he go on duty?

1920 Mr. PITMAN.
He had left the bridge at 10; he was on duty from 6 to 10.

1921 Senator FLETCHER.
You saw him about the decks after the accident?

1922 Mr. PITMAN.
No; I can not say that I did, because he was on the opposite side of the ship from me. I was on the starboard side and he was on the port side. I did see him once on the port side; yes.

1923 Senator FLETCHER.
What was he doing when you saw him?

1924 Mr. PITMAN.
Superintending the clearing away of the boats.

1925 Senator FLETCHER.
Did you see him any other time except at that moment when he was superintending the clearing of the boats?

1926 Mr. PITMAN.
No; I did not see him after that. The next time I saw him was when we came alongside of the Carpathia.

1927 Senator FLETCHER.
What were his duties?

1928 Mr. PITMAN.
The same as the first.

1929 Senator FLETCHER.
Where did he belong at that time? What was his particular place on the ship?

1930 Mr. PITMAN.
At the time of the accident?

1931 Senator FLETCHER.
Yes.

1932 Mr. PITMAN.
He was off watch then; he was in bed.

1933 Senator FLETCHER.
Were his quarters close to yours?

1934 Mr. PITMAN.
Next door.

1935 Senator FLETCHER.
You did not see him when you got up and went out, when you first heard of the accident?

1936 Mr. PITMAN.
I saw him when I was coming back; on my return.

1937 Senator FLETCHER.
Did you hear him give any orders or directions or instructions, or anybody give him any instructions or orders?

1938 Mr. PITMAN.
No; we were inside, in our own quarters then.

1939 Senator FLETCHER.
But after that?

1940 Mr. PITMAN.
No; I did not. I was not in his company after that.

1941 Senator FLETCHER.
The next officer was who?

1942 Mr. PITMAN.
Myself.

1943 Senator FLETCHER.
You were in charge of boat No. 5?

1944 Mr. PITMAN.
Yes, sir.

1945 Senator FLETCHER.
What were your duties in connection with that boat?

1946 Mr. PITMAN.
Simply to get it out and get the people into it, and get her away.

1947 Senator FLETCHER.
Is the officer in charge of the boat expected to go with the boat if it leaves the ship?

1948 Mr. PITMAN.
Not necessarily so.

1949 Senator FLETCHER.
Is it his duty to see that the boat is properly loaded?

1950 Mr. PITMAN.
The senior officer will see to that, superintending the lowering of the boats.

1951 Senator FLETCHER.
Who was the senior officer that night?

1952 Mr. PITMAN.
Mr. Murdoch was the senior officer on that side.

1953 Senator FLETCHER.
After the boat is lowered and in command of the officer who is placed in command of it, it is his duty to direct the movement of that boat, is it not?

1954 Mr. PITMAN.
Exactly.

1955 Senator FLETCHER.
Irrespective of any suggestions or demands of passengers or crew?

1956 Mr. PITMAN.
Yes.

1957 Senator FLETCHER.
Can you draw just a rough diagram showing the location of those boats on the ship?

1958 Mr. PITMAN.
I can show you a photograph of it that would be better than a drawing. I am not a very good hand at that.

1959 Senator FLETCHER.
You can show a photograph showing the location of the boats, and their numbers?

1960 Mr. PITMAN.
I can. (Handing photograph.)

1961 Senator FLETCHER.
Start, for instance -

1962 Mr. PITMAN.
Forward?

1963 Senator FLETCHER.
Forward. You are looking at the stern here, are you not? How are the boats numbered on the starboard?

1964 Mr. PITMAN.
Even numbers one side and odd numbers the other.

1965 Senator FLETCHER.
Which is which?

1966 Mr. PITMAN.
The port side would be No.2.

1967 Senator SMITH.
Witness, just number the boats on this diagram (handing witness diagram).

1968 Senator FLETCHER.
How are they numbered?

1969 Mr. PITMAN.
Even numbers port side, odd numbers starboard side.

1970 Senator FLETCHER.
Beginning on the starboard side, you commence with No. 1, the emergency boat, do you not?

1971 Mr. PITMAN.
With No. 1.

1972 Senator FLETCHER.
That is the emergency boat, is it not?

1973 Mr. PITMAN.
Emergency; yes.

1974 Senator FLETCHER.
That boat is swung away from the ship?

1975 Mr. PITMAN.
It is always swung out.

1976 Senator FLETCHER.
Then the next one to that would be No. 3, that is a lifeboat?

1977 Mr. PITMAN.

Nos. 3, 5, 7, 9, 11, 13, and 15; this is the starboard side.

1978 Senator FLETCHER.
On the port side you would begin with No. 2, the emergency boat?

1979 Mr. PITMAN.
Nos. 2, 4, 6, 8, 10, 12, 14, 16. There are no numbers given to the collapsibles.

1980 Senator FLETCHER.
Where are the collapsible boats placed?

1981 Mr. PITMAN.
Close by the bridge.

1982 Senator FLETCHER.
Under what numbers?

1983 Mr. PITMAN.
Under Nos. 1 and 2.

1984 Senator FLETCHER.
The collapsibles are placed under Nos. 1 and 2?

1985 Mr. PITMAN.
Two of them are.

1986 Senator FLETCHER.
Then there are four of these?

1987 Mr. PITMAN.
Yes; the other two of them are close by the funnel.

1988 Senator FLETCHER.
Under Nos. 4 and 6?

1989 Mr. PITMAN.
Abreast of Nos. 3 and 4.

1990 Senator FLETCHER.
On the house?

1991 Mr. PITMAN.
On the officers' house.

1992 Senator FLETCHER.
What officer had charge of No. 7?

1993 Mr. PITMAN.
There was no officer in that boat.

1994 Senator FLETCHER.
What officer was assigned to No. 7?

1995 Mr. PITMAN.
No officer was assigned to it - a petty officer.

1996 Senator FLETCHER.
Whose station was it?

1997 Mr. PITMAN.
I can not remember them all.

1998 Senator FLETCHER.
You stated at one time that the fifth [Lowe] and sixth [Moody] officers were placed in charge of boats, did you not?

1999 Mr. PITMAN.
That was at Southampton.

2000 Senator FLETCHER.
How about on the voyage?

2001 Mr. PITMAN.
We were each allotted a boat.

2002 Senator FLETCHER.
You do not remember what officer was assigned to No. 7?

2003 Mr. PITMAN.
No.

2004 Senator FLETCHER.
You testified that Mr. Murdoch superintended the loading of No. 7, did you not?

2005 Mr. PITMAN.
Yes.

2006 Senator FLETCHER.
Whom did he place in charge of the boat when it was loaded?

2007 Mr. PITMAN.
A quartermaster, I think.

2008 Senator FLETCHER.
Did he continue in charge? Did he go with the boat?

2009 Mr. PITMAN.
Oh, yes.

2010 Senator FLETCHER.
He went with the boat?

2011 Mr. PITMAN.
He went with the boat.

2012 Senator FLETCHER.
What assistants did he have in that boat?

2013 Mr. PITMAN.
Two or three more of the crew there with him. What rating they were I can not say.

2014 Senator FLETCHER.
I understood you to say that after you reached the water and found No. 7 and attached your boat to her, there was no officer in charge of her - no one able to row her?

2015 Mr. PITMAN.
I did not, sir. No; I said there was no officer there.

2016 Senator FLETCHER.
I am talking about No. 7, the lifeboat.

2017 Mr. PITMAN.
There was a quartermaster in charge.

2018 Senator FLETCHER.
Who were the people in No. 7?

2019 Mr. PITMAN.
What do you mean - the passengers or the crew?

2020 Senator FLETCHER.
Everybody.

2021 Mr. PITMAN.
I have not the slightest idea who the people were in her.

2022 Senator FLETCHER.
You saw her the next morning?

2023 Mr. PITMAN.
Yes; but I do not know one passenger in a thousand.

2024 Senator FLETCHER.
No; but I mean, speaking generally, with reference to the men, women, and children, how many were in the boat?

2025 Mr. PITMAN.
I really could not say.

2026 Senator FLETCHER.
I understood you to say that when No. 7 reached the water you afterwards had her attached to your boat, because there was nobody in her to row No. 7.

2027 Mr. PITMAN.
No; not to row it. My idea of lashing together was to keep together, so that if nothing hove in sight before daylight we could steady ourselves and cause a far bigger show than one boat only and with far more hope of being picked up. That was my idea in hanging together.

2028 Senator FLETCHER.
Do you know how many oarsmen there were in No. 7?

2029 Mr. PITMAN.
I do not, sir.

2030 Senator FLETCHER.
Were there plenty of capable oarsmen in No. 7 to navigate her?

2031 Mr. PITMAN.
I do not know anything about the crew in No. 7 at all.

2032 Senator FLETCHER.
Notwithstanding she was right alongside of you?

2033 Mr. PITMAN.
No; I do not.

2034 Senator FLETCHER.
Did you notice her when she was unloaded on the Carpathia?

2035 Mr. PITMAN.
No; I did not, sir.

2036 Senator FLETCHER.
How long after your boat was reached by the Carpathia was it before No. 7 was reached?

2037 Mr. PITMAN.
It may have been 20 minutes. I did not assist in unloading No. 7.

2038 Senator FLETCHER.
Why did you place on No.7 two men, as you have stated?

2039 Mr. PITMAN.
Two passengers, that was.

2040 Senator FLETCHER.
Two passengers?

2041 Mr. PITMAN.
Yes, sir.

2042 Senator FLETCHER.
Why did you do that?

2043 Mr. PITMAN.
Simply to even them up a bit.

2044 Senator FLETCHER.
You had plenty of room on your boat for all you had, and for more?

2045 Mr. PITMAN.
I could have taken a few more in my boat.

2046 Senator FLETCHER.
And still you insisted that No. 7 should take two of your men and a woman and a child?

2047 Mr. PITMAN.
I did not insist. They wished to do it, and so I let them go.

2048 Senator FLETCHER.
They asked to do that?

2049 Mr. PITMAN.
They asked.

2050 Senator FLETCHER.
Do you know who was in charge of No. 7 then; who was commanding No. 7?

2051 Mr. PITMAN.
No, sir; I do not.

2052 Senator FLETCHER.
Was it a member of the crew?

2053 Mr. PITMAN.
Oh, yes; a member of the crew; a quartermaster, as far as I can recollect.

2054 Senator FLETCHER.
You do not remember his name?

2055 Mr. PITMAN.
All the men were new to me, practically.

2056 Senator FLETCHER.
They did not want these men to assist in the oar work of No. 7, then?

2057 Mr. PITMAN.
No; there was no oar work to be done, anyhow; they did not know where to pull to at that time.

2058 Senator FLETCHER.
Saturday night, or Sunday morning, you said you heard of the icebergs. Did not the commander post notice or warning with regard to icebergs in the chart room, where the officers could see it?

2059 Mr. PITMAN.
He had it in his own navigating room, and he also gave some one the position to put on the chart, which Mr. Boxhall did, I think.

2060 Senator FLETCHER.
Are the Marconigrams posted generally in the chart room?

2061 Mr. PITMAN.
They are always accessible.

2062 Senator FLETCHER.
To all the officers?

2063 Mr. PITMAN.
Generally speaking, yes. Each commander has a different system.

2064 Senator FLETCHER.
Is there not a sort of deck log kept by the officers?

2065 Mr. PITMAN.
Oh, yes.

2066 Senator FLETCHER.
Where these matters, warnings as to icebergs, and things like that, would be noted?

2067 Mr. PITMAN.
They are stuck on the notice board. We have a notice board, a blackboard. They stick them on there.

2068 Senator FLETCHER.
Do you remember whether any such notice or warning was posted on this blackboard prior to Sunday or during Sunday?

2069 Mr. PITMAN.
Not to my knowledge.

2070 Senator FLETCHER.
You do not recall?

2071 Mr. PITMAN.
There is one position they put on the chart. I can recollect that.

2072 Senator FLETCHER.
That position was indicated on the chart by Mr. Boxhall?

2073 Mr. PITMAN.
I think it was Mr. Boxhall.

2074 Senator FLETCHER.
You do not remember exactly when that was done?

2075 Mr. PITMAN.
No.

2076 Senator FLETCHER.
You do remember that the chart showed icebergs off the route or track?

2077 Mr. PITMAN.
Yes; away to the north of the track.

2078 Senator FLETCHER.
How do you know what was the proper track or route of the ship?

2079 Mr. PITMAN.
How do I know it?

2080 Senator FLETCHER.
Yes.

2081 Mr. PITMAN.
It is simply laid down for us.

2082 Senator FLETCHER.
Laid down on the chart?

2083 Mr. PITMAN.
Yes.

2084 Senator FLETCHER.
And how do you know you were precisely where the chart showed the track to be?

2085 Mr. PITMAN.
Because we got observations at half-past 7 that night.

2086 Senator FLETCHER.
You knew that from your observations?

2087 Mr. PITMAN.
Yes.

2088 Senator FLETCHER.
And you could see that this iceberg, as noted, was off the track, and off the route you were traveling?

2089 Mr. PITMAN.
Off the track.

2090 Senator FLETCHER.
But you do not know how far?

2091 Mr. PITMAN.
Yes; we had the exact position of it.

2092 Senator FLETCHER.
How far was it off?

2093 Mr. PITMAN.
I really could not say unless I had the position of the iceberg here now and put it on the chart.

2094 Senator FLETCHER.
Was there only one iceberg indicated, or did the cross with the word "Ice" indicate the

presence of ice generally?

2095 Mr. PITMAN.

I think there was only one.

2096 Senator FLETCHER.

Do you know how he came to note that one on the chart?

2097 Mr. PITMAN.

Yes; we got it by Marconigram from some ship.

2098 Senator FLETCHER.

You do not remember seeing the Marconigram?

2099 Mr. PITMAN.

No; I do not. I remember Capt. Smith showed the position to the officer of the watch, or at least one of the junior officers, and he says, "Take this position," and he took it down and put it on the chart and stuck the leaf up in a rack. He wrote it on a sort of paper and stuck it on the frame.

2100 Senator FLETCHER.

You do not recall exactly when that was done?

2101 Mr. PITMAN.

No. It was some time Sunday.

2102 Senator FLETCHER.

Did you hear any more about icebergs discussed among the officers, or in any other way?

2103 Mr. PITMAN.

No.

2104 Senator FLETCHER.

What officer had charge of the log of the ship?

2105 Mr. PITMAN.

Well, the fifth [Lowe} and sixth {Moody] usually keep that. Which log do you mean? We keep two or three. The scrap log is kept on the bridge; the fifth and sixth look after that. The chief officer's [Wilde] log is copied from that. Which do you mean?

2106 Senator FLETCHER.

All of them.

2107 Mr. PITMAN.

The fifth and sixth keep the scrap log, as everything happens on the bridge, alterations of courses, deviations, and that sort of thing, and it is copied from there into the chief officer's log, which is really the official log.

2108 Senator FLETCHER.

Do you know if any of the logs were saved?

2109 Mr. PITMAN.

None, sir. We had something else to think of besides log books, sir.

2110 Senator FLETCHER.

You say the ship was going about 22 knots?

2111 Mr. PITMAN.

About 21 1/2.

2112 Senator FLETCHER.

Twenty-one and one-half knots per hour. And you say you had to study the question of coal? What do you mean by that? Did you take account of the amount of coal you had?

2113 Mr. PITMAN.

Yes; I understood we had not quite sufficient; there was not sufficient there on board to drive here on at full speed.

2114 Senator FLETCHER.

How do you know that?

2115 Mr. PITMAN.
I had that from one of the engineers.

2116 Senator FLETCHER.
Did you ask him whether he had enough coal to drive her at full speed?

2117 Mr. PITMAN.
I knew we had not; he told me that we had not quite sufficient.

2118 Senator FLETCHER.
What speed were you intending to make?

2119 Mr. PITMAN.
We were intending to arrive in New York Wednesday morning.

2120 Senator FLETCHER.
When did you gather that to be the intention?

2121 Mr. PITMAN.
From the beginning of the trip.

2122 Senator FLETCHER.
At the beginning of the trip; and from whom?

2123 Mr. PITMAN.
That was the general impression throughout the ship.

2124 Senator FLETCHER.
In order to do that, how many knots per hour would you have had to make?

2125 Mr. PITMAN.
About twenty and a quarter - 21 knots.

2126 Senator FLETCHER.
Had you increased the speed after leaving Southampton?

2127 Mr. PITMAN.
After we left Queenstown we had.

2128 Senator FLETCHER.
How much had you increased your speed Sunday night?

2129 Mr. PITMAN.
To 21 1/2 knots.

2130 Senator FLETCHER.
What increase was that over the speed you had been making prior to that?

2131 Mr. PITMAN.
Only about a knot.

2132 Senator FLETCHER.
You had been making about 20 1/2?

2133 Mr. PITMAN.
Yes, 20 1/4 and 20 1/2 first, after we left Queenstown.

2134 Senator FLETCHER.
How long did that continue?

2135 Mr. PITMAN.
The next day, 21.

2136 Senator FLETCHER.
And you kept increasing up to 21 1/2, so that at the time the iceberg was struck you were traveling at the highest rate of speed at which you had been going during the trip?

2137 Mr. PITMAN.
Oh, no; the same speed we had been traveling for the last 24 hours.

2138 Senator FLETCHER.
The same speed?

2139 Mr. PITMAN.

The same speed.

2140 Senator FLETCHER.
You were told, you say, by the engineer [Joseph Bell], that you did not have coal enough to go at a faster rate of speed than that?

2141 Mr. PITMAN.
He remarked we had not sufficient coal on board to drive her full speed all the way across.

2142 Senator FLETCHER.
Did you change the course of the ship after leaving Queenstown?

2143 Mr. PITMAN.
Change the course of the ship?

2144 Senator FLETCHER.
Yes.

2145 Mr. PITMAN.
A number of times.

2146 Senator FLETCHER.
Where was the last change of direction made?

2147 Mr. PITMAN.
5.50 on Sunday night.

2148 Senator FLETCHER.
Sunday night?

2149 Mr. PITMAN.
Yes.

2150 Senator FLETCHER.
Where was that change made?

2151 Mr. PITMAN.
I can not remember the position.

2152 Senator FLETCHER.
Before that, were you traveling along the southerly track?

2153 Mr. PITMAN.
Yes.

2154 Senator FLETCHER.
And then you changed to this northerly course?

2155 Mr. PITMAN.
No. We stuck to the track we were supposed to follow from the 14th of January to the 14th of August, just as agreed upon by the big steamship companies.

2156 Senator FLETCHER.
Is that what is known as the northern track?

2157 Mr. PITMAN.
That is known as the southern track.

2158 Senator FLETCHER.
Which is known as the southern track?

2159 Mr. PITMAN.
The one we were coming out on.

2160 Senator FLETCHER.
Known as the southern track?

2161 Mr. PITMAN.
Yes. We speak of the northern track as the track we follow between the 14th of August and the 14th of January. We speak of that as the northern track.

2162 Senator FLETCHER.
There is no course, to the south of the one you were traveling, that is used for travel?

2163 Mr. PITMAN.
Yes, I believe there is.

2164 Senator FLETCHER.
What course were you on, if you can remember, at 5.50 p. m., Sunday?

2165 Mr. PITMAN.
No, I can not remember. If I had the true course, I could make it.

2166 Senator FLETCHER.
What extent of change did you make in the course at 5.50 p.m., or about that time, Sunday?

2167 Mr. PITMAN.
I am not quite certain about that.

2168 Senator FLETCHER.
Do you know any such designation as the "corner?"

2169 Mr. PITMAN.
Yes, we were supposed to be at the corner at 5.50.

2170 Senator FLETCHER.
What do you mean by that?

2171 Mr. PITMAN.
That is 47° west and 42° north.

2172 Senator FLETCHER.
At 5.50 p. m. you turned what you call the "corner?"

2173 Mr. PITMAN.
The corner, yes.

2174 Senator FLETCHER.
And you make almost a right angle change there, do you not?

2175 Mr. PITMAN.
Oh, no.

2176 Senator FLETCHER.
You make a considerable change in your course at the turning of the corner?

2177 Mr. PITMAN.
No, it is not a great deal; not a right-angle turn by any means.

2178 Senator FLETCHER.
What change does that lead you to, the northward of the way you were going?

2179 Mr. PITMAN.
No; the course we were on when we struck -

2180 Senator FLETCHER.
How many degrees did you change ?

2181 Mr. PITMAN.
I can not remember. If I had a chart here I could tell you in a minute. South 84 or 86 west would be the true course we were making after 5.50; south 84 or 86, I am not quite certain which, was the true course.

2182 Senator FLETCHER.
Do you remember the course prior to that?

2183 Mr. PITMAN.
No; I can not remember it.

2184 Senator FLETCHER.
Do you remember whether you increased speed after turning that corner?

2185 Mr. PITMAN.
No; we did not, sir.

2186 Senator FLETCHER.

As I understand, you say that Mr. Ismay told you that you had better get aboard with the women and children?

2187 Mr. PITMAN.
No, no. He remarked to me, "You had better go ahead and get the women and children;" and I replied that I would await the commander's orders. I did not know it was Mr. Ismay at the time.

2188 Senator FLETCHER.
Did you tell him what Mr. Ismay said?

2189 Mr. PITMAN.
I said I judged that it was Mr. Ismay.

2190 Senator FLETCHER.
And you told him what Mr. Ismay said?

2191 Mr. PITMAN.
Yes.

2192 Senator FLETCHER.
What did the commander say?

2193 Mr. PITMAN.
"Carry on."

2194 Senator FLETCHER.
That meant you were to obey the direction of Mr. Ismay?

2195 Mr. PITMAN.
No; not by any means.

2196 Senator FLETCHER.
What did it mean?

2197 Mr. PITMAN.
It meant that I was to fill the boat with women.

2198 Senator FLETCHER.
And lower the boat? Did it include that?

2199 Mr. PITMAN.
Oh, yes. We take no orders from anybody except the commander.

2200 Senator FLETCHER.
He said "Carry on," and that meant for you to go on and load the boat and lower it and get the people off, the women and children?

2201 Mr. PITMAN.
Yes.

2202 Senator FLETCHER.
How do you account for the fact that at that time there were no women and children around to be seen, even, let alone asking to get on board the boat?

2203 Mr. PITMAN.
I can not account for that, sir.

2204 Senator FLETCHER.
Did you see any trying to get into No. 7?

2205 Mr. PITMAN.
No, I did not, sir.

2206 Senator FLETCHER.
Did you see any trying to get into any other boats on the starboard side?

2207 Mr. PITMAN.
No. Those were the only two boats coming down at that time - No. 5 and No. 7.

2208 Senator FLETCHER.
Had the others gone down?

2209 Mr. PITMAN.
No; No. 7 was the first to go.

2210 Senator FLETCHER.
And you went with No. 5, next.

2211 Mr. PITMAN.
Yes.

2212 Senator FLETCHER.
Did you see any of the others after No. 7 was lowered?

2213 Mr. PITMAN.
From a distance.

2214 Senator FLETCHER.
Did you know whether they were loaded or not? Could you tell whether they were full?

2215 Mr. PITMAN.
I could not, sir. I helped to discharge them when they got to the [Carpathia](#), but I did not take any notice of how many there were there.

2216 Senator FLETCHER.
How long did it take to lower the boat after you got the people into it?

2217 Mr. PITMAN.
It may have been a minute and it may have been two minutes.

2218 Senator FLETCHER.
How many men does it take to lower that boat?

2219 Mr. PITMAN.
Two men.

2220 Senator FLETCHER.
What is the distance the boat has to go to get to the water?

2221 Mr. PITMAN.
Well, we had to go 70 feet.

2222 Senator FLETCHER.
Do I correctly understand you to say that you would not consider it safe to load a boat to its full capacity at the rail before lowering it?

2223 Mr. PITMAN.
No; I do not think it would be wise to do it.

2224 Senator FLETCHER.
Well, under the conditions obtaining there, where there were not enough boats to take care of more than one-third of the passengers, would you not risk loading the boat to its full capacity before lowering it?

2225 Mr. PITMAN.
No; I do not think it would be wise to do so.

2226 Senator FLETCHER.
Suppose the boat carries 65 people; how many would you feel it safe to put into the boat before lowering it?

2227 Mr. PITMAN.
That would depend a lot on the condition of the boat, whether it was an old boat or a new boat.

2228 Senator FLETCHER.
Well, I am taking conditions as they were there that night and those people.

2229 Mr. PITMAN.
I think 40 would be a very safe load. I do not think boats are ever intended to be filled from the rail.

2230 Senator FLETCHER.

How did you calculate to fill the boat?

2231 Mr. PITMAN.
It was according to the number of people to go in.

2232 Senator FLETCHER.
How did you expect to fill them?

2233 Mr. PITMAN.
With a side ladder.

2234 Senator BURTON.
That is, let them down in the water and fill them with a side ladder?

2235 Mr. PITMAN.
Yes, sir.

2236 Senator FLETCHER.
From deck E?

2237 Mr. PITMAN.
No; it would not be E. It would be about D or C; C deck, I should say.

2238 Senator FLETCHER.
It is intended and expected, then, to fill the boats by first lowering the boat and then letting the people down on side ladders?

2239 Mr. PITMAN.
Yes, sir.

2240 Senator FLETCHER.
Or through doors?

2241 Mr. PITMAN.
Yes.

2242 Senator FLETCHER.
Why was not that course pursued in this instance?

2243 Mr. PITMAN.
Well, it was a new ship, and everything new, of course. It takes a certain amount of risk. That was a much quicker way, too.

2244 Senator FLETCHER.
Which is the much quicker way?

2245 Mr. PITMAN.
The way we did it.

2246 Senator FLETCHER.
You say that you did not see any of the boats lowered on the port side?

2247 Mr. PITMAN.
Not one, no.

2248 Senator FLETCHER.
What course did you take after your boat was lowered into the water? Did you go to the stern of the [Titanic](#), to the bow, or off from her?

2249 Mr. PITMAN.
Just rowed off from her, that way (indicating).

2250 Senator FLETCHER.
Which way?

2251 Mr. PITMAN.
To the north.

2252 Senator FLETCHER.
To the north how far?

2253 Mr. PITMAN.
It may have been three or four hundred yards.

2254 Senator FLETCHER.
And there you lay on your oars?

2255 Mr. PITMAN.
Yes, waiting for future developments.

2256 Senator FLETCHER.
And No.7 -

2257 Mr. PITMAN.
Did likewise.

2258 Senator FLETCHER.
And remained close by you until some time in the morning, when she cast off your rope and took care of herself?

2259 Mr. PITMAN.
Yes.

2260 Senator FLETCHER.
About what time in the morning was that?

2261 Mr. PITMAN.
It may have been about a quarter to 3 or 3 o'clock.

2262 Senator FLETCHER.
Just before you saw the Carpathia?

2263 Mr. PITMAN.
Oh, an hour before we saw her, approximately.

2264 Senator FLETCHER.
You saw the Carpathia about 3.30 o'clock, you said?

2265 Mr. PITMAN.
Somewhere about then.

2266 Senator FLETCHER.
Did you think it proper to take into your boat two firemen and two stewards; were they of any use as seamen?

2267 Mr. PITMAN.
Yes; they were.

2268 Senator FLETCHER.
Why did you take those two firemen and two stewards when you only needed four men to row the boat and you could supply the place of one of those yourself?

2269 Mr. PITMAN.
I wanted somebody in the boat that knew something about it.

2270 Senator FLETCHER.
Did they understand that sort of work?

2271 Mr. PITMAN.
Three of them did, and probably the fourth one did; but I never tried him.

2272 Senator FLETCHER.
And you had one sailor?

2273 Mr. PITMAN.
Yes.

2274 Senator FLETCHER.
You had one sailor, two firemen, and two stewards?

2275 Mr. PITMAN.
Yes.

2276 Senator FLETCHER.
And five or six male passengers besides those?

2277 Mr. PITMAN.

Well, those three male passengers.

2278 Senator FLETCHER.
After the bow of the Titanic went down, you heard these explosions?

2279 Mr. PITMAN.
No; I did not hear them until the ship had disappeared altogether.

2280 Senator FLETCHER.
After the bow of the Titanic went down, she assumed an almost upright position?

2281 Mr. PITMAN.
Yes, sir.

2282 Senator FLETCHER.
How long after getting into that position was it before she disappeared entirely?

2283 Mr. PITMAN.
I think it must have been a question of seconds.

2284 Senator FLETCHER.
And then came the explosions?

2285 Mr. PITMAN.
Then came the explosions.

2286 Senator FLETCHER.
And after the bow was submerged the bridge was submerged. How long was it before she went down completely?

2287 Mr. PITMAN.
I could not say.

2288 Senator FLETCHER.
How long was it after your boat was in the water before she went down, as near as you can fix it?

2289 Mr. PITMAN.
How long before?

2290 Senator FLETCHER.
How long was it after your boat was lowered into the water before the 2.20 hour arrived and the Titanic went down?

2291 Mr. PITMAN.
I should say an hour and a half.

2292 Senator FLETCHER.
You said to your men, "Get out your oars and pull toward the wreck"?

2293 Mr. PITMAN.
Yes, sir.

2294 Senator FLETCHER.
Were not their oars already out?

2295 Mr. PITMAN.
There may have been one out, but the others had pulled them in and laid them across the boat. Of course it was that dark I really could not say.

2296 Senator FLETCHER.
Do you know anything about the speed of the Titanic after 8 p.m. on Sunday?

2297 Mr. PITMAN.
No, sir.

2298 Senator FLETCHER.
You mean you did not make any observations yourself, after that time?

2299 Mr. PITMAN.
I was in bed, sir.

2300 Senator BURTON.

In speaking of a change in course, do you not mean a change of direction, as indicated by the points of the compass?

2301 Mr. PITMAN.

Yes, sir.

2302 Senator BURTON.

And that follows the track as laid down, in which there are changes in the direction, as indicated by the compass. That is right, is it not?

2303 Mr. PITMAN.

Yes.

2304 Senator BURTON.

Now, about that light - a minute or two. You were on the starboard side most of the time?

2305 Mr. PITMAN.

Yes; all of the time.

2306 Senator BURTON.

If there had been a light on the port side, you could not have seen it?

2307 Mr. PITMAN.

That depends on where it was.

2308 Senator BURTON.

If it was within 5 miles or nearer?

2309 Mr. PITMAN.

No; I could not.

2310 Senator BURTON.

You were not there long enough to recognize it even if it had been there?

2311 Mr. PITMAN.

No, sir.

2312 Senator BURTON.

You think this white light you saw was stationary?

2313 Mr. PITMAN.

I do.

2314 Senator BURTON.

And it was about 3 miles away?

2315 Mr. PITMAN.

Yes.

2316 Senator BURTON.

Would it not have been impossible for any one of the lifeboats to have gotten that far away at the time you saw it?

2317 Mr. PITMAN.

Impossible to have gotten to that light? Well, I do not know. I do not think so.

2318 Senator BURTON.

For how long a time did you see it?

2319 Mr. PITMAN.

I could not really say. I did not take any particular notice of this light; I was not interested in it

2320 Senator BURTON.

That is, you did not consider it as anything that could afford safety?

2321 Mr. PITMAN.

No, sir.

2322 Senator BURTON.

You did not think it belonged to a steamer?

2323 Mr. PITMAN.

No, sir; it is only what I have heard since.

2324 Senator NEWLANDS.

You say you were on the southerly track?

2325 Mr. PITMAN.

Yes, sir.

2326 Senator NEWLANDS.

How far distant were you from the northerly track?

2327 Mr. PITMAN.

Well, that varies.

2328 Senator NEWLANDS.

About how far?

2329 Mr. PITMAN.

In the position where we sank I think it is about 50 miles. You can measure it off on the chart and get it accurate.

2330 Senator NEWLANDS.

Do you recall whether the iceberg, as noted on the chart, was on the line of the northerly track?

2331 Mr. PITMAN.

No; it was to the northward of the southerly track.

2332 Senator NEWLANDS.

Was it to the north of the northern track?

2333 Mr. PITMAN.

Oh, no; it was south of the northern track. I think there is more than 60 miles difference there.

2334 Senator NEWLANDS.

Then, according to the chart, it was less than 60 miles distant from the southerly track?

2335 Mr. PITMAN.

I can not give it to you with accuracy, but you can get it off here, sir, within a mile.

2336 Senator NEWLANDS.

What I want to ascertain is this: Was this iceberg, as located on the chart; between the northern and southern tracks or was it to the north of the northerly track?

2337 Mr. PITMAN.

Between the northern and southern tracks.

2338 Senator NEWLANDS.

Do you recollect which track it was nearest to?

2339 Mr. PITMAN.

I do not, sir.

2340 Senator NEWLANDS.

During your experience at sea has notice been given frequently by Marconigram of the location of icebergs?

2341 Mr. PITMAN.

Yes; we always pass it along from one to another.

2342 Senator NEWLANDS.

What is the custom of the ships when they receive word of that kind; is it the custom to slow down or to maintain their speed?

2343 Mr. PITMAN.

To maintain speed, sir.

2344 Senator NEWLANDS.

To maintain speed?

2345 Mr. PITMAN.

Certainly.

2346 Senator NEWLANDS.

What do they rely upon for avoiding accident?

2347 Mr. PITMAN.

Picking up these bergs; as a rule, they are seen.

2348 Senator NEWLANDS.

They are more easily seen, of course, during the day; and how about it in the night?

2349 Mr. PITMAN.

I have never seen one at night, and so I can not say.

2350 Senator NEWLANDS.

What is the custom as to the night; is it customary to maintain speed even then, simply relying upon the expectation of picking up the icebergs, as you say?

2351 Mr. PITMAN.

I think so.

2352 Senator NEWLANDS.

How fast do these icebergs travel? Their general course, of course, is toward the south. Have you any idea how fast they go?

2353 Mr. PITMAN.

That would depend upon the question of current and wind.

2354 Senator FLETCHER.

In regard to the icebergs, I understood you to say that you saw on Monday morning a number of icebergs in that vicinity?

2355 Mr. PITMAN.

Yes, sir.

2356 Senator FLETCHER.

And some of those were as high as 100 feet above the water?

2357 Mr. PITMAN.

I should say so; about that.

2358 Senator FLETCHER.

What would that mean as to the extent beneath the surface of the water?

2359 Mr. PITMAN.

They say two-thirds of an iceberg is submerged.

2360 Senator FLETCHER.

So that if the iceberg the [Titanic](#) struck was 30 feet above the surface, how much would there have been beneath the surface?

2361 Mr. PITMAN.

Two-thirds of it.

2362 Senator FLETCHER.

Do you know whether you got a view of that particular berg the next morning?

2363 Mr. PITMAN.

No one could say that - that he saw that particular berg.

2364 Senator FLETCHER.

You could not tell, from where you were when daylight came, precisely the direction from you in which the Titanic was when she went down?

2365 Mr. PITMAN.

No; I could not.

2366 Senator FLETCHER.

You could not do that?

2367 Mr. PITMAN.

No.

2368 Senator FLETCHER.
There was no way you could tell that, by wreckage or anything else on the surface?

2369 Mr. PITMAN.
No; you could not say accurately which one it was.

2370 Senator FLETCHER.
How far were you at that time from the place where the Titanic went down?

2371 Mr. PITMAN.
That would be hard to say.

2372 Senator FLETCHER.
You had not been rowing very much?

2373 Mr. PITMAN.
No; we had been drifting with a little wind.

2374 Senator FLETCHER.
And there was not very much wind?

2375 Mr. PITMAN.
No; we got a little wind at 4 o'clock, a little breeze at 4 o'clock.

2376 Senator FLETCHER.
And there was no fog that night?

2377 Mr. PITMAN.
No; no fog.

2378 Senator FLETCHER.
And you can not give us an idea about how far you were at daylight next morning from the place where the Titanic went down?

2379 Mr. PITMAN.
No; because there was nothing to tell me where the Titanic had sunk.

2380 Senator FLETCHER.
You knew whether you had been exerting yourselves to make any headway one way or the other, whether you had been rowing or drifting?

2381 Mr. PITMAN.
I would say that we may have been a mile away.

2382 Senator FLETCHER.
Could you see the iceberg in the direction of what you supposed to be the place where the Titanic went down?

2383 Mr. PITMAN.
Oh, yes. There were several of them around there, but I could not say with any degree of accuracy which one it was.

2384 Senator FLETCHER.
You could see several of them off, could you not?

2385 Mr. PITMAN.
Oh, yes; in the daylight, with the sun shining on them.

2386 Senator FLETCHER.
With regard to the closing of the watertight compartments, was there any need of any lever or key in order to do that? Would not the doors close automatically?

2387 Mr. PITMAN.
Yes; from the bridge; those in the lower holds.

2388 Senator FLETCHER.
Explain how that was operated. You have been asked something about that by the chairman, and it is not clear, I think, in the record, about the need of some one going there and using a key, and that sort of thing, in connection with those doors. How do they work?

2389 Mr. PITMAN.

I can not explain the working of them down below.

2390 Senator NEWLANDS.

How do you close them?

2391 Mr. PITMAN.

There is a lever 7 or 8 inches long -

2392 Senator FLETCHER.

Where is that?

2393 Mr. PITMAN.

On the bridge; close to the man at the wheel. All you have to do is to just pull it over like that (indicating by describing half a circle).

2394 Senator FLETCHER.

What is the effect of that?

2395 Mr. PITMAN.

That closes the doors electrically.

2396 Senator FLETCHER.

They come right down?

2397 Mr. PITMAN.

They come right down.

2398 Senator FLETCHER.

They just come right down, and they do not open and shut, out and in?

2399 Mr. PITMAN.

Oh, no; straight down that way (indicating). There is an electrical bell beside them. You ring that a few minutes before closing, so as to give any one a chance to get out of the way who might be standing underneath.

2400 Senator FLETCHER.

When you took boat No. 5, and lowered that boat, you say you saw some men standing around the deck, but no women or children. Were the men excited; were they desirous of taking a boat, or was their attitude one of confidence that the Titanic was going to float, and that they were in about as safe a position on board the Titanic as they would be in on the lifeboat?

2401 Mr. PITMAN.

Well sir, there was no push to get into the boat. I said there was no room for any more, and they simply stood back.

2402 Senator FLETCHER.

They wanted to get in?

2403 Mr. PITMAN.

They would have gotten in if they had been told to get in.

2404 Senator FLETCHER.

But they did want to get in; or, would they rather stay on the boat?

2405 Mr. PITMAN.

They did not push themselves at all.

2406 Senator PERKINS.

When you are approaching land, and in close proximity to it, and think you may be near ice floes, especially in foggy weather, do you not double the lookout?

2407 Mr. PITMAN.

In foggy weather.

2408 Senator PERKINS.

And are not the officers cautioned to be more vigilant?

2409 Mr. PITMAN.

Yes; and the lookout men are also cautioned.

2410 Senator PERKINS.
Was that so in this instance, as regards cautioning -

2411 Mr. PITMAN.
The lookout men?

2412 Senator PERKINS.
Yes.

2413 Mr. PITMAN.
I can not say, because I was not on deck from 8 until 12 o'clock.

2414 Senator PERKINS.
How many officers were on the bridge at that time?

2415 Mr. PITMAN.
Two, I think.

2416 Senator PERKINS.
And a quartermaster in attendance?

2417 Mr. PITMAN.
A quartermaster in attendance, and a quartermaster at the wheel.

2418 Senator SMITH.
Captain, we were given the ship's time and the Greenwich time. Are you able to give the New York time, as to when this vessel sank?

2419 Mr. PITMAN.
Take five hours from the British time.

2420 Senator SMITH.
That would bring it to 12.47.

2421 Mr. PITMAN.
There is five hours difference between Greenwich time and New York time.

2422 Senator SMITH.
Will you figure it out? I want this definite in the record. Give me the New York time.

2423 Mr. PITMAN.
Give me the Greenwich time, please?

2424 Senator SMITH.
You can take your time to do that.

2425 Mr. PITMAN. (after making calculation)
11.47 p. m., Sunday.

2426 Senator BURTON.
That is not quite right, is it?

2427 Senator SMITH.
It would be 12.47 a. m.

2428 Senator BURTON.
The difference in solar time is 4 hours and 57 minutes, if you want to get that exactly.

2429 Senator SMITH.
I would like to have the record as complete as possible.

2430 Mr. PITMAN.
It is 12.47 Monday morning.

2431 Senator SMITH.
Give the ship's time from which you make the deduction.

2432 Mr. PITMAN.
I am working through the British mean time. That is 5.47.

2433 Senator SMITH.
You are working from -

2434 Mr. PITMAN.

The Greenwich time.

2435 Senator SMITH.
The Greenwich time?

2436 Mr. PITMAN.
Yes, sir.

2437 Senator SMITH.
And assuming it to be what time?

2438 Mr. PITMAN.
5.47 a. m., Greenwich time.

2439 Senator SMITH.
It would be 12.47?

2440 Mr. PITMAN.
12.47 a. m., Monday morning, New York time.

2441 Senator SMITH.
Now, officer, did you see, while lifeboat No. 5 was being loaded, or while lifeboat No. 7 was being loaded, any woman step into the lifeboat and step back upon the deck?

2442 Mr. PITMAN.
No, sir; none.

2443 Senator SMITH.
Did you hear of such an incident?

2444 Mr. PITMAN.
No, sir.

2445 Senator SMITH.
You recall nothing of that kind, so far as your station was concerned?

2446 Mr. PITMAN.
No, sir.

2447 Senator SMITH.
Was the Titanic equipped with a searchlight?

2448 Mr. PITMAN.
No, sir.

2449 Senator SMITH.
Did you ever see a merchantman equipped with a searchlight?

2450 Mr. PITMAN.
No, sir; except small coasting steamers.

2451 Senator SMITH.
From what you saw of the proximity of the icebergs Monday morning following this catastrophe, do you believe that the use of searchlights would have revealed the proximity of icebergs?

2452 Mr. PITMAN.
It might have done so.

2453 Senator SMITH.
That is your best judgment about it?

2454 Mr. PITMAN.
Yes, sir.

2455 Senator SMITH.
Have you seen searchlights used aboard naval craft?

2456 Mr. PITMAN.
I have seen them used, but I have never been on board, myself.

2457 Senator SMITH.
Where have you seen them used; in England?

2458 Mr. PITMAN.
Yes.

2459 Senator SMITH.
They equip their battleships with searchlights, do they not, in England?

2460 Mr. PITMAN.
Oh, yes; every one of them.

2461 Senator SMITH.
I would like to know whether there was a fire in the hold after leaving Southampton?

2462 Mr. PITMAN.
That is the first I have heard of it.

2463 Senator SMITH.
You may answer in your own way. You have not heard of it before?

2464 Mr. PITMAN.
No, sir.

2465 Senator SMITH.
I would like to know whether the passengers were awakened, to your knowledge, by the officers of the ship after the impact?

2466 Mr. PITMAN.
Not by any of us. No, that would be up to the victualing department to see them called.

2467 Senator SMITH.
Did you see any calls or signals of that character given?

2468 Mr. PITMAN.
Orders had been passed before I came on deck, sir.

2469 Senator SMITH.
After you came on deck, closely following the act, you heard none of those orders or warnings or signals given?

2470 Mr. PITMAN.
No, sir. I did not come on deck until 10 minutes after the impact; quite 10 minutes.

2471 Senator SMITH.
Do you know of any reason why the speed of the Titanic was not slackened after the warnings of the proximity of icebergs were received?

2472 Mr. PITMAN.
I do not think the speed was reduced.

2473 Senator SMITH.
Do you know why it was not reduced?

2474 Mr. PITMAN.
No. It is not customary.

2475 Senator SMITH.
Do you know, of your own knowledge, of any water entering the boiler rooms?

2476 Mr. PITMAN.
No, sir.

2477 Senator SMITH.
Do you know, of your own knowledge, of any order given to haul fire from the boilers?

2478 Mr. PITMAN.
No, sir.

2479 Senator SMITH.
Did you see any evidences of a conflagration or fire aboard the Titanic at any time?

2480 Mr. PITMAN.
No, sir.

2481 Senator SMITH.

If there had been any order given to keep a sharp lookout for ice, would it have been entered on an order book or the log?

2482 Mr. PITMAN.

That is usually put on the commander's night order book.

2483 Senator SMITH.

Did you see anything of that kind?

2484 Mr. PITMAN.

I did not see the night order book that night, because it is not issued, as a rule, until between 6 and 8.

2485 Senator SMITH.

Did you see it the night before?

2486 Mr. PITMAN.

Yes, sir; I saw it the night before, because we had to sign it every night.

2487 Senator SMITH.

I understand. You saw it the night before?

2488 Mr. PITMAN.

Yes, sir.

2489 Senator SMITH.

And at that time did you see any order to keep a sharp lookout for ice?

2490 Mr. PITMAN.

No; there was none, because we were not in the ice region.

2491 Senator SMITH.

That was not my question, exactly. Read my question.

2492 (The reporter repeated the question, as follows:) At that time did you see any order to keep a sharp lookout for ice?

2493 Senator SMITH.

Recorded.

2494 Mr. PITMAN.

You are speaking about the 24 hours previous; you are talking about Saturday night?

2495 Senator SMITH.

I am.

2496 Mr. PITMAN.

None that night; no.

2497 Senator SMITH.

Nor at any other time?

2498 Mr. PITMAN.

No; because we were not in the ice region.

2499 Senator SMITH.

Can you indicate what, if any, progress the ship made in speed after the collision?

2500 Mr. PITMAN.

Any progress she made? I do not follow you.

2501 Senator SMITH.

I want to know whether the engines were reversed and the ship was permitted to drift, or whether she kept under her power.

2502 Mr. PITMAN.

Oh, as far as I heard, she went full astern immediately after the collision.

2503 Senator SMITH.

She reversed her engines?

2504 Mr. PITMAN.

She reversed her engines and went full astern.

2505 Senator SMITH.
She reversed her engines, then, and receded from the point of contact?

2506 Mr. PITMAN.
She was past it then, I think. We brought the ship to a standstill.

2507 Senator SMITH.
Did you ever see that ship move after it was brought to a standstill, except when it sank in the sea?

2508 Mr. PITMAN.
I did not, sir.

2509 Senator SMITH.
To the best of your knowledge, did it move?

2510 Mr. PITMAN.
She did not move.

2511 Senator FLETCHER.
She must have gone down right near the ice.

2512 Mr. PITMAN.
No; she must have gone a far distance past it. Her speed would take her some distance.

2513 Senator NEWLANDS.
Within what distance could the Titanic come to a stop, going at the rate of 21 knots an hour?

2514 Mr. PITMAN.
It would be very hard to say, because we never tried.

2515 Senator NEWLANDS.
Judging from the action of ships of that size, or of large ships, within what distance could a ship come to a stop?

2516 Mr. PITMAN.
I never tried it, sir. That would vary considerably according to the state of the sea and the wind.

2517 Senator SMITH.
I want to clear up a few things for the record before you step aside. Mr. Boxhall testified that the ship struck in latitude 41° 46', longitude 50° 14'.

2518 Mr. PITMAN.
That is the position that he gave to the *Carpathia*.

2519 Senator SMITH.
How was that determined?

2520 Mr. PITMAN.
From the star position, worked from half-past 7.

2521 Senator SMITH.
In any other manner?

2522 Mr. PITMAN.
No; that was worked out, I understand, from the star position at half-past 7.

2523 Senator SMITH.
What was the ship's course when she struck? I think you testified to it, but I want it right at this place.

2524 Mr. PITMAN.
I am not sure whether it was south 84° west or south 86° west true.

2525 Senator SMITH.
How long had she been running on that course?

2526 Mr. PITMAN.
From 5.50 p. m.

2527 Senator SMITH.
That evening?

2528 Mr. PITMAN.
Yes, sir.

2529 Senator SMITH.
Did this course show that she was approaching ice?

2530 Mr. PITMAN.
No, sir; there was no ice reported exactly on the track.

2531 Senator SMITH.
I want to know if this course showed that she was approaching ice.

2532 Mr. PITMAN.
We should pass the ice northward.

2533 Senator SMITH.
Do you know in what position, latitude and longitude, the Carpathia found the boats?

2534 Mr. PITMAN.
Found the boats, sir?

2535 Senator SMITH.
Yes, sir.

2536 Mr. PITMAN.
Somewhere near that position that Mr. Boxhall gave you with reference to the ship sinking. That is the position the Carpathia steered for.

2537 Senator SMITH.
41° 46'?

2538 Mr. PITMAN.
41° 46'.

2539 Senator SMITH.
And 50° 14'?

2540 Mr. PITMAN.
50° 14'. That is the position the Carpathia steered for.

2541 Senator SMITH.
I wish you would tell the committee whether the steam whistle was used Sunday night during your watch or not.

2542 Mr. PITMAN.
No, sir.

2543 Senator SMITH.
Could it have been used to detect the presence of ice by echo?

2544 Mr. PITMAN.
I should not think so. I should not have any faith in it.

2545 Senator SMITH.
It was not used?

2546 Mr. PITMAN.
No; it was not.

2547 Senator SMITH.
In order to complete the record, the ice reported by the [Amerika](#), by a wireless message, was in latitude 41° 27' longitude 50° 08'? [chart]

2548 Mr. PITMAN.
Yes.

2549 Senator SMITH.
If the ship was properly located when she struck as being in latitude 41° 46', must not the course have been steered to the northward, in the direction of the reported iceberg?

2550 Mr. PITMAN.
No; the position of that iceberg given by the Amerika is to the southward of us.

2551 Senator SMITH.
The course was laid to the southward of ice reported by the Amerika, was it not?

2552 Mr. PITMAN.
No; that position is 20 miles to the south of the position we were.

2553 Senator SMITH.
Would you have allowed any time for the ice to drift?

2554 Mr. PITMAN.
I do not know anything about getting its position from the Amerika.

2555 Senator SMITH.
You never heard anything at all about their wireless warning and know nothing about the longitude or latitude in which they reported icebergs?

2556 Mr. PITMAN.
The only one was the one that was put on the chart, and I don't know whom that came from.

2557 Senator SMITH.
I think that is all for the present, Officer.

2558 Senator FLETCHER.
If there had been a vessel that night within 5 miles of the Titanic, could not her whistle have been heard that distance?

2559 Mr. PITMAN.
No; but you could have heard her blowing off steam at a far greater distance than you could hear the steam whistle. She was blowing off steam for three-quarters of an hour, I think, and you could hear that much farther than you could hear any steam whistle.

2560 Senator FLETCHER.
Then it would stand to reason that if there was a ship or vessel of any kind within a distance of 5 miles it ought to have heard the blowing off of the steam?

2561 Mr. PITMAN.
She could have heard that 10 miles that night.

2562 Senator SMITH.
Just one more question. Was the ice that was located on the chart south of your track?

2563 Mr. PITMAN.
North of our track.

2564 Senator SMITH.
Now, Witness, I have not gotten entirely through with you. I wish you would hold yourself subject to the desire of the committee. I want to call Mr. Fleet for a few moments.