

# United States Senate Inquiry

## Day 7

### Testimony of George T. Rowe

Source : <http://www.titanicinquiry.org/USInq/AmInq01Indx2a.php>

*(The Witness was sworn by Senator Burton.)*

Senator BURTON.

What is your name?

Mr. ROWE.

George Thomas Rowe.

Senator BURTON.

How old are you?

Mr. ROWE.

Thirty-two.

Senator BURTON.

How long have you sailed?

Mr. ROWE.

In the merchant service 2 years;previous to that, 14 years in the Navy.

Senator BURTON.

Where were you the night of the collision?

Mr. ROWE.

I felt a slight jar and looked at my watch. It was a fine night, and it was then 20 minutes to 12. I looked toward the starboard side of the ship and saw a mass of ice. I then remained on the [after bridge](#) to await orders through the telephone. No orders came down, and I remained until 25 minutes after 12, when I saw a boat on the starboard beam.

Senator BURTON.

What was the number of the boat?

Mr. ROWE.

You could not tell the number. I telephoned to the fore bridge to know if they knew there was a boat lowered. They replied, asking me if I was the third officer. I replied, "No; I am the quartermaster." They told me to bring over detonators, which are used in firing distress signals.

Senator BURTON.

What next happened?

Mr. ROWE.

I took them to the [forebridge](#) and turned them over to the [fourth officer](#). I assisted the officer to fire them, and was firing the distress signals until about five and twenty minutes after 1. At that time they were getting out the starboard collapsible boats. The chief officer, [Wilde](#), wanted a sailor. I asked [Capt. Smith](#) if I should fire any more, and he said "No; get into that boat." I went to the boat. [\[Collapsible C\]](#) Women and children were being passed in. I assisted six, three women and three children. The order was then given to lower the boat. The chief officer wanted to know if there were more women and children. There were none in the vicinity. Two gentlemen passengers got in; the boat was then lowered. When we reached the water we steered for a light in sight, roughly 5 miles. We pulled through the night, but seemed to get no nearer to the lights. So we altered our course back to a boat that was carrying a green light. During that time daylight broke and the [Carpathia](#) was in sight.

Senator BURTON.

There was nothing special about your getting on the *Carpathia*?

Mr. ROWE.

No, sir. In the meantime I found that one of the two gentlemen was [Mr. Ismay](#). I don't know who the other was. Thirty-nine in the boat, all told.

20 Senator BURTON.  
You say there were 39 passengers in the boat?

21 Mr. ROWE.  
Not all passengers, sir; 39 all told.

22 Senator BURTON.  
How many of those were crew or sailors?

23 Mr. ROWE.  
Myself was the only sailor, three firemen, and one steward.

24 Senator BURTON.  
You had no trouble in managing the boat?

25 Mr. ROWE.  
Not a bit.

26 Senator BURTON.  
The passengers, aside from you sailors, were all women and children?

27 Mr. ROWE.  
Except Mr. Ismay and another gentleman. When daylight broke, we found four men, Chinamen, I think they were, or Filipinos.

28 Senator BURTON.  
Were those additional to the 39?

29 Mr. ROWE.  
Yes, sir.

30 Senator BURTON.  
All the rest of the 39 were women and children, except two, Mr. Ismay and another gentleman?

31 Mr. ROWE.  
Yes, sir.

32 Senator BURTON.  
When day broke, you found four Chinamen or Filipinos under the seats?

33 Mr. ROWE.  
Not under the seats then, sir. They came up between the seats. Ours was about the ninth boat which was unloaded upon the *Carpathia*. The night was very cold; but those who were in the boat were very well wrapped up and did not suffer.

34 Senator BURTON.  
Now, tell us the circumstances under which Mr. Ismay and that other gentleman got in the boat.

35 Mr. ROWE.  
When Chief Officer Wilde asked if there was any more women and children there was no reply. So Mr. Ismay came aboard the boat.

36 Senator BURTON.  
Mr. Wilde asked were there any more women and children. Can you say there were none?

37 Mr. ROWE.  
I could not see; but there were none forthcoming.

38 Senator BURTON.  
You could see around there on the deck, could you not?

39 Mr. ROWE.  
I could see the fireman and steward that completed the boat's crew, but as regards any females I could not see any.

40 Senator BURTON.  
Were there any men passengers besides Mr. Ismay and the other man?

41 Mr. ROWE.  
I did not see any, sir?

42 Senator BURTON.  
Was it light enough so that you could see anyone near by?

43 Mr. ROWE.  
Yes, sir.

44 Senator BURTON.  
If I understand, there were firemen and stokers around in that neighborhood?

45 Mr. ROWE.  
Yes, sir.

46 Senator BURTON.  
But no women and children?

47 Mr. ROWE.  
No women or children, sir.

48 Senator BURTON.  
And, so far as you could see, no other passengers except Mr. Ismay and this other gentleman?

49 Mr. ROWE.  
Yes.

50 Senator BURTON.  
Did you know Mr. Ismay at the time?

51 Mr. ROWE.  
I did know him, sir, because I had seen the gentleman before.

52 Senator BURTON.  
In going along on the water, did he give any directions?

53 Mr. ROWE.  
I was in charge of the boat.

54 Senator BURTON.  
You were in entire charge of the boat?

55 Mr. ROWE.  
Absolute, sir.

56 Senator BURTON.  
Did you see any ice when on the watch?

57 Mr. ROWE.  
No, sir; only when we struck, when we passed it on the starboard side.

58 Senator BURTON.  
About how high was that iceberg?

59 Mr. ROWE.  
Roughly, 100 feet, sir.

60 Senator BURTON.  
Was there anything distinctive about the color of that iceberg?

61 Mr. ROWE.  
No a bit, sir; just like ordinary ice.

62 Senator BURTON.  
You saw it as it was brushing by?

63 Mr. ROWE.  
Yes, sir. It was very close to the ship, almost touching it.

64 Senator BURTON.  
You do not know about how many compartments were opened up?

65 Mr. ROWE.  
No, sir; because I never left the afterpart of this boat.

66 Senator BURTON.  
Did you see Mr. Ismay and [Mr. Carter](#) get in the boat?

67 Mr. ROWE.  
I saw the gentlemen get in; yes, sir.

68 Senator BURTON.  
Did you hear anyone ask them to get in?

69 Mr. ROWE.  
No, sir.

70 Senator BURTON.  
How were you occupied at the time they got in?

71 Mr. ROWE.  
I was occupied in attending the afterfall, sir.

72 Senator BURTON.  
Were you watching Chief Officer Wilde?

73 Mr. ROWE.  
Yes, sir.

74 Senator BURTON.  
Did you see him speak to them?

75 Mr. ROWE.  
No, sir.

76 Senator BURTON.  
If he had spoken to them would you have known it?

77 Mr. ROWE.  
I think so, because they got in the afterpart of the boat.

78 Senator BURTON.  
And you were in the afterpart of the boat?

79 Mr. ROWE.  
I was in the afterpart; yes.

80 Senator BURTON.  
Was the helm over when you passed the iceberg?

81 Mr. ROWE.  
That I could not say.

82 Senator BURTON.  
Did you hear any order to abandon the ship, or anything like that?

83 Mr. ROWE.  
No, sir.

84 Senator BURTON.  
Did you hear any general alarm?

85 Mr. ROWE.  
No, sir.

86 Senator BURTON.  
Did you hear the sirens?

87 Mr. ROWE.  
No sirens, sir; but there was a awful noise made by the escape of steam.

88 Senator BURTON.  
Was that noise below or up at the escape pipe?

89 Mr. ROWE.  
At the exhaust pipe.

90 Senator BURTON.  
Were there any detonators or other signals kept aft?

91 Mr. ROWE.  
The detonators, such as the distress signal rockets, green lights, and blue lights.

92 Senator BURTON.  
Were there any kept forward?

93 Mr. ROWE.  
Yes; on the fore bridge.

94 Senator BURTON.  
On the after bridge, too?

95 Mr. ROWE.  
Not on the after bridge. There was a private locker aft.

96 Senator BURTON.  
Were you at any time on any other deck aside from the top or bridge deck?

97 Mr. ROWE.  
No, sir; not after 8 o'clock.

98 Senator BURTON.  
Was there any panic that you saw?

99 Mr. ROWE.  
Not a bit.

100 Senator BURTON.  
Might not a number of persons have been on the lower decks?

101 Mr. ROWE.  
Yes, sir; undoubtedly.

102 Senator BURTON.  
There were no staterooms on the top deck, were there?

103 Mr. ROWE.  
That I could not say.

104 Senator BURTON.  
Did you hear any sign or hear any indication of an alarm to call the passengers?

105 Mr. ROWE.  
No, sir.

106 Senator BURTON.  
Just where were you when you saw the iceberg?

107 Mr. ROWE.  
On the poop, sir; underneath the after bridge.

108 Senator BURTON.  
You were located practically right on the stern of the boat?

109 Mr. ROWE.  
Right on the stern, sir; the poop.

110 Senator BURTON.  
And the iceberg, when the boat rubbed against it, was right near, was it?

111 Mr. ROWE.  
Yes, sir.

112 Senator BURTON.  
How far, would you say?

113 Mr. ROWE.  
It was so near that I thought it was going to strike the bridge.

114 Senator BURTON.  
Did it strike the bridge?

115 Mr. ROWE.  
No, sir: never.

116 Senator BURTON.  
Only 10 or 20 feet away?

117 Mr. ROWE.  
Not that far, sir.

118 Senator BURTON.  
Did you notice the iceberg when the boat got clear of it?

119 Mr. ROWE.  
No, sir; I went on the bridge then, to stand by the telephone.

120 Senator BURTON.  
Could you hear the ice scraping along on the boat where you were?

121 Mr. ROWE.  
No, sir.

122 Senator BURTON.  
So you do not know whether it was rubbing against the hull there or not?

123 Mr. ROWE.  
No, sir.

124 Senator BURTON.  
What is your best judgment about that?

125 Mr. ROWE.  
I do not think it was.

126 Senator BURTON.  
You are positive you heard no rubbing?

127 Mr. ROWE.  
Yes, sir.

128 Senator BURTON.  
Do you not think that if the helm had been hard a starboard the stern would have been up against the berg?

129 Mr. ROWE.  
It stands to reason it would, sir, if the helm were hard a starboard.

130 Senator BURTON.  
Were you able to form any judgment as to how long that berg was?

131 Mr. ROWE.  
No, sir.

132 Senator BURTON.  
How near were you to the starboard side of the boat when you first noticed it rubbing?

133 Mr. ROWE.  
About 8 or 10 feet. I went to the side.

134 Senator BURTON.  
Did you go immediately to the side?

135 Mr. ROWE.  
Yes, sir.

136 Senator BURTON.  
What were your duties as quartermaster aft?

137 Mr. ROWE.  
My duties were to attend the log and night signals by night, logging ensign by day, and to look out for any accidents, a man overboard or something like that.

138 Senator BURTON.  
Were you also to keep track of vessels that might be coming up on the side?

139 Mr. ROWE.  
Oh, yes, sir; but that is very seldom the case that anything like that happens.

140 Senator BURTON.  
Were you reading the log that night?

141 Mr. ROWE.  
As soon as the berg was gone I looked at the log and it read 260 miles. The log was reset at noon. I had charge of the taffrail log, which was a Neptune log.

142 Senator BURTON.  
You read the log each hour, did you not?

143 Mr. ROWE.  
Every two hours. I read it at 10 o'clock, but I do not remember what it was, now, sir.

144 Senator BURTON.  
Do you remember what speed she was making, or did you make any computation?

145 Mr. ROWE.  
No, sir. We read the log every two hours, and it is telephoned to the bridge and entered in the quartermaster's log book. It is taken from there every watch and put into the ship's log.

146 Senator BURTON.  
How soon after she struck was it before she started to tilt or go down by the head? She did not list, did she?

147 Mr. ROWE.  
No, sir; not at that time, I don't think.

148 Senator BURTON.  
Did she at any time list over to starboard or port?

149 Mr. ROWE.  
She did not list, so far as I know, until the time when my boat was lowered. Then she listed to port. She listed about 5 or 6 degrees.

150 Senator BURTON.  
To port?

151 Mr. ROWE.  
Yes, sir.

152 Senator BURTON.  
What side was your boat on?

153 Mr. ROWE.  
The starboard side, sir. All the time my boat was being lowered the rubbing strake kept on catching on the rivets down the ship's side, and it was as much as we could do to keep her off.

154 Senator BURTON.  
What was the beam of your boat?

155 Mr. ROWE.  
I could not say.

156 Senator BURTON.  
Would it have more beam than a lifeboat?

157 Mr. ROWE.  
It had more beam than what they call the emergency boat.

158 Senator BURTON.  
But not any more than a lifeboat?

159 Mr. ROWE.  
No.

160 Senator BURTON.

You are sure you rubbed going down?

161 Mr. ROWE.  
Yes, sir.

162 Senator BURTON.  
Was the Titanic down by the head?

163 Mr. ROWE.  
Yes, sir. When we left the ship the fore-well deck was awash; that is, when we pushed off from the ship. It was 1.25 when I left the bridge to get into the boat. When the boat was in the water the well deck was submerged. It took us a good five minutes to lower the boat on account of this rubbing going down.

164 Senator BURTON.  
She must have sunk soon after you left?

165 Mr. ROWE.  
Twenty minutes, I believe.

166 Senator BURTON.  
Did any boats get away after yours?

167 Mr. ROWE.  
One boat got away after mine, on the port side.

168 Senator BURTON.  
How long did the rubbing or grinding against the ice last?

169 Mr. ROWE.  
I never heard anything except the first contact; the first jar was all I knew about it. I never heard any rubbing at all.

170 Senator BURTON.  
Do you think the propeller hit the ice? Did you feel any jolt like the propeller hitting the ice?

171 Mr. ROWE.  
No, sir.

172 Senator BURTON.  
Do you not think the propeller would have hit the ice if the helm had been turned hard a starboard?

173 Mr. ROWE.  
Yes, sir.

174 Senator BURTON.  
Did you hear any revolver shots?

175 Mr. ROWE.  
No, sir.

176 Senator BURTON.  
Did you see the light of a boat, or anything of that kind?

177 Mr. ROWE.  
I saw the light; that was the light we were pulling for when we left the ship.

178 Senator BURTON.  
What do you conclude that light was?

179 Mr. ROWE.  
A sailing ship.

180 Senator BURTON.  
What sort of light was it?

181 Mr. ROWE.  
A white light.

182 Senator BURTON.  
Did you get any nearer to it?

183 Mr. ROWE.



We did not seem to get nearer to it.

184 Senator BURTON.  
What did you conclude about it?

185 Mr. ROWE.  
We kept on pulling for it, because it was the only stationary light.

186 Senator BURTON.  
Do you think there was a sailing boat there?

187 Mr. ROWE.  
Yes, sir.

188 Senator BURTON.  
And was she going away from you?

189 Mr. ROWE.  
Toward daylight the wind sprung up and she sort of hauled off from us.

190 Senator BURTON.  
Did you see her?

191 Mr. ROWE.  
No, sir.

192 Senator BURTON.  
Did you see any side lights?

193 Mr. ROWE.  
No, sir. I think there was a ship there. Indeed, I am sure of it, and that she was a sailer.

194 Senator BURTON.  
The light you saw was a white light?

195 Mr. ROWE.  
Yes, sir.

196 Senator BURTON.  
What did you judge it to be, a stern light?

197 Mr. ROWE.  
I judged it to be a stern light: yes, sir.

198 Senator BURTON.  
Did you see this light before the ship struck?

199 Mr. ROWE.  
Yes, sir.

200 Senator BURTON.  
What was its bearing with regard to the *Titanic*, forward or aft?

201 Mr. ROWE.  
Right forward, sir.

202 Senator BURTON.  
Dead ahead?

203 Mr. ROWE.  
Not dead ahead, but just a little on the port bow.

204 Senator BURTON.  
That was before the ship struck?

205 Mr. ROWE.  
No, sir; because I was never on the bridge until after the ship struck.

206 Senator BURTON.  
You did not see it when you were aft?

207 Mr. ROWE.

No, sir.

208 Senator BURTON.  
But you say you did see her before ever the ship stuck?

209 Mr. ROWE.  
No, sir.

210 Senator BURTON.  
You did not mean to say you saw here before the ship stuck?

211 Mr. ROWE.  
No, sir.

212 Senator BURTON.  
When did you first see her?

213 Mr. ROWE.  
When I was on the bridge firing the rockets. I saw it myself, and I worked the Morse lamp at the port side of the ship to draw her attention.

214 Senator BURTON.  
Do you know whether the watertight doors were closed or not?

215 Mr. ROWE.  
I could not say.

216 Senator BURTON.  
Did you hear any signal for the doors to close?

217 Mr. ROWE.  
No.

218 Senator BURTON.  
You had a signal on the ship to ring bells before the doors closed, did you not?

219 Mr. ROWE.  
I could not hear that on the poop.

220 Senator BURTON.  
You could not hear the three gongs for "dead ahead" on the poop, could you?

221 Mr. ROWE.  
No.

222 Senator BURTON.  
Do you know whether any of the men were sent down below to see whether any of the doors were closed or not?

223 Mr. ROWE.  
I could not say.

224 Senator BURTON.  
You would not have known of that, really, anyway, would you?

225 Mr. ROWE.  
No, sir.

226 Senator BURTON.  
Was there any steam coming up through any of the hatches or ventilators?

227 Mr. ROWE.  
No, sir. The only steam I saw was coming out of exhaust pipes.

228 Senator BURTON.  
Did you hear any explosions?

229 Mr. ROWE.  
I heard one, sir, after we left the ship. It was not an explosion; a sort of a rumbling.

230 Senator BURTON.  
What do you think it was?

231 Mr. ROWE.  
I have no idea what it was.

232 Senator BURTON.  
Do you think it was boilersexploding?

233 Mr. ROWE.  
It was not an ordinary explosion,you understand; more like distant thunder.

234 Senator BURTON.  
Was that before or after theship sank?

235 Mr. ROWE.  
Before she sank, sir.

236 Senator BURTON.  
Were there more than one ofthose explosions?

237 Mr. ROWE.  
I only heard the one, sir.

238 Senator BURTON.  
How far from the ship wereyou when she went down?

239 Mr. ROWE.  
About three-quarters of a mile, sir.

240 Senator BURTON.  
Did you see her go down?

241 Mr. ROWE.  
I saw her stern disappear at thefinish, sir.

242 Senator BURTON.  
It was while she was still floating that you heard the explosions?

243 Mr. ROWE.  
Heard this rumbling sound, sir.

244 Senator BURTON.  
You are quite sure of that, are you?

245 Mr. ROWE.  
Positive, sir.

246 G. T. ROWE

247 Subscribed and sworn to before me this 30th day of April, A. D. 1912.  
[SEAL.]

248 E. L. CORNELIUS  
*Notary.*

## 249 **British Wreck Commissioner's Inquiry**

### 250 **Day 15**

#### 251 **Testimony of George t. Rowe**

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

253 Examined by Mr. BUTLER ASPINALL.

254 The Attorney-General:

Mr. Rowe will give you some evidence, My Lord, about the starboard collapsible boat.

255 17573. (*Mr. Butler Aspinall - To the witness.*) Were you serving as Quartermaster on board the 'Titanic' at

the time of this accident?  
 - Yes.

256 17574. I think you have served as Petty Officer in the Royal Navy?  
 - Yes.

257 17575. And you have also served as Quartermaster in the "Majestic" and "Oceanic"?  
 - Yes.

258 17576. And have been in the service of the White Star Company for the last two years?  
 - Yes.

259 17577. And during that time have you been voyaging in the Atlantic?  
 - Yes.

260 17578. Now you were saved in the starboard collapsible boat?  
 - Yes.

261 17579. On the 14th, when were you first on duty that day?  
 - 8 to 12 in the forenoon; 4 to 6 in the dog watch, and 8 to midnight.

262 17580. Now 8 to 12 you were on duty. Were you steering at any time?  
 - 4 to 6, the first dog-watch

263 17581. Did you hear any talk amongst the Officers whilst you were steering about ice?  
 - No.

264 17582. You heard nothing mentioned?  
 - No.

265 17583. During that watch, did you alter the course at any time?  
 - Yes.

266 17584. Do you remember when it was?  
 - Yes, at 5.45.

267 17585. At 5.45 you altered course?  
 - Yes.

268 17586. Now, before you altered course, do you remember what course your vessel was steering?  
 - Yes.

269 17587. What course was she steering?  
 - S. 85 deg. W.

270 17588. By the compass in front of you, I suppose?  
 - By the steering compass.

271 17589. That is all you would know about it?  
 - Yes.

272 17590. At 5.45 to what did you alter it?  
 - N. 71 W.

273 17591. (*Mr. Butler Aspinall.*) Mr. Pitman, the third Officer, gave evidence about this matter at page 351, Question [15173](#): "Do you know at what time the course that the steamer was to take was mapped out that day? - (A.) Yes, noon. (Q.) 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? - (A.) Yes, I considered we went at least 10 miles further south than was necessary. (Q.) Do I understand you rightly that in marking the course at noon, the course was marked ten miles further south than you considered necessary? - (A.) 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. (Q.) When did you alter the course? - (A.) 5.50. (Q.) Who was responsible for the alteration? - (A.) The Commander. (Q.) To whom did he give the order? - (A.) The Officers of the watch. (Q.) Do you know their names? - (A.) Mr. Wilde. (Q.) Were you there? - (A.) No. (Q.) Do you know what conversation took place? - (A.) No. (Q.) But you say he gave instructions to alter the course of the ship? - (A.) The course was altered at 5.50. They were the Commander's orders. (Q.) Ten miles further south. Was any record made of that at the time? - (A.) No, and I thought that the course should have been altered at 5 p.m. (Q.) Why did you think so? - (A.) Judging from the distance run from noon." Have you any reason to remember that time,

5.45?  
 - Yes.

274 17592. Will you tell me what it was?  
 - We always make a practice of what we call rounding the corner, and the man at the wheel generally takes notice of it.

275 17593. And did you take notice of it on this occasion?  
 - Yes.

276 17594. And you noticed the time?  
 - Yes.

277 17595. Now that is the dog watch. You came off duty - ?  
 - At 6 o'clock.

278 17596. Then at eight did you go on duty?  
 - Yes.

279 17597. Your watch, then, would be 8 to 12. Now, during any part of that time were you at the wheel steering?  
 - No, on the poop.

280 17598. You were on the poop aft, were you?  
 - The whole time.

281 17599. (*The Commissioner.*) From 8 to 12 you were on the poop?  
 - Yes.

282 17600. (*Mr. Butler Aspinall.*) Were you on the poop when you felt a jar?  
 - Yes.

283 17601. And that proved to be a collision with an iceberg?  
 - Yes.

284 17602. What did you do?  
 - I thought it was something unusual being a fine night, and I went on the bridge and waited for orders to come through the telephone.

285 17603. Before you went on the bridge did you go and look at the taffrail; did you look at the patent log?  
 - I did, after the iceberg was cleared.

286 17604. Then you first went to the bridge?  
 - Yes.

287 17605. Did you see the iceberg?  
 - Yes.

288 17606. Did you look up at it?  
 - Yes.

289 17607. Then did you go back and have a look at the register of the patent log?  
 - I went on the bridge to find that out. The log was on the port side of the bridge.

290 17608. What did it register?  
 - 260.

291 17609. Do you know, of your own knowledge, when the patent log is set on board this ship?  
 - Yes.

292 17610. When?  
 - At noon.

293 17611. So that that would mean that since noon up to the time you had looked at it, she had run 260 knots, would that be?  
 - Miles.

294 17612. You mean nautical miles?  
 - It is marked "miles" on the log itself.

295 The Commissioner:

That means 260 knots.

296 17613. (*Mr. Butler Aspinall.*) Yes. (*To the witness.*) How long after the ship struck do you think it was you looked at this patent log - ten minutes or a quarter of an hour?  
- About half a minute.

297 The Commissioner:  
What does this work out at?

298 Mr. Butler Aspinall:  
I worked it out, and I make it, subject to correction, very nearly 22 knots.

299 The Attorney-General:  
That is right.

300 Sir Robert Finlay:  
Twenty-one and three-quarters.

301 The Attorney-General:  
It is rather more than that; it is between 21 3/4 and 22, but it does not matter.

302 17614. (*Mr. Butler Aspinall - To the witness.*) I do not want to go into this matter at great length, but did you, after that, see some boat in the water?  
- Yes.

303 17615. Do you know which boat that was?  
- No. I should think it was either 13 or 15.

304 17616. And was anything said by one of the Officers to you about that boat?  
- No.

305 17617. Are you sure of that?  
- I telephoned up to the fore bridge.

306 17618. Did this happen? Did you ask if the bridge knew that a boat was in the water?  
- Yes.

307 17619. Where were you when you asked the bridge that?  
- On the after bridge at the telephone.

308 17620. How did you ask them; by the telephone?  
- Yes.

309 17621. And what was the answer?  
- The answer was "No, is there." I said "Yes."

310 17622. And that is all you know about that incident?  
- They asked me if I was the third Officer and I said no.

311 17623. What did you do?  
- I said "I am the Quartermaster."

312 17624. That is all you know about that matter?  
- That is all.

313 17625. After that did you notice that the boats were being lowered?  
- No.

314 17626. Were the covers taken off the boats?  
- I could not say.

315 17627. Later on were you saved in the starboard collapsible boat?  
- I was.

316 17628. And did Captain Smith tell you to go into it?  
- Yes.

317 17629. Were you told to take charge of it?  
- No, I was not told to take charge because I was in charge.

318 17630. Who got into that boat?  
- The boat was partially full when I got into it; I had 53 women and 3 children in the stern. Chief Officer

Wilde was asking for more women. There were none forthcoming, and two gentlemen got in.

319 17631. Who were the two gentlemen who got in?  
- One was Mr. Ismay.

320 17632. And who was the other?  
- I never saw the man before.

321 17633. You do not know his name now?  
- Well, I know by the papers.

322 The Commissioner:  
Let me know his name.

323 17634. (*The Attorney-General.*) I think from the American evidence it is a Mr. Carter?  
- Yes; Mr. Carter.

324 17635. (*Mr. Butler Aspinall.*) Did you know at the time that it was Mr. Ismay?  
- Yes.

325 17636. You had seen him about, had you?  
- Yes.

326 17637. How came it these two gentlemen came in? You said they got in. How came they to get in?  
- There were no more passengers in the vicinity to get in.

327 17638. Did anybody tell them to get in?  
- I never heard anybody.

328 17639. You did not hear anybody say, "Get into that boat"?  
- No.

329 17640. No Officer?  
- No.

330 17641. They got in. This was the starboard collapsible boat?  
- Yes.

331 17642. Then was the boat lowered to the water?  
- It was lowered to the water, yes.

332 17643. When the boat got down to the water, how many people were in it?  
- 39.

333 17644. How was that number made up. Were there two gentlemen?  
- Yes.

334 17645. And how many crew?  
- Myself, three firemen and one steward.

335 17646. And the rest of the people were what?  
- What I thought were women and children.

336 17647. Did they prove to be women and children?  
- No, not at daybreak.

337 17648. Why? Tell me about that?  
- I found four Chinamen aboard.

338 17649. Where were they?  
- I could not see at the time.

339 17650. They were in the boat somewhere?  
- They were in there at daybreak.

340 17651. How they got in you do not know, I suppose?  
- No.

341 17652. (*The Commissioner.*) Were they all women and children, with the exception of three Chinamen?  
- Four Chinamen and Mr. Ismay and Mr. Carter.

342 17653. I have the two male passengers. Were the rest all women and children with the exception of the crew

and the four Chinamen?  
 - And the two gentlemen.

343 17654. (*Mr. Butler Aspinall.*) How many women would that be?  
 - I cannot say how many women, because there were children there as well - 28, I think.

344 The Attorney-General:  
 It would be 28 if he is right about the 39.

345 Mr. Pearcey, who was a third class pantry steward, gave evidence about this boat. He took the view that there were some 60 or 70 people in. I will give your Lordship the reference to that. It is page 231. He was a pantryman who, your Lordship will remember, picked up two babies on the way to the boat.

346 The Commissioner:  
 Yes.

347 17655. (*Mr. Butler Aspinall.*) He goes on at page 238 and sums it up at Question 10417, that there were "66 passengers and 5 of the crew - 71" - he took that view. (*To the witness.*) You do not think there were as many?  
 - I am certain.

348 17656. That boat remained in the water and none of the passengers were taken out, and all of them were put out of the collapsible into the "Carpathia"?  
 - Yes.

349 17657. Before you left the ship did you see anything of the light of another vessel in the neighbourhood?  
 - Yes.

350 17658. What light was that?  
 - A white light, bright.

351 17659. What sort of distance did you think it was?  
 - Four or five miles.

352 17660. Was anything said by you about it to anybody, or did any of the Officers mention it to you?  
 - They did not mention it to me, personally, but we were morsing to her.

353 17661. You were not, were you?  
 - The fourth Officer and myself.

354 17662. After you had got into the boat and before you got to the "Carpathia," did you notice that same light?  
 - Yes.

355 17663. What I think you meant to tell us was, the ship had struck an iceberg, and then, after that, before you got into the boat, you saw this light?  
 - I went on the fore bridge.

356 17664. While you were on the bridge?  
 - Yes.

357 17665. And afterwards you go away in the starboard collapsible boat and see some light?  
 - Yes.

358 17666. At about the same sort of distance?  
 - About the same.

359 17667. When you saw this light did you notice whether the head of the "Titanic" was altering either to port or starboard?  
 - Yes.

360 17668. You did notice?  
 - Yes.

361 17669. Was your vessel's head swinging at the time you saw this light of this other vessel?  
 - I put it down that her stern was swinging.

362 17670. Which way was her stern swinging?  
 - Practically dead south, I believe, then.

363 17671. Do you mean her head was facing south?



- No, her head was facing north. She was coming round to starboard.

364 17672. The stern was swung to the south?

- Yes.

365 17673. And at that time you saw this white light?

- Yes.

366 17674. How was it bearing from you?

- When I first saw it it was half a point on the port bow, and roughly about two points when I left the bridge.

367 17675. Did you notice before you left the ship whether she had a list either way?

- Yes.

368 17676. When did you first notice that?

- When I left the after bridge to go on the fore bridge.

369 17677. Which way was she listed?

- To port.

370 17678. Was it a big list or a small list?

- When I left she would be about six degrees.

371 17679. When you left what?

- When I left the ship.

372 17680. In the boat?

- Yes.

373 17681. Was it increasing?

- I could not say.

374 17682. You did not notice?

- No.

375 17683. Did you take any part in firing distress rockets?

- Yes.

376 17684. How long do you think it was from the time you commenced firing the rockets till you finished firing the rockets?

- From about a quarter to one to about 1.25.

377 17685. Yes, that is right. You gave evidence in America about it, and I see what you said there was: "I assisted the Officer to fire them" - that is, rockets - "and was firing distress signals until about five and twenty past one." That is accurate?

- Yes.

378 (After a short adjournment.)

379 The Attorney-General:  
Before your Lordship proceeds with this Witness's evidence, there is a matter which is, I think, of considerable importance upon which I would like to have some direction from you.

380 In Question 26, the last Question, the Court is invited to make any recommendations or suggestions that it may think fit, having regard to the circumstances of the casualty, with a view to promoting the safety of vessels and persons at sea. When the Court resumes after the adjournment and we proceed to deal with the evidence as to the construction of the vessel, it occurs to me it would be well to know how far your Lordship proposes to make recommendations with regard to watertight compartments, and as to any system which you may think should be adopted in the future.

381 The reason why I am asking your Lordship for some direction is that I can quite follow that after you have heard the evidence you may come to a conclusion that some improvement should be made in some particular form of the system adopted in the "Titanic." Of course, your Lordship came to that conclusion. If we were to inquire into that, of course, the evidence we should put before you would be directed to giving some indication of what is done, in other systems or in other vessels, in the way of some other method of construction.

382 What is troubling me at the moment with regard to the preparation of the evidence is whether we are to put before you evidence which will enable the Court to say which is the best system in the Court's opinion. The

difficulty in regard to that is that if we are to inquire into it it would mean that we should have to put before you all the evidence that can possibly be obtained in reference to watertight compartments, and the various systems adopted. That would, no doubt, Make a very serious inroad upon the time of the Commission.

383 Your Lordship may know also that there has been an Advisory committee appointed by the Board of Trade to inquire into this and to report upon it. The point I desire to draw your Lordship's attention to is whether or not we are to pursue that method, namely, of giving evidence enabling you to pronounce upon the best system, or whether you think that in this Inquiry it would be better to confine the evidence to indicating generally the systems which may be adopted by other vessels, for the purpose of enabling you to report whether or not you think there may be some improvement in the present method of construction.

384 Your Lordship will see that if we are to pursue the more extended Inquiry it means getting together a great deal of evidence which we have not as yet got, and which must, of course, occupy a great deal of time. I would like to know whether you think it would be advisable to take the more extended form of Inquiry and to get all that evidence, or whether you would propose to confine yourself to considering the advisability of any improvement in the system, which will be proved before you, which was adopted in the "Titanic."

385 The same observations would apply with reference to boats, because at a later stage we shall call before you the evidence from the Board of Trade of the course that has hitherto been pursued, and the precautions that are taken by the Board of Trade with reference to boats. There again the question will arise whether this Court proposes to recommend particular boats or a particular form; for example, of collapsible boat, or whether it would confine its recommendations to more accommodation in the shape of boats, if you should think that to be advisable. Possibly, your Lordship may consider whether it is necessary to have more collapsible boats or more lifeboats.

386 Both of these matters are very vital to us in the preparation of the evidence we are going to lay before you. I should respectfully submit to the Court that it would be almost impossible to go into the wider consideration of both points, and, if you think fit to make recommendations that they should then be carried out by some special committees which may be appointed by the Board of Trade, or in such other form as may be deemed desirable.

387 It is for that reason that I am making the application to you so that we may be able both to form some opinion as to how long this Inquiry will last, and also as to the nature and extent of the evidence which we shall have to call before you; because it is useless to deal with evidence of that kind from day to day. It must be carefully prepared so as to be laid before the Court in the best form.

388 If your Lordship can assist us with regard to that I shall be very glad, so that we may occupy the time between now and the re-assembling of the Court in determining the evidence to be laid before you when we resume.

389 The Commissioner:  
Well, Mr. Attorney, I regard the main object of the present Inquiry in which we are engaged here to be to ascertain the cause of this loss, and to fix, as far as we can, the blame on those who are properly to be blamed for it, if there be anybody. Our object also is to inquire into the loss of life following upon the disaster, and to report as to whether the means that were at hand were sufficient for the purpose of preventing loss of life, and, if not, in what respect those means were deficient.

390 Those are the two main objects that we have to deal with, and it is, in my opinion, very undesirable that the Report that we have to make should be delayed for more than a reasonable time. It is desirable that it should be dealt with, and that the Report should be made as speedily as possible. If we were to sit here to hear scientific evidence and expert evidence which would enable us to report in detail upon all the means that should be taken for the purpose in the future of averting a calamity such as this, we should be a very long time over it; indeed, speaking for myself, I should have to be instructed thoroughly in matters on which I am comparatively ignorant at the present time.

391 But, at the same time, I think it will be possible for the Board of Trade to gather together in a comparatively short time general evidence bearing upon these subjects which will enable us probably to say to what particular methods affecting construction and the provision of means for life-saving, attention should in the future be directed. And, inasmuch as I understand there is a Departmental Committee appointed for the purpose of inquiring into these matters, it appears to me that it would be a mistake if we were to inquire into the same matters, and that it would be sufficient if we were to confine our attention to what I may call general recommendations, leaving it to that tribunal which has been appointed for the very purpose of enquiring into these matters in detail, to act upon the recommendations as they think proper. I do not know

whether I have expressed a view that will enable you to collect your evidence?

392 The Attorney-General:  
Yes, My Lord, I think so.

393 The Commissioner:  
I do not propose to sit here for six or twelve months, and we might have to do that, you know, in order to go into all the details which would possibly enable us to make useful recommendations upon questions of a scientific character. I do not think that when I was appointed Wreck Commissioner in connection with this matter it was ever contemplated or intended that we should do any such thing. Our great object is to ascertain the cause of this loss, and to see whether, the loss having happened, there were provided sufficient and proper means for saving the lives that were put in peril by the accident. When we have done that we can direct our attention generally to the question as to whether improvements are not possible both in the construction of the ship and in the provision of life-saving apparatus; and then, in a general way, and not in particular, Make our recommendation.

394 The Attorney-General:  
I am much obliged, My Lord. That will enable us to prepare evidence to meet your Lordship's views, which we are very glad to have had expressed; and, of course, it will make it much shorter. At the same time we will call general evidence of that character on both the points I have mentioned; and if there is any evidence that your Lordship thinks will be of assistance, if you will indicate it, when we have called that, we will take care to have it brought before you either in respect of the Board of Trade matter or with regard to watertight compartments.

395 Mr. Scanlan:  
My Lord, May I draw your Lordship's attention in this matter to question 26. It has reference to the Board of Trade and the administration of the merchant Shipping Acts. I submit that at the institution of this Commission it was contemplated and expressed most distinctly in the place where the setting up of this Commission was mentioned, that the conduct of the Board of Trade itself -

396 The Commissioner:  
You need not go into that. I have not been dealing with that at all. I shall expect evidence from the Board of Trade as to the steps that they have taken to keep their requirements up to date.

397 Mr. Scanlan:  
Yes, My Lord.

398 The Commissioner:  
The observations that I have been making are not directed to that part of Question 26 at all, but to the last part of Question 26, the last few lines.

399 The Attorney-General:  
May I point out - I do not know if my Friend caught it - that I particularly drew your Lordship's attention to the fact that it was only with regard to the last few lines, and I said I was going to call evidence from the Board of Trade.

400 The Commissioner:  
Yes. I do not think you need fear that this tribunal will not inquire and not require evidence into the conduct of the Board of Trade previous to this disaster.

401 Mr. Scanlan:  
Yes, My Lord.

402 The Attorney-General:  
I shall call whatever evidence is required about that.

403 The Commissioner:  
I do not know whether you think that will be the proper course, Sir Robert?

404 Sir Robert Finlay:  
I entirely agree, My Lord, if I may say so. I think if this tribunal were to be invited to go into detail as to particular improvements, either in construction or with regard to the boats to be used, it would occupy so vast a space of time that the report upon the matters for which this tribunal was really constituted, would be very unduly delayed. I entirely agree that it would be desirable that the evidence brought forward should be of a general nature, so as to enable the Court to indicate what are the points on which improvements may be possible, leaving the details to be investigated by committees or tribunals specially appointed for the

purpose.

405 The Commissioner:  
Very well. Now here is the witness. Are there any questions?

406 Mr. Scanlan:  
I have no question, My Lord.

407 The Commissioner:  
Very well. I am delighted to hear that.

408 Examined by Sir ROBERT FINLAY.

409 17686. This collapsible boat you got into, was it the last boat put off from the starboard side? Yes.

410 17687. When you put off, was the vessel awash in the forewell deck?  
- Yes.

411 17688. The forewell deck was under water?  
- Yes; the forecastle head was not submerged.

412 17689. With regard to the situation of the patent log that you examined, where was that; what part of the vessel was that streamed from?  
- The port side of the after bridge.

413 17690. The after bridge?  
- Yes.

414 17691. The docking bridge?  
- Yes.

415 17692. That is right aft of the upper deck?  
- Yes.

416 17693. The port side of that docking bridge aft?  
- Yes.

417 Examined by Mr. HARBINSON.

418 17694. Was this collapsible lowered by the davits that lowered the emergency boat on the starboard side?  
- Yes.

419 17695. Were you present when the emergency boat was lowered?  
- No, not the emergency boat.

420 17696. It was the same davits that lowered No. 1 boat that lowered your boat?  
- Yes.

421 17697. I think you told us you took away all those women and children that you have mentioned, roughly speaking 28 women and children, with the crew, in your collapsible?  
- Yes.

422 17698. That was after No. 1 boat went?  
- Of course, because we were the last one to leave that side.

423 17699. And you were lowered by the same davits?  
- Yes.

424 17700. (*The Commissioner.*) Did you see the "Titanic" go down?  
- Yes.

425 17701. You know how the foundering has been described to us by some witnesses; that is to say that she was down by the head. Supposing this is the head (Indicating.), that she was down by the head in that way and then before she went down her afterpart righted itself and lay on an even keel, as far as the keel went, on the surface of the water. Is that so?  
- I could not say that. I was looking at her practically stem on - what we call stem on.

426 You were looking at her stem on; very well.

427 (The Witness withdrew.)