

# British Wreck Commissioner's Inquiry

## Day 3

### Testimony of William Lucas

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

Examined by Mr. ROWLATT.

1386. Is your name William Lucas?  
- Yes.

1387. Were you A.B. on the "[Titanic](#)"?  
- Yes.

1388. When did you join her?  
- Southampton.

1389. What day?  
- The day of the sailing.

1390. What time of the day did you join her?  
- I caught her at ten minutes to twelve when all the gangways were up.

1391. When did she sail?  
- The same day.

1392. Yes, but how long after that; what time?  
- Well, just after twelve.

1393. You joined the very last thing?  
- Yes.

1394. And where were you employed on the voyage?  
- With the watch.

1395. On the deck?  
- Yes.

1396. What was your watch on the Sunday that she hit the iceberg? What was your watch that afternoon?  
- We had the first watch. That would have been our watch below.

1397. When did you go off in the evening?  
- We had the first from four to six, and then our next watch was from eight to twelve.

1398. Therefore it was your watch when the accident happened?  
- Yes.

1399. Where were you when the collision did occur?  
- I had just left the mess room.

1400. Where is that on the ship?  
- Just above the forecastle.

1401. Will you show it us on the model?  
- Yes, it will be under *here*. (*Pointing to the model.*)

1402. Down in the well?  
- That is right.

1403. Where the mast comes up - forward of the mast?  
- It would be about *there*. (*Pointing on the model.*)

1404. Port or starboard side?  
- The port side.

1405. What was the weather?  
- We could not wish for better weather.

- 26 1406. Was it cold?  
- Well, it was.
- 27 1407. When did it begin to get cold?  
- I noticed it Saturday morning.
- 28 1408. Did it get colder and colder after that?  
- Colder and colder, yes.
- 29 1409. I suppose you did not think to look at any thermometers or anything of that sort yourself?  
- No, I only put on an extra jersey.
- 30 1410. You were your own thermometer?  
- Yes.
- 31 1411. I see. Did you hear of any ice?  
- Well, I knew it was knocking about.
- 32 1412. Did you hear it talked of or anything of the sort on board?  
- Only among my own sailor fellows, that is all.
- 33 1413. Discussing the question whether there might be ice?  
- Yes.
- 34 1414. Was that because it was so cold that you did that?  
- Yes.
- 35 1415. Did you not hear any orders about ice from Officers?  
- No, not at all.
- 36 1416. You say you had just come out of the mess room when the collision occurred?  
- Yes.
- 37 1417. What did you hear, how did it sound like to you?  
- It very nearly sent me off my feet.
- 38 1418. A hard shock?  
- Yes.
- 39 1419. Was there a loud sound?  
- Well, I did not take that particular notice. I went to the fore-well deck and there I saw ice on the deck.
- 40 1420. Did you see the iceberg?  
- No, I did not.
- 41 1421. You would be down a little way you would not be able to see over the side?  
- No, we would have passed it.
- 42 1422. Where did you see the ice on the deck?  
- On the fore-well on the starboard side.
- 43 1423. Show me on the model how far forward does the well come?  
- This is the fore-well deck I am touching now. (*Pointing to the model.*)
- 44 1424. How far forward does the well come before the deck begins?  
- This is the fore-well; it would be about here; that is where we sleep. There is about six yards difference.
- 45 1425. Where was the ice just abaft the mast?  
- About here, in the centre of the fore-well. (*Pointing on the model.*)
- 46 1426. How much ice was there on the deck there?  
- I suppose, about a couple of tons.
- 47 1427. What colour was it?  
- It was a darkish white.
- 48 1428. What happened then, as far as you know? Whom did you see who came?  
- The first orders I got was up under the bridge; that would be the boatswain's mate, followed by the boatswain, "All hands up about the boats."
- 49 1429. How long was that after the collision do you suppose?  
- I suppose, about a quarter of an hour.

- 50 1430. What had you been doing in the meantime?  
- I had been playing nap - playing cards.
- 51 1431. Were you playing at nap again after the collision?  
- No.
- 52 1432. What were you doing between the time of the collision and the time you had the order about the boats?  
- Playing nap.
- 53 1433. After the collision?  
- No, not after the collision; before the collision.
- 54 1434. When the collision happened you stopped playing nap?  
- I stopped before the collision, because I was broke.
- 55 1435. Then after the collision what did you do?  
- I went down below to put on my extra jersey.
- 56 1436. Did you put on a lifebelt?  
- No, not at all.
- 57 1437. Had you a lifebelt?  
- I had one, but I would not put it on.
- 58 1438. At that time did you think there was any danger?  
- Not at all.
- 59 1439. You say you came on deck and you heard the order, "All hands up to the boats"?  
- Yes.
- 60 1440. Did you obey that order?  
- I did.
- 61 1441. And did you go up on to the boat deck?  
- Yes.
- 62 1442. Where did you go?  
- The first boat I had anything to do with was No. 2, but that boat was already swung out.
- 63 1443. What was your boat?  
- My boat was No. 1.
- 64 1444. Did you know that?  
- I knew that, yes.
- 65 1445. How had you found out?  
- By the lists that is always put up in all the boats I have been in; in nearly all the White Star boats.
- 66 1446. Where was the list put up?  
- Just above the forecastle.
- 67 1447. And you saw it there?  
- Yes; I saw it.
- 68 1448. When did you see it?  
- I saw it the day after we left Queenstown.
- 69 1449. Did you say you had found it in all the White Star boats?  
- In all that I have been in and I have been in four of them.
- 70 1450. You saw it the day after you left Queenstown?  
- Yes.
- 71 1451. Do you know when it was put up first?  
- Well, they very nearly always put them up so that you can muster on a Sunday.
- 72 1452. Can you remember when it was put up on the "Titanic" this time?  
- Well, I should say on Saturday night.
- 73 1453. You saw it when you left Queenstown?  
- Yes.

74 1454. (*The Commissioner.*) You left Southampton on Good Friday, I understand?  
- Yes.

75 The Commissioner:  
Is not that right?

76 The Attorney-General:  
I am not sure that it is. I think they joined on the Good Friday.

77 Mr. Rowlatt:  
When did you leave Southampton?  
- It was the next week, was it not?

78 1455. (*Sir Robert Finlay.*) It was on the Wednesday following.

79 The Witness:  
It was on the Wednesday, I think.

80 1456. (*Mr. Rowlatt.*) You say your boat was No. 1?  
- Yes, that was my emergency boat. While I was at sea I got told off to two boats.

81 1457. When you got upon the deck did you go to No. 1?  
- No, not at that time, I did not.

82 1458. Where did you go?  
- I went to the assistance of all the boats there to be swung out from the deck.

83 1459. This one had not to be swung out?  
- No, it was already swung out.

84 1460. That is it, slung outboard already (*Pointing on the model.*)?  
- Yes.

85 1461. Then you went to the next one, No. 2?  
- The opposite side, the port side.

86 1462. Who was in charge of that boat at that time; was any Officer there?  
- The only Officers I saw there were Mr. Moody and Mr. Lightoller.

87 1463. Did they give you any orders?  
- Yes.

88 1464. What did they say?  
- They said "get out the boats," we all got out those boats - before the boats were lowered, before they were swung out.

89 1465. They had to be uncovered I suppose?  
- Yes.

90 1466. And then got out outside the rails?  
- We took the covers off and slung them inboard.

91 1467. Did you stay at No. 2 boat?  
- No.

92 1468. Where did you go?  
- To number 4 and number 6, and then I went right aft.

93 1469. What boats did you go to right aft?  
- The lifeboat - I mean on the boat deck.

94 1470. Do you know what number?  
- Well, No. 16, No. 14.

95 1471. Right aft on the other side, on the port side?  
- On the boat deck there, right aft.

96 1472. That was before anybody got into the boats was it?  
- That is right.

97 1473. Do I understand you to say that all the boats were outside before anybody got in?  
- Before anybody was lowered.

- 98 1474. Where did you see the first people get into the boats?  
- The afterpart of the ship where I first started lowering boats.
- 99 1475. What boat was that?  
- That was number 16, 12.
- 100 1476. How many people got into that?  
- They were not fully manned by a long way.
- 101 1477. Not full?  
- No not full.
- 102 1478. Was any order given about filling up?  
- Yes, but there was not anybody there handy - No women. I was singing out for women myself.
- 103 1479. Had you received the order that women were to be put in the boats?  
- Yes.
- 104 1480. Whom did you receive that from?  
- Mr. Moody, the Sixth Officer.
- 105 1481. Was he there or was he by the falls?  
- He was near me when I was lowering.
- 106 1482. And you called out for women and there were no more?  
- That is right, Sir.
- 107 1483. That was right at the afterend was it?  
- Yes, the afterend of all.
- 108 1484. Do you know where the access from the third class accommodation comes up?  
- Well, I never knew my way up myself and I was a sailor on the ship.
- 109 1485. I daresay you had never been that way before?  
- No. I do not think those people had time to go there without directions from somebody; I hardly knew my way there myself.
- 110 1486. When you say the way, what do you mean - the way where to?  
- The boat deck.
- 111 1487. You had come up this forward end, had you not?  
- Yes, the fore end.
- 112 1488. I see there is third class accommodation at both ends of the vessel?  
- Yes.
- 113 1489. Were there third class passengers here forward?  
- Yes, they were.
- 114 1490. Do you know if there were aft too; perhaps you do not know?  
- Well, I think the general Rule is women aft and the men forward.
- 115 1491. As far as the third class passengers forward were concerned they would come up the same way that you went to the boat?  
- The same way as I went.
- 116 1492. How did you get up? What sort of access is there?  
- You come up about three flights of ladders to get to the promenade deck.
- 117 1493. And then from the promenade deck?  
- And then I have to go up another two flights to get to the boat deck.
- 118 1494. Where are they in the ship?  
- About here. There is a ladder leads up here, and then you go back again and go up the ladder here.  
(*Pointing on the model.*)
- 119 1495. What sort of ladder?  
- A wooden ladder.
- 120 1496. A gangway ladder?  
- Yes.

- 121 1497. Not a ladder that you can go up hand over hand?  
- No.
- 122 1498. (*The Commissioner.*) Steps?  
- Yes.
- 123 1499. (*Mr. Rowlatt.*) Did you know what the passengers were on the boat deck - first class, second class, or third class?  
- The majority first class.
- 124 1500. Along where you were?  
- Yes.
- 125 1501. How many boats did you see filled. How many boats did you take notice of as they were being filled?  
- About nine.
- 126 1502. Could you see whether they were all filled to the full capacity?  
- They were not all filled.
- 127 1503. Why was that?  
- Because there were no women knocking about.
- 128 1504. Was there good order?  
- Yes, excellent order.
- 129 1505. And were the boats that you saw all lowered successfully to the water?  
- I lowered the majority of the boats on the port side. I never lowered a boat in the water at all; I lowered them about three feet from the water.
- 130 1506. But they all got into the water all right?  
- Yes. Those boats are all fitted with a patent dropping gear. You pull a little lever, and the boats drop without lowering them into the water.
- 131 1507. Were you told to help to lower the boats?  
- I was warned off by Mr. Moody, and to stand by.
- 132 1508. How many boats did you help to lower?  
- About eight.
- 133 1509. One after the other?  
- Yes.
- 134 1510. With regard to each of them was there very orderly embarkation of women?  
- Yes.
- 135 1511. Then finally did you go in a boat?  
- Well, I got in a boat and I got ordered out by Mr. Lightoller. That was the last boat that left.
- 136 1512. Then you were ordered out of the boat?  
- Yes.
- 137 1513. Could you see whether the boats were properly equipped with oars and things?  
- The two boats that I got into afterwards were properly manned with oars.
- 138 1514. You said 16 was the last boat, did you not?  
- No; 16 was the last boat like, the after boat on the port side.
- 139 1515. What was the last boat you got in?  
- The collapsible boat, the port side, inside the emergency boat.
- 140 1516. Is that the one you got into?  
- I got into her and got ordered out.
- 141 1517. Who ordered you out?  
- Mr. Lightoller.
- 142 1518. What did you do then?  
- I went over to the starboard side to see if there was any more boats there. There were no more boats there so I came back and the boat was riding off the deck then. The water was up under the bridge then. The ladies sung out there was no sailor in the boat and no plugs, so I was a sailor and I jumped into the boat.

143 1519. It was a boat that was on the deck, just explain that?  
- Just here. (Pointing to the model.)

144 1520. What boat was that?  
- A surf boat; they call them collapsible boats.

145 1521. She was lying on the deck?  
- Yes.

146 1522. The sides collapse, do not they?  
- No, they are three parts clinker boats and about three parts of the gunwale is canvas.

147 1523. Had the gunwale been pulled up?  
- Yes.

148 1524. And made fast?  
- Yes.

149 1525. Who had done that?  
- I assisted in doing that.

150 1526. Who else?  
- There were eight more sailors there besides myself just at the time.

151 1527. At that time you say the water was right up to the place where you were?  
- The ship was at that angle then. (Indicating.)

152 1528. (*The Commissioner.*) And the water up to the bridge?  
- Yes; the water under the bridge.

153 1529. (*Mr. Rowlatt.*) How long was that after the collision?  
- I should think about an hour and a quarter.

154 1530. Was it long after all the other boats had gone away?  
- I should say about a quarter of an hour.

155 Mr. Rowlatt:  
Here is an illustration of these collapsible boats, if you care to look at it, my Lord. It is a very shallow boat. (The same was handed to the Commissioner.)

156 The Commissioner:  
I have seen them.

157 1531. (*Mr. Rowlatt - To the Witness.*) You were telling us about this collapsible boat; you assisted to get her out?  
- Yes.

158 1532. Now what did you do with her?  
- I pulled her to the davits.

159 1533. Did you hook her on the falls?  
- The same falls used for the emergency boat picked up that boat.

160 1534. Did you get the falls up again?  
- Yes, but the water was about 1 1/2 feet then when she was strung up to the davits.

161 1535. What falls do you say?  
- The same falls as the emergency boat used.

162 1536. They had been hauled up again?  
- Yes.

163 1537. Did you lower her and get her to the water by these falls?  
- No, they only required lowering. They were already in the water.

164 1538. Who got into her?  
- About forty women.

165 1539. And what men?  
- Well, I found three men in the boat afterwards, but I never saw them in the boat when she went away.

166 1540. Did you go away in that boat?

- I went away in that boat.

167 1541. Who were the other men? Were they seamen?  
- One-quartermaster and two foreigners in the boat.

168 1542. (*The Commissioner.*) What do you mean by foreigners - passengers?  
- Yes.

169 1543. (*Mr. Rowlatt.*) Two foreign passengers?  
- Yes.

170 1544. Do you know what class they were?  
- Well, I should think they were third class.

171 1545. Then did you push off from the side?  
- No.

172 1546. I mean to row away?  
- The water was there.

173 1547. Did you row away?  
- Yes.

174 1548. You practically floated off the ship?  
- Yes.

175 1549. How far off did you go?  
- Well it was about 100 yards before the first explosion went. It was a very loud report.

176 1550. You heard an explosion?  
- Yes.

177 1551. Then did you row further off again?  
- Yes.

178 1552. How many oars had you?  
- About eight.

179 1553. Plenty?  
- Yes.

180 1554. How many people had you rowing?  
- Well, I had to ask a couple of women to get hold of an oar.

181 1555. How many oars had you out altogether?  
- About four.

182 1556. Who was in charge of the boat - who was steering?  
- There was no rudder there.

183 1557. No rudder at all?  
- No, I was in charge of the boat.

184 1558. Did anybody steer with anything?  
- No. I kept on changing my oar from port to starboard to keep her away as best I could.

185 1559. You were doing that?  
- Yes.

186 1560. You were in command of the boat?  
- Yes.

187 1561. Did you see the "Titanic" sink?  
- Yes.

188 1562. How far off were you when she sank?  
- I suppose about 150 yards.

189 1563. Then it was not very long after you left her that she did sink?  
- No.

190 1564. Had you been rowing all the time?



- I was not rowing long before she went down.

191 1565. (*The Commissioner.*) When you floated in this collapsible boat into the sea were you on the port or the starboard side?

- The port side.

192 1566. (*Mr. Rowlatt.*) Did you see any light?

- Well, I did see a light, a faint sidelight of another ship.

193 1567. Where away? In what direction?

- On my port hand it was then.

194 1568. You saw a light?

- Yes.

195 The Commissioner:  
A faint sidelight as I understand.

196 1569. (*Mr. Rowlatt.*) Where was it?

- Off my port hand as I was in the boat.

197 1570. Do you mean it was a port light?

- Was it a red or a green light?

- A red light - a sidelight.

198 1571. Now in what direction from you was it? That is what I wanted to ask - taking the bow of the "Titanic"?

- Taking it from here it would be the starboard side.

199 1572. Broad on the starboard side?

- Yes, from her quarter.

200 1573. What, astern?

- No, as she is left now it would be in that direction.

201 1574. Right out here?

- Yes.

202 1575. Aft the beam?

- Just the same as she is lying now, on her quarter.

203 1576. That is where you saw the light?

- Yes.

204 The Commissioner:  
Is that where the other man said?

205 Mr. Rowlatt:  
No, he said two points on the port bow. That would be in that direction (indicating), assuming they are speaking of the time when the ship was in the same place.

206 The Commissioner:  
It is possible the "Titanic" had turned, you mean?

207 1577. (*Mr. Rowlatt.*) We cannot tell how she was moving. Did you notice whether the "Titanic" moved at all after the collision?

- No, I do not think she did.

208 1578. She lay pointing in the same direction?

- Yes.

209 1579. Did you take any notice of that? You would not notice unless you noticed the stars, I suppose; you would not see, would you?

- No.

210 1580. Did you see any other light beside the red light?

- Yes, the steaming light.

211 1581. You did?

- Yes, I saw the sidelights and the steaming light.

212 1582. You said the sidelight was faint?

- Yes, certainly.
- 213 1583. Was the other light faint or clear?  
- You can only see one side.
- 214 1584. I know that, but I mean the masthead light?  
- Yes, clear.
- 215 1585. Could you judge at all how far off it was?  
- It was about eight or nine miles; it was right on the horizon.
- 216 1586. Are you speaking of it being on the horizon when you were in the boat?  
- Yes.
- 217 1587. And of course before you left the "Titanic" you were down on the water as you have told us?  
- Yes.
- 218 1588. I want to go back for a moment to get one thing clear. You told us you got into a boat and were ordered out of it?  
- Yes.
- 219 1589. Which boat was that?  
- That was the collapsible boat.
- 220 1590. Is that the same one you went away in?  
- That is the same one I went away in.
- 221 1591. I see - port side?  
- Yes.
- 222 1592. You came back to her afterwards?  
- I came back to her afterwards.
- 223 1593. When the "Titanic" went down did you see wreckage about?  
- Chairs and spare cupboards like.
- 224 1594. And people in the water?  
- No, I never saw anybody in the water.
- 225 1595. Did you go back in your boat?  
- I transferred all the women from my boat to No. 8 boat because I was frightened of my boat capsizing and going down.
- 226 1596. Whose boat was No. 8 boat?  
- [Poingdestre](#) was in charge.
- 227 1597. You got all your women out of your boat into No. 8?  
- Yes.
- 228 1598. Then what did you do with your boat?  
- Poingdestre asked me if I would go in the boat and get hold of an oar and I said yes, and then I went over to the upturned boat where we had picked up 36 from the wreckage.
- 229 1599. What upturned boat was this?  
- This was one of the boats that had got off from the deck where I was assisting before I went away in this collapsible boat.
- 230 1600. Was it a collapsible boat?  
- It was a collapsible boat.
- 231 1601. It was upturned?  
- It was upturned.
- 232 1602. Were there people clinging to it?  
- Yes, 36 on the top of it.
- 233 1603. There were two collapsibles on the "Titanic," were there not?  
- There are four.
- 234 1604. These are the two that got off?  
- Yes.

235 1605. Now with regard to these 36 people on this upturned boat, what happened to them?  
- I put them in the boat that I was in.

236 1606. You took them off?  
- Yes.

237 1607. With your collapsible?  
- No, with this No. 8 boat.

238 1608. What happened to your collapsible?  
- I let that go with the three men in it.

239 1609. Where did they go?  
- Well, they hung on to the remainder and were knocking round - tied themselves together afterwards.

240 1610. I just want to get it quite clear. You went with this collapsible boat alongside No. 8?  
- Transferred the women into No. 8 because I was frightened the boat was going down.

241 1611. I daresay you were rather crowded, were you?  
- Yes, we were; the gunwales were under water.

242 1612. You got them out?  
- Yes.

243 1613. You went in No. 8 yourself?  
- Yes.

244 1614. Now, was anybody left in the collapsible?  
- Yes, three men - a quartermaster and two men.

245 1615. What did they do?  
- They stopped there till they were picked up.

246 1616. By the "[Carpathia](#)"?  
- Yes.

247 1617. Did they go to see if they could save any people out of the water?  
- Yes, but they could not arrive there because our boat had two or three sailors in it and we got in there before them.

248 1618. They went, and you went back towards the scene of the wreck?  
- Yes.

249 1619. Now, you picked up 36 people off an upturned boat?  
- Yes.

250 1620. Did you pick up anyone else in No. 8?  
- No.

251 1621. Were there any other people to be picked up?  
- Well, there were people to be picked up, but they were dead before we got there.

252 1622. I suppose it took you some time to get there, did it?  
- Well, say about a quarter of an hour.

253 1623. How many men had you rowing in No. 8?  
- Four.

254 The Commissioner:  
Will you ask him what his boat load was?

255 1624. (*Mr. Rowlatt.*) I was going to ask him that. (*To the Witness.*) When you got into No. 8 how many people were in altogether, after you got the 36 people out of the collapsible?  
- Well, I should say near about 80.

256 1625. Would she hold all that?  
- Well, we were frightened of her ourselves. Mr. Lightoller gave orders, "Keep quiet, men, before you get into the boat now."

257 1626. I want to get it clear. I do not quite understand why you left the collapsible so very empty and filled this boat so very full?

- Because we were frightened of her. We had no plug in it.

258 1627. You had no plug?  
- We did not know whether there was a plug in it or not. We could not find it.

259 1628. Was it full of water?  
- There was water under our feet. The women were frightened of her.

260 1629. Surely if there had been no plug there, there would have been a great deal of water with 40 people in her?  
- These boats have a false bottom and plug hole about that depth. Me and Mr. Lightoller were looking round for that plug a good ten minutes before any passenger got into it and could not find it.

261 1630. Is it plugged from the top?  
- I should say so.

262 1631. Do not you know how this boat ought to be plugged?  
- Well, not these boats. They are the first boats I have seen of that build.

263 1632. (*The Commissioner.*) For aught you know the plug may have been in position?  
- Yes, my Lord.

264 1633. (*Mr. Rowlatt.*) Did you see No. 8 go away from the ship?  
- I lowered No. 8 myself.

265 1634. How many people were there then in her?  
- I should say near about forty.

266 1635. How many men as far as you can recollect?  
- Three.

267 1636. How long before you went did she go?  
- About half-an-hour.

268 1637. Then she did not go very far away?  
- No.

269 1638. She had only three men to row and a heavy load?  
- Yes.

270 The Commissioner:  
A heavy load! She had 40, and afterwards took 40 more apparently.

271 1639. (*Mr. Rowlatt.*) Yes. The other 36 makes up the other 40?  
- Yes. But when we got to the other boat I transferred some of those people off the upturned boat into another boat; I think it was No. 10.

272 1640. I have not got it yet, I think. When No. 8 went away she had 40 people in her, you think?  
- Yes.

273 1641. How many people went in your collapsible?  
- Forty; loaded right up.

274 1642. And they went into No. 8, did they not?  
- Yes.

275 1643. And that made 80?  
- Yes.

276 1644. Where did the 36 men off the collapsible go?  
- We took them aboard our boat and then we transferred some of them to another boat that came up alongside us; No. 10, I think.

277 1645. At one time you had more than 80 on No. 8?  
- Yes, at the time we were crossing.

278 1646. You did not see any living people in the water?  
- No.

279 1647. Did you hear any cries?

- I did.

280 1648. Did you see No. 12 boat at all, or only No. 8, or was it No. 12?

- Well, I started all those boats on the port side right till I got forward.

281 1649. The one you transferred your people to, was that No. 8 or No. 12?

- They were the last people to go on board the "Carpathia," and to be picked up.

282 1650. Were they No. 8 or No. 12?

- I think one was No. 8. I think the other was No. 10 or 12. I would not be sure; I know the coxswain of her.

283 1651. What is his name?

- Foley.

284 1652. Was he a steward?

- No, a sailor.

285 1653. He is not a third class steward?

- No.

286 1654. Was he saved?

- Yes.

287 1655. Now, did you have any boat drill?

- Yes.

288 1656. Where was that?

- Southampton.

289 1657. You told me you came on board just before she sailed?

- Yes, but we always had this boat drill with the Board of Trade muster - just after we have our muster, that is just after 9.

290 1658. Earlier in the day?

- Yes.

291 1659. You mean you had your boat drill and then went ashore again?

- Yes; it is a regular thing for sailors to go ashore and have a final drink.

292 1660. Did you actually take part in the boat drill or did you only muster?

- I went up to the boats to lower them, but I went ashore.

293 1661. How do you mean?

- I went up about the boat, and as soon as I saw a chance I went ashore.

294 1662. You did not take part yourself in the actual drill?

- No.

295 1663. Where was the drill held, on the boat deck?

- Yes.

296 1664. How near to the drill did you get?

- I got on the boat deck to get the boats out, and then I went ashore.

297 1665. You did not bear a hand in anything?

- No.

298 1666. Did you get to your right boat?

- It is any boat you get in. They lower the boats and you go away in those boats, you sail back and get hoisted in board.

299 1667. You do not muster at your particular boats?

- No.

300 1668. You had a particular boat?

- Yes, you always muster at that when you are at sea.

301 1669. Did you have any boat drill at sea?

- Not in this ship.

302 1670. You knew where your boat was?

- Yes.

303 1671. How many seamen were there in No. 8 when you got there?  
 - Two.

304 1672. How many seamen, in your judgment, does it want to man one of these boats?  
 - A lifeboat wants at least 12 hands in it.

305 1673. And how many passengers would she then hold safely?  
 - I should think she would take 40 comfortably.

306 1674. Then how many oars would she row with 12 men according to your reckoning?  
 - Twelve oars.

307 1675. And a coxswain beside?  
 - Yes.

308 1676. (The Commissioner.) Do I understand, in your opinion, a lifeboat to accommodate 40 people ought to have in it 12 men with each an oar?  
 - Yes, my Lord.

309 1677. (Mr. Rowlatt.) Did you have one man to each oar or two men to an oar?  
 - One man to an oar in a lifeboat.

310 1678. Do they have sails?  
 - Yes.

311 1679. And when you say 12 men -?  
 - That includes the four to sail the boat.

312 1680. Would they be enough in bad weather?  
 - That is the crew.

313 1681. When you say 12 -?  
 - I am talking of rough weather.

314 1682. A crew to face everything?  
 - Yes.

315 1683. Did you find it difficult to row these lifeboats with only two oars?  
 - Well, we just kept her going that is all.

316 1684. And the collapsible, how many men do you think would be wanted for the collapsible?  
 - About five hands.

317 1685. Four to row and one to steer?  
 - Yes.

318 1686. Is the collapsible intended to have a rudder?  
 - Yes.

319 1687. Did you never see a rudder belonging to a collapsible?  
 - I never saw one there.

320 1688. Had she the proper number of oars?  
 - Yes.

321 1689. And rowlocks or crutches?  
 - Yes.

322 1690. Did you never see the rudder?  
 - No.

323 1691. What happened to the collapsible ultimately?  
 - I do not know.

324 1692. Was she cut adrift, or was she taken on board the "Carpathia"?  
 - None of the collapsible boats were taken on board of her. They were cast adrift.

325 1693. Therefore you never had an opportunity of seeing?  
 - No.

326 1694. Can you form any judgment as to whether she had a plug or not?  
 - If there had not been a false bottom I might have been able to find it out, but they carry a

false bottom about 2 feet from the keel.

327 1695. As far as you were able to see you could not see whether there was a plug or not?  
 - To speak the truth, I do not think there was a plug in the boat.

328 1696. Would she have floated as well as she did without a plug? Would not the water have  
 spurted up from the hole?  
 - We could not see that because there was a false bottom - that was what I was frightened  
 of.

329 1697. You mean a false bottom, not watertight?  
 - Yes.

330 1698. Not one hole coming through the two bottoms?  
 - The boat is like that, and the false bottom is laid like a bit of a platform. (Describing.)

331 1699. You did not know what was going on under the platform?  
 - No.

332 1700. I see; that is what it was. Would not you have expected the water to have come over  
 the platform more than it did if there had been no plug at all in the boat?  
 - I should have done, yes.

333 1701. What is your conclusion about whether there was a plug or not?  
 - The passengers wanted to get out of the boat, and I got them out of it.

334 1702. Was there a lamp in the boat?  
 - No.

335 1703. And no provisions nor water?  
 - Not in this boat.

336 1704. (The Commissioner.) A compass?  
 - No.

337 1705. (Mr. Rowlatt.) Was there going to be any other boat drill as far as you heard?  
 - No, I do not think there was, they would have mustered that Sunday. It is a regular thing  
 in these boats to muster on Sunday for boat drill and fire stations.

338 1706. You had had a Sunday?  
 - Yes, this was a Sunday.

339 1707. Did you muster?  
 - No.

340 1708. (The Commissioner.) Why was that?  
 - I do not know, my Lord.

341 Cross-examined by Mr. SCANLAN.

342 1709. In the boat drill you had at Southampton is it the case that only able seamen and  
 deckhands took part in it?  
 - That is all.

343 1710. No firemen, no stokers, no engineers or stewards were called to take part in it?  
 - No.

344 1711. Had you been given any training in the launching of a collapsible boat?  
 - That is my work. I do not want any training.

345 1712. I know you are a capable man. Had you on board the "Titanic" been instructed in the  
 launching of any of those collapsible boats?  
 - No.

346 1713. In the state of your knowledge while you were on the "Titanic" did you know  
 whether to expect plugs or not in the collapsible?  
 - No.

347 1714. If there had been plugs in this collapsible boat attached with lanyards or chains,  
 could you have found them easily?  
 - Certainly.

348 1715. Can you tell my Lord that there was not a plug attached by a lanyard or a chain in this collapsible boat?

- I should say now that there was no plug attached to the boat; I never saw one.

349 1716. Was there a sea anchor in this collapsible?

- No.

350 1717. Was there a baler?

- Yes, there was a baler.

351 1718. A rudder or tiller?

- No rudder or tiller.

352 The Commissioner:  
Is a rudder used in those boats?

353 Mr. Scanlan:  
I am reading, my Lord, from the general Rules under the Merchant Shipping Act, and if your Lordship will refer to page 15 of the Rules you will see: "Equipments for collapsible or other boats and for the rafts. In order to be properly equipped each boat shall be provided as follows: - (a) With the full single banked complement of oars and two spare oars. (b) With two plugs for each plug hole, attached with lanyards or chains and one set and a half of thole pins or crutches, attached to the boat by sound lanyards. (c) With a sea anchor, a baler, a rudder and a tiller, or yoke and yoke lines, a painter of sufficient length and a boat hook. The rudder and baler to be attached to the boat by sufficiently long lanyards and kept ready for use."

354 The Commissioner:  
What is the date of those Rules?

355 Mr. Scanlan:  
1894 my Lord, it is here.

356 The Attorney-General:  
February, 1902.

357 Mr. Scanlan:  
Yes, 1902. I think there was a Rule made in 1910.

358 The Attorney-General:  
Quite right, and there is another in 1909.

359 Mr. Scanlan:  
And the Rules were reprinted in 1911.

360 The Commissioner:  
Are they the same in 1911 as they were in 1902?

361 Mr. Scanlan:  
Yes, my Lord, with the exception of the one added Rule.

362 The Attorney-General:  
I do not think that affects this.

363 1719. (The Commissioner - To the Witness.) Is it possible to steer these collapsible boats without a rudder?

- Yes, by putting an oar over the stern.

364 1720. Is not there a provision made in the stern of collapsible boats for an oar which is to act as a rudder?

- No, my Lord.

365 1721. Well, there is according to my notion. Are you sure?

- I have never seen a place, my Lord.

366 1722. I mean a place for a rowlock?

- No, I never saw one, my Lord.

367 1723. Did you ever look?



- Well, I did look when I was in this collapsible boat.

368 Mr. Scanlan:  
I think that point that your Lordship is referring to is met in one of the Rules which I did not finish. "In boats where there may be a difficulty in fitting a rudder a steering oar may be provided instead."

369 The Commissioner:  
According to the picture which I have here of one of these collapsible boats, there is no rudder, but there is the provision of a row-lock and so provision for steering with an oar.

370 1724. (Mr. Scanlan.) Yes, my Lord. (To the Witness.) Were there four collapsible boats on board?

- One either side of the emergency boats and one each side of the funnel.

371 1725. Of the four, how many were actually launched?

- I can answer for two.

372 1726. Do you know whether the others were launched or not?

- I cannot say.

373 1727. You have told us that you saw eight lifeboats being launched?

- Yes.

374 1728. And sent off with a complement of passengers?

- Yes.

375 Were all these incompletely filled with passengers?

376 The Commissioner:  
Not his own I should say.

377 1729. (Mr. Scanlan.) Before his own. (To the Witness.) Yours was the last to leave?

- Yes.

378 1730. But of the eight which you saw leaving is it true that they were incompletely filled?

- Some had more passengers in than others.

379 1731. How many more do you think could have been accommodated in these?

- In some of them they could have taken another 15 or 20.

380 1732. (The Commissioner.) Now, what I want to know is this; why were they not filled up?

- There were not any females on the deck to put in the boats.

381 1733. Or if they were they would not go?

- Some would go in and some would not; they wanted to stay behind with their husbands.

382 1734. (Mr. Scanlan.) From the time of the order which you received to assist in uncovering and launching the lifeboats until they were being sent off from the side, was there sufficient interval to enable the female passengers in the steerage to be got up to the boat deck?

- They would if they had anybody there to direct them to the boat deck.

383 1735. Was there any person, so far as you were aware, directing the steerage passengers, either those who were stationed forward or aft, to the boat decks?

- I do not think so.

384 1736. You do not think there was anybody?

- No.

385 1737. (The Commissioner.) But you were not there to see, I should think?

- No, my Lord; but there were hardly any third class passengers up there.

386 1738. (Mr. Scanlan.) You say that you heard shouts, "Any more passengers?" "Any more women?" - Yes; I shouted myself.

387 1739. Could those shouts by any possibility have been heard by the passengers in the third class quarters?

- No, not at all.

388 1740. Of the eight boats which you saw launched how many were properly manned with  
seamen?  
- [No Answer.]

389 The Commissioner:  
Do you mean with twelve seamen? - I do not know what you mean by "properly manned."  
Is your definition of "properly manned" twelve seamen?

390 Mr. Scanlan:  
It is not, my Lord.

391 The Commissioner:  
What is your definition?

392 Mr. Scanlan:  
I should hesitate, my Lord, at this stage of the Inquiry, on my instructions to give a  
definition as to what is a sufficient number of seamen to man a lifeboat.

393 The Commissioner:  
This Witness said twelve.

394 Mr. Scanlan:  
My instructions have never gone to that extent, my Lord -

395 The Commissioner:  
I am not astonished to hear that.

396 1741. (Mr. Scanlan.) As to the efficiency of a crew for manning a lifeboat. (To the  
Witness.) How many seamen could, in your opinion, man one of those lifeboats in fine  
weather and under favourable conditions which you had on the night of this unfortunate  
accident?  
- If they were to keep in the boat for any length of time it would want at least six.

397 1742. In those eight boats which were launched while you were looking on, can you tell  
my Lord how many seamen were in each on an average?  
- To my knowledge there was either one or two in each.

398 1743. Was that insufficient in your opinion?  
- That is the regulation, two sailors to each boat.

399 The Commissioner:  
I really do not understand it. He says the regulations are two in each boat. He says there  
ought to be twelve in some circumstances, and apparently six in other circumstances.  
What am I to understand? Are we getting this Witness's skilled opinion on the point?

400 1744. (Mr. Scanlan.) I think his opinion might be of some value. (To the Witness.) When  
you speak of twelve men being required do you mean stokers as well as seamen?  
- I am a Service man and I did nine years in the Navy, and for a lifeboat it was always  
considered fourteen men is a lifeboat's crew.

401 1745. (The Commissioner.) How many persons will that boat manned with 14 men carry  
in addition to the 14 men?  
- That boat would carry at least 50 besides the crew.

402 1746. Besides the fourteen?  
- Yes.

403 1747. (Mr. Scanlan.) When you speak of Mercantile Marine boats - I am not talking of  
Service boats now - you referred to a crew of twelve?  
- Yes.

404 1748. Does that include firemen and engineers and stewards as well as seamen?  
- Yes.

405 1749. You also stated a moment ago that you are supposed to have two seamen to each  
lifeboat?  
- Yes.

406 1750. Is that an ordinary regulation - two qualified seamen?  
 - Yes, that is a regulation laid down by this Company - two sailors to each boat.

407 1751. Were there two sailors to each of the boats which you saw launched before you left the "Titanic"?  
 - There were two sailors in several of them, one in some, and a fireman took their place.

408 1752. Do the firemen and stokers in other ships? - No.

409 Mr. Holmes:  
 I have no questions.

410 Examined by Mr. LEWIS.

411 With regard to this boat drill at Southampton, are many men allowed to run away as you did on that Saturday?

412 The Commissioner:  
 What is that question?

413 1753. (Mr. Lewis.) I am asking about the boat drill on Saturday at Southampton, where, I think, Mr. Lucas departed to have a drink. (To the Witness.) Was any notice taken of your going away?  
 - No.

414 1754. What time is generally spent upon these boat drills as a Rule?  
 - I should say about an hour from the time they are lowered to the time they are hoisted.

415 1755. Who takes part - only sailors?  
 - Only sailors.

416 1756. The whole of the sailors?  
 - Yes.

417 1757. And how many boats?  
 - Two.

418 1758. Is the Board of Trade Inspector generally present?  
 - Yes.

419 1759. And does he make a thorough examination of the boats?  
 - Yes.

420 1760. Does he see that they are properly equipped?  
 - Yes.

421 1761. Now with regard to the "Titanic," I understand you went from your quarters?  
 - Yes.

422 1762. How long did it take you to get from your quarters to the boat deck?  
 - I should say about five minutes.

423 1763. No more?  
 - No.

424 1764. (The Commissioner.) Where are your quarters. I thought they were here?  
 - Yes; in the fore-well deck.

425 1765. You had got up to the boat deck?  
 - Yes.

426 1766. Does it take you five minutes to get up?  
 - At times it took me longer than that. I never knew my way; it was a new ship.

427 1767. In ordinary circumstances, or what I conceive to be ordinary circumstances, do you mean to tell me it takes five minutes to get from your quarters in the fore part of the ship up to the boat deck? Just think about it?  
 - It took me close on that. I never knew my way properly upon the boat deck.

428 1768. Do you mean to say that you were groping about in places that you knew nothing about?  
 - Yes.

429 1769. Had you never been up before?  
 - Yes, I had been on the boat deck every watch.

430 1770. And had not you then learnt your way?  
 - Yes, I had learnt my way.

431 1771. Then having learnt your way how long did it take you to go your way to get to the boat deck? Five minutes seems a very long time. I should have said half-a-minute?  
 - It is rather long, my Lord.

432 The Commissioner:  
 I came up those stairs in the "Olympic" yesterday. It is quite true I was shown the way but five minutes seems an extraordinary length of time.

433 Mr. Lewis:  
 Would you say the boat is very complicated?

434 1772. (The Commissioner.) Was it difficult for you to find your way from your quarters up to the boat deck?  
 - No.

435 1773. (Mr. Lewis.) Was it easy to get from the men's quarters to the deck? Would it be more difficult on the "Titanic" than one of the Union-Castle boats?  
 - Yes.

436 1774. You say it would be more difficult?  
 - In the "Titanic," yes.

437 1775. How long did it take you? I understand you say you assisted to get eight lifeboats out?  
 - Yes.

438 1776. How long did it take you from the time you commenced till the time you finished with the last boat? How long were you engaged on the work?  
 - I should say about an hour.

439 1777. You said that you were launching that boat. I understood you to say there were eight sailors there?  
 - That is right.

440 1778. You were rather short-handed in launching the eight boats?  
 - Yes.

441 1779. And there were not sufficient seamen sent out with the boats?  
 - No.

442 1780. What had those eight men been doing?  
 - Lowering all the boats.

443 1781. But they were left behind?  
 - Yes, left behind along with me - got orders to stand by the boats and lower, and do nothing else.

444 1782. As two sailors at each boat went out they left the number behind to look after the other boats?  
 - Yes.

445 1783. It would not require the eight sailors to do the last two or three boats, would it?  
 - It required every man that was there. I got ordered out of the boat I was in, the last collapsible boat, to get one off from the funnel.

446 1784. Were there any women or children left behind when you left on this collapsible boat?  
 - Yes, I left two myself.

447 1785. Where were they?  
 - They were lying alongside of me and I said to them: "Wait a minute, there's another boat going to be put down from the funnel for you."

448 1786. That was because you could not take them?  
 - I could not take them.

449 1787. Were they young people or old?  
 - Two young girls.

450 Examined by Mr. COTTER.

451 1788. How long have you been in the employ of the White Star Line?  
 - About eighteen months or two years.

452 1789. Have you been in any other lines that have first class passenger ships?  
 - No.

453 1790. When you got to the boat decks, you found these collapsible boats lashed down?  
 - Yes, they were secured down.

454 1791. How were they secured?  
 - I could not tell you.

455 1792. Have you any idea how you got them away?  
 - The collapsible boats?

456 1793. Yes?  
 - The same falls from the emergency boat picked the collapsible boats off the deck.

457 1794. Who cut them away? Did you chop them away with anything, or did you unfasten them?  
 - Firemen and sailors.

458 1795. How many firemen were there?  
 - I should say about 40.

459 1796. Forty firemen and how many sailors?  
 - Three while I was there.

460 1797. I thought you said eight?  
 - This is getting the collapsible boat off the deck. Eight sailors were there when I was alongside the funnel - by the boat by the funnel.

461 1798. You had had no drill or any practice in getting these collapsible boats away in case of emergency?  
 - No.

462 1799. None at all?  
 - No.

463 Examined by Sir ROBERT FINLAY.

464 1800. You said you saw a sidelight and a masthead light?  
 - Yes.

465 1801. Was I right in thinking that you said you judged them to be eight or nine miles apart?  
 - Yes.

466 1802. Could you see a sidelight eight or nine miles distant?  
 - A night like that I could.

467 1803. Eight or nine miles distant?  
 - I think so.

468 1804. You saw nothing more of the vessel to which those lights belonged?  
 - No; the light went further away every time we looked at it.

469 1805. (The Commissioner.) I am not quite clear about it. Did you see this masthead light and this sidelight before you got into the boat?  
 No.

470 1806. Before you were on the surface of the water?  
 - No, I never saw it.

471 1807. And you saw one of them nine miles away when you were down in the boat?

- Yes.

472 1808. (Sir Robert Finlay.) At the time of the collision did you hear any noise?

- No, only the collision we had with the berg.

473 1809. That is what I mean. If it made any noise can you describe what it was like?

- Like a ship running up on gravel, a crushing noise.

474 1810. Grating on gravel?

- Yes.

475 1811. In regard to all these lifeboats that you saw lowered, did you notice whether there was water?

- There was breakers of water.

476 1812. Yes?

- The boat I was in had breakers of water.

477 1813. You mean the collapsible?

- Yes, and No. 8 boat.

478 1814. (The Commissioner.) Both had?

- The collapsible boats are not fitted with any breakers, not the one I was in; but No. 8 had water in it.

479 1815. (Sir Robert Finlay.) Did you notice with regard to any of the other boats?

- No.

480 1816. Did you notice whether there were biscuits in any of them?

- I asked the coxswain of No. 8 whether he had any biscuits in the boat, and he said "Yes, he had and water too."

481 1817. Did many of the women passengers refuse to leave the ship?

- Me and Mr. Lightoller helped one elderly lady into the collapsible boat, and we had to get her out again because she refused. She would not go without her husband. There were several cases like that while I was lowering my boats on the port side.

482 1818. Several cases like that came under your own notice?

- Yes.

483 1819. You know that a great many third class women passengers were saved?

- Yes.

484 1820. You were not there to hear how they were told what was happening?

- No.

485 1821. Somebody must have told them?

- Yes.

486 Re-examined by the ATTORNEY-GENERAL.

487 1822. You have spoken to us of what happened before you left Southampton. With reference to the boats, was it No. 3 and 7 lifeboats which were swung out, do you remember?

- I could not answer for that.

488 1823. Were there two boats on the starboard side?

- Yes.

489 1824. Were the deckhands duly mustered?

- Yes.

490 1825. And then were a number of men told off to swing out and lower the boats into the water?

- Yes.

491 1826. Do you remember at all how many men?

- No. That is all the men, all sailors - it does not matter what you are - all go to those two boats.

492 1827. All the sailors who would otherwise have to man the other boats?

- Yes.

493 1828. The sailors?

- Yes.

494 1829. A number of them with an Officer formed the crew of each boat?

- Yes.

495 1830. Then were the boats swung out at the same time?

- Yes, they went away together.

496 1831. Is that a matter which takes about 3 1/2 minutes, or something like that?

- It would be about that.

497 1832. Were the crews exercised by the Officers in the water?

- Yes.

498 1833. Did you see an Emigration Officer of the Board of Trade there at the time this was done?

- Yes, there was an Officer there.

499 1834. We are talking of it as a boat drill; it is as well to get it correct, my Lord; it is not boat drill?

500 The Commissioner:  
So I gathered.

501 The Attorney-General:  
It is a muster.

502 The Commissioner:  
They do not go through any evolutions.

503 The Attorney-General:  
No.

504 The Commissioner:  
They simply go up and stand opposite two boats, not more.

505 The Attorney-General:  
Yes. Then, of course, they swing out the boats and they go into the water and they are exercised. This is in order to satisfy the Emigration Officer of the Board of Trade. That is the point. It is not boat drill at all; it is a muster. Your Lordship asked a question also about the Rules. I find that the last Rule is the 14th June, 1911, and that makes some additions and amendments to Rules in reference to deck lifeboats. If your Lordship has not got it we will see you get it. We will go into that more fully hereafter.

506 (The Witness withdrew.)