

# United States Senate Inquiry

## Day 11

### Testimony of Charles E. Stengel

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

Senator SMITH.  
What is your full name?

Mr. STENGEL.  
[C. E. Henry Stengel](#).

Senator SMITH.  
Where do you reside?

Mr. STENGEL.  
Newark, N. J.

Senator SMITH.  
What is your business?

Mr. STENGEL.  
Leather manufacturer.

Senator SMITH.  
Were you a passenger on board the [Titanic](#) on the ill-fated voyage from Southampton to the place of the accident?

Mr. STENGEL.  
Yes, sir.

Senator SMITH.  
While you were on that voyage did you familiarize yourself with the speed of the *Titanic*?

Mr. STENGEL.  
I did, the last day; particularly the last day, I did.

Senator SMITH.  
Particularly the day of the accident?

Mr. STENGEL.  
The day of the accident; that is, from Saturday noon to Sunday noon.

Senator SMITH.  
Will you kindly tell the committee how you familiarized yourself with the speed, and what the speed was when you last informed yourself about it?

Mr. STENGEL.  
As is usual in these voyages, there were pools made to bet on the speed that the boat would make, and at 12 o'clock, after the whistle blew, the people who had bet went to the [smoking room](#), and came out and reported she had made 546 knots. I figured then that at 24 hours to a day we made 22 3/4 knots; but I was told I was mistaken; that I should have figured 25 hours.

Senator SMITH.  
Twenty-five hours for the day?

Mr. STENGEL.  
Yes, on account of the elapsed time, I believe, which made it almost 22 knots an hour. At the same time a report came - this was the report that came from the engine room - that the engines were turning three revolutions faster than at any time on the voyage.

Senator SMITH.  
What time was that on Sunday?

Mr. STENGEL.  
I should say about between 1 and 2 o'clock Sunday afternoon.

Senator SMITH.  
Did you have occasion to consult with anyone as to, or did you familiarize yourself with, the speed of the ship after that time?

Mr. STENGEL.  
Not after that time, any more than I called my [wife's](#) attention to the fact that the engines were running very fast. That was when I retired, about 10 o'clock. I could hear the engines running when I retired, and I noticed that the engines were running fast. I said I noticed that they were running faster than at any other time during the trip.

Senator SMITH.  
How could you tell that?

Mr. STENGEL.  
Just through being familiar with engines in the manufacturing business. We have bought a great many engines in 28 or 29 years, and we generally take the speed of the engine. We want to buy an engine that will run a certain speed to do a certain amount of work. It was just natural instinct that was all.

Senator SMITH.  
Where were you when the accident happened?

Mr. STENGEL.  
I had retired. My wife called me. I was moaning in my sleep. My wife called me, and says, "Wake up; you are dreaming;" and I was dreaming, and as I woke up I heard a slight crash. I paid no attention to it until I heard the engines stop. When the engines stopped I said, "There is something serious; there is something wrong. We had better go up on deck." I just put on what clothes I could grab, and my wife put on her kimono, and we went up to the top deck and walked around there. There were not many people around there. That was where the lifeboats were. We came down to the next deck, and the [captain](#) came up. I supposed he had come up from investigating the damage. He had a very serious and a very grave face. I then said to my wife, "This is a very serious matter, I believe." I think [Mr. Widener and his wife](#) - I think it was Mr. Widener - followed the captain up the stairs, and they returned, and I presume they went to their staterooms. Shortly after that the orders were given to have the passengers all put on life preservers. I went back to my [stateroom](#) and put a life preserver on my wife, and then she tied mine on. We went back up to the top deck. Then I heard the orders given to put all the women and children in the boats and have them go off about 200 yards from the vessel.

Senator SMITH.  
Who gave that order?

Mr. STENGEL.  
It seemed to me an officer. Of course I was a little bit agitated, and I heard them and I did not look particularly to see who it was. While they were loading the lifeboats, the officers or men who had charge of loading the lifeboats said, "There is no danger; this is simply a matter of precaution." After my wife was put in a lifeboat she wanted me to come with them, and they said, "No; nothing but ladies and children." After the five boats, I think it was, or the boats as far as I could see on the starboard side, were loaded, I turned toward the bow. I do not know what led me there, but there was a small boat that they called an emergency boat, in which there were

three people, [Sir Duff Gordon and his wife](#) and [Miss Francatelli](#). I asked the [officer](#) - I could not see them, it was so dark, and I presume I was agitated somewhat - I asked him if I could not get into that boat. There was no one else around, not a person I could see except the people working at the boats, and he said, "Jump in." The railing was rather high - it was an [emergency boat](#) and was always swung over toward the water - I jumped onto the railing and rolled into it. The officer then said, "That is the funniest sight I have seen tonight," and he laughed quite heartily. That rather gave me some encouragement. I thought perhaps it was not so dangerous as I imagined. After getting down part of the way there was a painter on the boat, and we were beginning to tip, and somebody hollered to stop lowering. Somebody cut that line and we went on down.

Senator SMITH.

Describe this rail if you can. Was it a guard?

Mr. STENGEL.

I do not know what they call it; a fence, like, on the side. The other lifeboats were all loaded from the floor. You could step right from the floor into the lifeboats.

Senator SMITH.

That was on the upper deck?

Mr. STENGEL.

That was on the [boat deck](#); yes, sir; toward the bow.

Senator SMITH.

And this rail was at the outside of the boat deck?

Mr. STENGEL.

It was just at the edge of the deck, just to keep people from falling over.

Senator SMITH.

How high was it?

Mr. STENGEL.

I should judge it was about three feet and a half, or so.

Senator SMITH.

Was there any opening in it?

Mr. STENGEL.

No, sir.

Senator SMITH.

Persons entering that boat were obliged to go over that rail?

Mr. STENGEL.

Yes, sir.

Senator SMITH.

Did your wife go over that rail?

Mr. STENGEL.

No, sir; my wife was loaded three or four boats previous to that. We were up there quite early; that is, we were up there almost the first on the deck.

Senator SMITH.

When you got down to the water, what happened?

Mr. STENGEL.

Just as I jumped into the boat some one else, a man named [A. L. Solomon](#) [Saloman], appeared. I do not know where he appeared from, but he asked to get in and jumped in the boat with us. There were five passengers and, I understand, three stokers and two seamen; that is, five of the crew.

Senator SMITH.

How many women?

Mr. STENGEL.

There were two ladies - Sir Duff Gordon's wife and Miss Francatelli - in that boat. There was no one else in sight at that time.

Senator SMITH.

And there were no other occupants of that boat?

Mr. STENGEL.

Not of the passengers. At that time, when they were getting ready to lower, then I jumped in, and Mr. Solomon did also.

Senator SMITH.

You had five passengers. Does that include you and Mr. Solomon?

Mr. STENGEL.

Yes, sir.

Senator SMITH.

You had three stokers?

Mr. STENGEL.

Yes, sir.

Senator SMITH.

Three seamen and two women?

Mr. STENGEL.

No; three stokers and two seamen.

Senator SMITH.

Two seamen and two women?

Mr. STENGEL.

Yes, sir.

Senator SMITH.

That is, 12 people all told?

Mr. STENGEL.

No; 10 all together.

Senator SMITH.

Your five passengers included the two women?

Mr. STENGEL.

Yes, sir; the five passengers included the two women.

Senator SMITH.

Did any others of the passengers or crew board that boat?

Mr. STENGEL.  
Besides the 10 that I say were on it?

Senator SMITH.  
Yes.

Mr. STENGEL.  
No, sir.

Senator SMITH.  
Who was in charge of that boat?

Mr. STENGEL.  
I do not know. As I said, there were two seamen, one at the bow and one at the rudder at the stern, and the other three were rowing, with myself, as I was rowing with one of the stokers.

Senator SMITH.  
Do you know who gave directions?

Mr. STENGEL.  
I think between Sir Duff Gordon and myself we decided which way to go. We followed a light that was to the bow of the boat, which looked like in the winter, in the dead of winter, when the windows are frosted with a light coming through them. It was in a haze. Most of the boats rowed toward that light, and after the green lights began to burn I suggested it was better to turn around and go toward the green lights, because I presumed there was an officer of the ship in that boat, and he evidently knew his business.

Senator SMITH.  
That was evidently from another lifeboat?

Mr. STENGEL.  
Yes, sir; it was from another lifeboat.

Senator SMITH.  
Did you go toward it?

Mr. STENGEL.  
Yes, sir; we did.

Senator SMITH.  
Did you reach its side?

Mr. STENGEL.  
We did not reach its side. It was toward morning that we turned, and by that time another man and myself thought we saw rockets - one rocket; that is, a rocket explode - and I said, "I think I saw a rocket," and another one said, "I think I saw a rocket," and one of the stokers, I think it was, said, "I see two lights. I believe that is a vessel." Then, after that, when another green light was burned, there was a flash light from a boat, and I said, "Now, I am pretty positive that is a boat, because that is an answer to the green signal," and one of the stokers said, "The green light is the company's color," I understood him to say. That is what he said. Whether he was right or not, I do not know. When we saw that flashlight, it was like powder was set off. I said, "Now, let us give it to her and let us steer in between the green light - where we saw the green light - and that boat," and that being a very light boat we left the other boats quite a way behind. I felt somewhat enthused to see the boat, and I began to jolly them along to pull. I said, "Keep pulling." We kept pulling, and I thought we were the first boat aboard; but I found that the boat that had the green lights burning was ahead of us. We were the second boat aboard.

Senator SMITH.  
What was the number of this emergency boat?

Mr. STENGEL.

I do not know, sir; I did not look at that.

Senator SMITH.

How far out from the side of the upper deck did that boat hang when you got into it?

Mr. STENGEL.

It was right up against the side. If it had not been I would have gone down into the water, because I rolled. I did not step into it; I just simply rolled.

Senator SMITH.

There was no difficulty in entering it when you got over this rail?

Mr. STENGEL.

No. There was a partition of canvas or something or other like that to keep it from scraping the sides.

Senator SMITH.

Did you see icebergs the next morning?

Mr. STENGEL.

I guess you could. They were all around. You could see them. As soon as we landed down into the water, as soon as we were afloat, you could see icebergs all around, because we thought they were sailing vessels at first, and began pulling this way, and then turning around and going the other way. They were in sight all along the horizon.

Senator SMITH.

Were you menaced in any way, after you got into the water in this emergency boat, by ice?

Mr. STENGEL.

No, sir.

Senator SMITH.

How far away was it from you, apparently?

Mr. STENGEL.

It was quite a ways, but you could see the outline in the dusk.

Senator SMITH.

Describe these icebergs. How large were they?

Mr. STENGEL.

There was one of them, particularly, that I noticed, a very large one, which looked something like the Rock of Gibraltar; it was high at one point, and another point came up at the other end, about the same shape as the rock of Gibraltar.

Senator SMITH.

How did it compare with size of the *Titanic*?

Mr. STENGEL.

I was a good ways off. It was not quite as large as the *Titanic* but it was an enormous, large iceberg.

Senator SMITH.

Can you approximate its height from the water?

Mr. STENGEL.

Of course I might. At such a distance I should judge it was 250 feet high at the highest point.

Senator SMITH.

Where was the field ice - back of these icebergs or to the east of them?

Mr. STENGEL.

The field ice I did not see much of until we got aboard the [Carpathia](#). Then there was a floe there that I should think was about 5 miles long, and I should say it would take 20 minutes by the *Carpathia* to get by that field ice. It was ice all covered with snow.

Senator SMITH.

How high above the water?

Mr. STENGEL.

Not very high above the water.

Senator SMITH.

Five or ten feet, or something like that?

Mr. STENGEL.

I should judge not over 2 feet; 2 or 3 feet.

Senator SMITH.

Do you think of anything more you care to say in addition to what you have already said that might throw any light on the subject of this inquiry?

Mr. STENGEL.

No. There is only one thing that I would like to say and that is that evidently, when they struck the iceberg, the ice came on the deck, and there was one of the passengers had a handful of ice when we were up there, and showed it. Another passenger said that the ice came into his porthole. His porthole was open.

Senator SMITH.

How long after the impact was it before the engines were stopped?

Mr. STENGEL.

A very few minutes.

Senator SMITH.

Give the number of minutes, if you can. You are accustomed to machinery and matters of this kind.

Mr. STENGEL.

I should say two or three minutes, and then they started again just slightly; just started to move again. I do not know why; whether they were backing off, or not. I do not know. I hardly thought they were backing off, because there was not much vibration of the ship.

Senator SMITH.

Did you hear or see anyone arousing passengers from their rooms after the impact?

Mr. STENGEL.

I heard the order given to the stewards to arouse the passengers, and afterwards I heard somebody remark, " Did you ever see such actions," or some remark like that - "Did you ever see such actions as the stewards are showing." It seems they were not arousing the people.

Senator BURTON.

They were not, do you say?

Mr. STENGEL.

Yes, sir. There was a remark made like that, "Did you ever see such actions of the stewards," or some remark like that, indicating they were not doing their duty.

Senator SMITH.

What is your judgment about it?

Mr. STENGEL.

My judgment about the officers is that when they were loading I think they were cool. I think so far as the loading of the boats after the accident was concerned, sir, they showed very good judgment. I think they were very cool. They calmed the passengers by making them believe it was not a serious accident. In fact, most of them, after they got on board the *Carpathia*, said they expected to go back the next day and get aboard the *Titanic* again. I heard that explained afterwards by an officer of the ship, when he said, "Suppose we had reported the damage that was done to that vessel; there would not be one of you aboard. The stewards would have come up" - not the stewards, but the stokers - "would have come up and taken every boat, and no one would have had a chance of getting aboard of those boats."

Senator SMITH.

Did you see any man attempt to enter these lifeboats who was forbidden to do so?

Mr. STENGEL.

I saw two, a certain physician in New York and his brother, jump into the same boat my wife was in. Then the officer or the man that was loading the boat, said "I will stop that. I will go down and get my gun." He left the deck momentarily and came right back again. Afterwards I heard about five shots; that is while we were afloat. Four of them I can account for in this way, that when the green lights were lit on the boat they were lashed to my wife's boat - the man shot off a revolver four times, thinking it was a vessel. The man in charge said, "You had better save all your revolver shots, you had better save all your matches, and save everything. It may be the means of saving your life." After that I heard another shot that seemed to be aboard the *Titanic*. It was explained to me afterwards that that was the time that one of the men shot off his revolver - that is, the mate or whoever had charge of the boat shot off his revolver - to show the men that his revolver was loaded and he would do what he said; that any man who would step into the lifeboat he would shoot.

Senator SMITH.

But you saw no attempt by a man to enter a lifeboat, except in the manner you have described?

Mr. STENGEL.

No, sir; I saw no attempt of anyone to get into the lifeboats except those two gentlemen that jumped in the boat after the boat was lowered; that is, started to lower.

Senator SMITH.

With reference to communication with shore or ship wireless stations after you got aboard the *Carpathia*, is there anything you can say about that; whether there was any notice published or any directions given as to the manner in which the wireless stations aboard the *Carpathia* should be operated?

Mr. STENGEL.

Yes, sir; there was on the bulletin board one telegram which said that they would like to have information of the *Titanic*, and "Ask the captain to send it via the Navy," or they gave the name of the land station - to telegraph it that way; to get permission from the captain to send it that way.

There was another quite large bulletin posted by the captain which said there had been rumors aboard brought to him that the press was using the wires, and the captain made it very emphatic, and said, "I wish to state emphatically that there have not been but 20 words sent to the press," and that the wires were at the service of the survivors of the *Titanic*.

Senator SMITH.

And was this wire signed by the captain or the operator?

Mr. STENGEL.

That was signed by, I think, the purser.



Senator SMITH.

What day was that, considering the time you got aboard the *Carpathia*? Was it Monday, or Tuesday, or Wednesday?

Mr. STENGEL.

I think it was Tuesday, sir. I am not sure, sir, but I am under the impression it was Tuesday.

Senator SMITH.

Did you make any attempt to communicate with your friends or home?

Mr. STENGEL.

Yes, sir; I did; and through the efforts I made to help the people aboard the boat there, they said, "We appreciate what you are doing, and your two messages have gone."

Senator SMITH.

What time was that?

Mr. STENGEL.

I think the first message was sent on Sunday, just stating, "Both aboard the *Carpathia*; both safe aboard the *Carpathia*."

Senator SMITH.

That was Sunday night?

Mr. STENGEL.

I think it was Sunday - no; I mean Monday, sir. I mean Monday.

Senator SMITH.

What time Monday?

Mr. STENGEL.

I should judge in the morning, some time.

Senator SMITH.

To whom was it addressed?

Mr. STENGEL.

It was addressed to the firm of Stengel and Rothschild, Newark, N.J.

Senator SMITH.

Was that message received?

Mr. STENGEL.

Yes, sir; that message was received.

Senator SMITH.

When?

Mr. STENGEL.

That I do not recollect. I could not give that definitely, but I sent another message after that, asking to have two automobiles to meet me at the *Carpathia* pier; that I expected to bring some survivors home with me. I expected to bring several ladies, one from Fond du Lac, and one from Green Bay, and one from North Dakota, and another lady from West Orange; but as we left the boat they all found their friends, and I had no use for the two machines after that.

Senator SMITH.

Can you inform the committee, either now or later, when the message to your firm was delivered on Monday, if it was delivered on Monday?

Mr. STENGEL.

Yes; I could get that information.

Senator SMITH.

We would like to have that information.

Mr. STENGEL.

Yes, sir; I will. There was a message sent to me which I never received. There was a message sent aboard the *Carpathia* which I never received, but which was answered by someone else, and it was signed -

Senator SMITH. (*interposing*)

Answered from the *Carpathia* by someone else?

Mr. STENGEL.

I do not know where it was answered from, but the answer came back to the message from the firm, and they asked whether I received the message, and I said no. They said it was answered.

Senator SMITH.

In your name?

Mr. STENGEL.

It evidently was. I did not see the message.

Senator SMITH.

If possible, I would like to have you look that up.

Mr. STENGEL.

All right, sir. I would say this, Senator, that my partner afterwards called up the Western Union about that, and they said that that message had not been delivered, and that there was a return fee for that message.

Senator SMITH.

That is, the message which was sent you which had not been delivered?

Mr. STENGEL.

Yes, sir; the message sent to me.

Senator SMITH.

On what deck were your rooms?

Mr. STENGEL.

On [C deck, 116](#).

Senator SMITH.

On what deck was this ice?

Mr. STENGEL.

That I could not tell you, any more than that I was told they got it off the deck. They did not state which deck it was taken off of.

Senator SMITH.

Do you care to say anything else?

Mr. STENGEL.  
Nothing that I know of, sir.

Senator BOURNE.  
The [emergency boat](#) that you got into had a capacity for how many passengers?

Mr. STENGEL.  
I do not think it had a capacity for any more than were in it. It was just a small boat. In fact, when we arrived at the *Carpathia* it was never taken aboard the *Carpathia*. It was too small and too light a boat, and they just set it adrift. The other large lifeboats were taken aboard the *Carpathia*.

Senator BOURNE.  
Were there any people left on deck when the boat you were in was lowered?

Mr. STENGEL.  
I could not see a person. I think possibly that was because the last lifeboat was being lowered off the starboard side, and I suppose the people had gone to the other side.

Senator BOURNE.  
Your boat was on the starboard side?

Mr. STENGEL.  
On the starboard side, the right side looking toward the bow.

Senator BOURNE.  
Your boat was the last boat to leave?

Mr. STENGEL.  
So far as I saw. I saw no other boat on that side, sir.

Senator BOURNE.  
When you were refused admission into the boat in which your wife was, were there a number of ladies and children there at that time?

Mr. STENGEL.  
No, sir; there were not. These two gentlemen had put their wives in and were standing on the edge of the deck, and when they started lowering, they jumped in. My wife said there were five, but I saw only two.

Senator BOURNE.  
What is your impression, that no effort was made to awaken the passengers who were asleep at the time of the accident?

Mr. STENGEL.  
I would not say that, any more than I heard the comment made about the actions of the stewards. That is all I could say.

Senator BOURNE.  
You have no specific knowledge in that direction?

Mr. STENGEL.  
No, sir.

Senator BOURNE.  
General orders were issued for the passengers to put on life preservers, were they?

Mr. STENGEL.  
Yes, sir; I heard those orders issued.

Senator BOURNE.

Do you know who issued the orders?

Mr. STENGEL.

No, sir; I do not. I heard the orders issued, and then I went down and put on a life preserver, and my wife put on one.

Senator BOURNE.

Were there any people on the decks, and did the number steadily increase after the issuance of these orders?

Mr. STENGEL.

They did not come up very fast; no, sir. There were not many people on deck when my wife's boat went off, and I think my wife's boat was about the second boat. There were not very many people on the top deck at that time.

Senator BOURNE.

When you had gone down and donned the life preservers and returned you returned to the top deck?

Mr. STENGEL.

Yes, sir.

Senator BOURNE.

So you are not cognizant of the condition on the lower decks?

Mr. STENGEL.

No, sir.

Senator BOURNE.

That is all.

Senator BURTON.

Were there more than 10 in this emergency boat at any time before you were taken on board the *Carpathia*?

Mr. STENGEL.

Were there what?

Senator BURTON.

You have said there were 10; 5 passengers and 5 seamen?

Mr. STENGEL.

Yes, sir.

Senator BURTON.

Did any more come into that boat, and were they taken on before you were taken on board the *Carpathia*?

Mr. STENGEL.

No, sir. My wife told me the boat she was in had not quite enough people; that is, it was not loaded as much as the other boats, and they lashed two boats together and took some of the people out of one boat and put them in the other and divided them up.

Senator BURTON.

But in that boat there were not more than 10 at any time? That is, in your boat, I mean?

Mr. STENGEL.

No, sir.

Senator BURTON.

And yet you say that was the capacity of the boat?

Mr. STENGEL.  
So far as I could see; yes, sir.

Senator BURTON.  
Did you compare that emergency boat with any of the other emergency boats to see if it was the same size?

Mr. STENGEL.  
No, sir; I did not.

Senator BURTON.  
You did not notice it before, while you were en voyage?

Mr. STENGEL.  
No, sir.

Senator BURTON.  
Or later?

Mr. STENGEL.  
No, sir.

Senator BURTON.  
Five hundred and forty-six knots was the run as posted just after Sunday noon, you say?

Mr. STENGEL.  
Yes, sir.

Senator BURTON.  
Referring to this light which you say appeared like a light showing through a frosted window pane, where was that light?

Mr. STENGEL.  
It was right toward the bow; it was off in the distance.

Senator BURTON.  
How far away was it?

Mr. STENGEL.  
It was a good ways; I am not familiar with distances at sea, but it was quite a ways off, and most of the boats rowed that way. There was a lady had a cane, I believe, with an electric light, and she was flashing this light, and they were going to that boat, and we were going toward that boat, and there were two other boats around, so the two or three of us kept together; that is, all the boats besides our own kept together.

In one of those boats I think there was an old sailor, and he afterwards explained that he took the end of a rope and dipped it in oil and lit that. That was a flare light that every now and then would show.

Senator BURTON.  
This light was not on any of the boats lowered from the [\*Titanic\*](#)?

Mr. STENGEL.  
The light I spoke of, away off?

Senator BURTON.  
Yes.

Mr. STENGEL.  
No, sir.

Senator BURTON.  
What was your conjecture about it?

Mr. STENGEL.  
My conjecture was this, as I explained when I was first asked what it was. I thought it was a sort of northern light, reflecting on an iceberg. That was my impression of it.

Senator SMITH.  
You did not think it was on a ship?

Mr. STENGEL.  
Well, no. We all rowed for it at first, and then it vanished like.

Senator SMITH.  
Where was it; ahead or on the port side?

Mr. STENGEL.  
It was toward the bow. It was just as if, if you were going to walk off the bow of the ship, you would walk toward that light.

Senator SMITH.  
Toward it?

Mr. STENGEL.  
Yes.

Senator SMITH.  
To the left or to the right?

Mr. STENGEL.  
I think a little bit to the right, sir. I am not sure of it, but I should think a trifle to the right.

Senator FLETCHER.  
How far were you from the *Titanic* when she went down?

Mr. STENGEL.  
I could not say the distance. I saw all the movements. I saw her first row of port lights go under the water; I saw the next port lights go under the water; and finally the bow was all dark. When the last lights on the bow went under, I said, "There is danger here; we had better row away from here. This is a light boat, and there may be suction when the ship goes down. Let us pull away." The other passengers agreed, and we pulled away from the *Titanic*, and after that we stopped rowing for awhile, and she was going down by the bow most all the time, and all of a sudden there were four sharp explosions about that far apart, just like this (*the witness indicating by snapping his fingers four times*), and then she dipped and the stern stood up in the air, and then the cries began for help. I should think that the people who were left on the boat began to jump over. There was an awful wail like.

Senator FLETCHER.  
Could you see the people?

Mr. STENGEL.  
No, sir; I could not see any of the people, but I could hear them.

Senator FLETCHER.  
What was the character of these explosions?

Mr. STENGEL.  
I do not know, but I should judge it would be a battery of boilers going.

Senator FLETCHER.

Might it have been bulkheads giving way?

Mr. STENGEL.

I do not know. I have never been familiar with bulkheads giving way; but they were quite hard explosions. She dipped, then, forward, and all you could see was the stern sticking up. When I heard the cries I turned my back. I said, "I can not look any longer."

Senator FLETCHER.

You did not attempt to go back to get any of those people?

Mr. STENGEL.

We could not. We were quite a ways away, and the suggestion was not made, and we did not; that is all there is about that. I do not know why we did not, but we did not.

Senator SMITH.

Was there any evidence of intoxication among the officers or crew that night?

Mr. STENGEL.

No, sir. I have a distinct recollection of a [Mrs. Thorne](#) stating, while talking about the [captain](#) being to dinner, that she was in that party, and she said, "I was in that party, and the captain did not drink a drop." He smoked two cigars, that was all, and left the dining room about 10 o'clock.

Senator SMITH.

You have spoken of this betting pool. Was any officer or member of the crew engaged in this pool, that you know of?

Mr. STENGEL.

No, sir; not that I know of. I just happened to be in the party. I had been watching a game of cards most of the trip, and [Mr. Harris](#), one of the ill-fated passengers, had won the hat pool.

Senator SMITH.

This was a pastime among the passengers?

Mr. STENGEL.

Yes.

Senator SMITH.

And you are quite certain that no officer or director took any part in it.

Mr. STENGEL.

I did not see any of them, sir; and I did not even go and look at the names of those who were on the list.

Senator SMITH.

You did not see [Mr. Ismay](#) there?

Mr. STENGEL.

No, sir; I do not know Mr. Ismay.

Senator SMITH.

Or the captain?

Mr. STENGEL.

No, sir.

Senator SMITH.

There is Mr. Ismay, sitting back at the wall there (*indicating*).

Mr. STENGEL. (*after looking at Mr. Ismay*)

I do not think I saw Mr. Ismay but one evening, I think, while the band was playing after dinner.

Senator SMITH.

In the early part of the voyage?

Mr. STENGEL.

Yes; in the early part of the voyage.

Senator SMITH.

You said that your friends got ice in a porthole; is that right?

Mr. STENGEL.

Not my friends. It was one of the passengers, who, when I first came up, had a handful of ice, and he said he got that off of the deck of the boat.

Senator SMITH.

Which deck?

Mr. STENGEL.

He did not say. He said, "I got this off of the deck of the boat;" and then another passenger afterwards, on the *Carpathia*, said that ice came in at his porthole.

Senator SMITH.

You do not know where that was?

Mr. STENGEL.

No, sir.

Senator SMITH.

Do you know where his stateroom was?

Mr. STENGEL.

No, sir; I do not.

Senator SMITH.

Was there comment because of the fact that the port hole was open; was there any special comment on that fact?

Mr. STENGEL.

He just wanted air. He said, "I left my port hole open for air."

Senator SMITH.

And he got this ice?

Mr. STENGEL.

He got some of the ice in there.

Senator SMITH.

That is all. We are very much obliged to you, Mr. Stengel.

Mr. STENGEL.

You want the telegrams, you say; do you, sir?

Senator SMITH.

The telegram which you sent, and the telegram you received. Will you kindly send them to the committee?



Mr. STENGEL.  
Yes, sir; thank you.

(Witness excused.)

## C. E. H. STENGEL TELLS IN DETAIL OF BATTLE FOR LIVES

*Newark Star*

Friday 19 April 1912

**Escapes in Separate Boat from Wife, Not Realizing Danger**

---

**Lincoln Park Man Says Shock Was Slight, and That Supply of Lifeboats Was Inadequate; Denies That Captain Was Drinking, But Declares He Was Entertaining Ismay**

---

**BULLETS PREVENT OVERCROWDING, BUT MOST ARE BRAVE**

---

**All Agree That Not a Single Man Left the Sinking Steamship Until It Was Believed Certain Not a Woman Was Left Living on Board---Adrift for Four Hours Before Rescued**

---

The sinking of the Titanic, the struggle of her passengers to save themselves from an awful death and the rescue by the Carpathia was graphically told by C. E. Henry Stengel, an eyewitness, who with his wife was picked up by the Carpathia, to a Star reporter on the way from the Cunard pier to the Lincoln Park home of Mr. and Mrs. Stengel last night.

The story begins with the time when the Titanic struck the huge iceberg until the time her passengers were taken aboard by the Carpathia.

There were not enough boats to care for the passengers. None but the captain was aware of the danger after striking the iceberg. Many men preferred to remain aboard the Titanic rather than chance it in the lifeboats.

The crew was inadequate, being composed of a strange set of men. Mr. Stengel declared that an officer of the Titanic told him on board the Carpathia that it had been figured out on the ill-fated vessel that it would encounter icebergs between 10 and 12 o'clock Sunday night. Mr. Stengel is willing to take an affidavit to this effect.

The Titanic struck the berg at 11:40 and sank at 2:20.

The water at this time was perfectly calm and as smooth as glass. It was so cold, however, that the ship's doctors declared that no one could live in it more than twenty minutes.

Of the passengers saved, according to Mr. Stengel, there were 210 first class passengers, 115 second, 136 third and 199 of the crew.

## **CENSORSHIP ON PRESS DISPATCHES**

Mr. Stengel said that the reason there were so few press dispatches is because it was ruled by the authorities aboard the Carpathia that only twenty words of press could be sent each day. The wireless operators were told to send only the messages of those on board ship.

Mr. and Mrs. Stengel are one of three couples to be reunited after being separated on the ship. Mrs. Stengel was lowered in a lifeboat soon after the first crash and Mr. Stengel was permitted to take his seat in a lifeboat some time later. Mr. Stengel, however, was the first to reach the Carpathia.

Mrs. Stengel escaped wearing a kimono over her nightdress, and her husband was not fully dressed, either.

Although Mr. Stengel had wired his family that he would bring several survivors with him he did not do so when the Carpathia landed. Three of the party that were expected to come with him were taken care of by other friends and two others, the Misses Newell, of Massachusetts, could not be found on the pier after the boat docked.

Mr. Stengel, as well as his family, made every effort to locate these young women, but could not do so.

The lifeboat in which Mr. Stengel was saved was occupied by four persons besides himself. They were Sir and Lady Cosmo Duff Gordon, a Miss Francacelle and A. L. Sullivan, of New York.

## **HOISTED ABOARD BY ROPES**

Mr. Stengel helped man the craft, which was afloat for more than four hours, and so numb did his hands become that he had to be lifted aboard the Carpathia by ropes.

That the law of the sea, "women and children first," prevailed was confirmed by Mr. Stengel. He declared that in order to prevent some of the men from jumping into the lifeboats the ship's officers, after due warnings, declared that they would shoot the first man who attempted to enter a lifeboat. This order was given after several men had dropped into the boats.

The story as told by Mr. Stengel follows:

"I hardly know where to begin. As I sit here now I can still hear the wailing and the moaning of the 1,500 or more persons who jumped into the sea after the four explosions that took place on the Titanic.

"The ship that we thought unsinkable, the ship that men stuck to rather than take a chance in

the lifeboats, sank in less than three hours---to be exact, on two hours and forty minutes.

"At this time, I can but thank God that my wife and I are here, and that we can once more clasp our near and dear ones in our arms.

"Let me begin at the beginning.

### **CAPTAIN ENTERTAINING, BUT NOT DRINKING**

"We retired about 10 o'clock. We had attended the concert and we knew that the captain was entertaining and dining his friends, among whom was Bruce Ismay, until 10 o'clock. Please say for me, in justice to Captain Smith, that he had not been drinking. He smoked cigarettes, but he did not drink.

"I had been sleeping but a short time and was having a terrible dream which I cannot fully remember when I felt a shock. This was no greater than one caused by the propeller coming above the surface of the water. I thought, nevertheless, that I would go on deck and ascertain if there was any trouble. There I found but few persons.

"No one seemed to fear danger.

"The first inkling I had of danger was when I saw the serious face of Captain Smith as he talked to George Widener, of Philadelphia.

"The first order was to put on the life preservers and to lower the boats---this merely as a precaution. Even then it was not thought that it would be necessary to use either.

"This was about midnight.

"I cannot repeat too often that we thought the ship absolutely unsinkable. When we struck the iceberg the portholes were open and some of the ice jammed through into the staterooms.

"One of the men picked up the ice and as he held it in his hand said smilingly, "We must have struck an iceberg." He had absolutely no thought of making any preparations to leave the ship.

"The Titanic struck on her starboard side and her sides were ripped open where the coal bunkers are located.

"On the starboard side there were about six boats lowered. I do not know much about the other side.

"The women were put immediately into the boats. The wives were separated from their husbands, daughters from their fathers.

### **MRS. STRAUS DIES WITH HUSBAND**

"Mrs. Isidor Straus, rather than be separated from her husband, chose to die with him.

"After Mrs. Stengel had been lowered I walked up toward the bow and saw them preparing to lower the light boats on which I finally put out to sea.

"I saw Sir Cosmo Duff-Gordon and the rest of his party seated in the boat and saw there was room for one more. I asked the mate if I might get in. Even then I did not think that I was saving my life.

"The boat was a high one and it was difficult for me to enter it. I finally managed to climb up, but was not very graceful in doing so. In fact, I rolled in and the mate jokingly said: 'That is the funniest thing I have seen tonight.' I have not seen that mate since.

"The action of this officer proves to me conclusively that not even the crew was aware of the danger.

"I wish you to emphatically say that Colonel John Jacob Astor was not threatened by any of the officers. The last seen of him he was calmly walking the upper deck.

"It was only after five men jumped into one of the boats that was to hold only women that an officer threatened to shoot the next man who showed himself a coward.

"To prove that he meant what he said he fired one shot into the air. This was sufficient to convince the men that the officer was in earnest.

"The lifeboats were absolutely unprepared for any emergencies. In fact some of the so-called collapsible boats could not be opened. This caused the death of a number of persons.

## **NO PLUGS IN TWO OF THE BOATS**

"Another indication of the negligence of the steamship company was that two of the boats had no plugs in them when they were lowered. These boats are believed to have been lost.

"There was no food, no light, no compass, and no water in any of the boats. We just trusted in God.

"My boat met with difficulty right at the start. Its painter was stuck fast and it was only after considerable time had been spent that she was finally loosened and lowered.

"Some of the men ordered to man the boats proved themselves cowards. One Armenian wrapped himself in a blanket and refused absolutely to pull an oar. This boat was manned by two girls."

[The balance of this article relates to other passengers and appears to have been drawn from press agency reports. It has therefore not been transcribed.]

Courtesy of Mark Baber

Copyright Encyclopedia Titanica - **[www.encyclopedia-titanica.org](http://www.encyclopedia-titanica.org)** 1996-2015 and third parties (ref: #3055), accessed 23rd July 2015 02:49:04 PM)  
<http://www.encyclopedia-titanica.org/c-e-h-stengel-tells-detail-battle-for-lives.html>

## STENGEL TELLS TRAGEDY STORY

### *Newark Evening News*

Friday 19 April 1912

Home with Wife, Depicts Wreck Scenes and Perils of Survivors.

-----  
**DEATH NEAR, VICTIMS JOKED**  
-----

Days of suspense had been borne by the family and friends of Mr. and Mrs. C. E. Henry Stengel, of 1075 Broad street, and it was with no little apprehension that they waited on the pier for the big Cunarder to dock. Blankets were ready and the presence of ambulances and doctors heightened the anxiety. When the gangplank was lowered and the survivors started to mix with the crowd there were a few minutes of anxious waiting.

Then Mr. Stengel, his face aglow with joy, broke through the crowd. His arms were spread wide and he tried to embrace the entire party, calling: "Mother and I are safe and well and we thank God for it," as he hugged and kissed his relatives.

Mr. Stengel talked to his family with a deep sense of gratitude that he and Mrs. Stengel were among the luckiest of the ill-starred passengers and were restored to their loved ones after being well within the valley of the shadow of death.

Mr. Stengel told of the joking that was carried on as the boats were lowered by the unfortunates who were soon to meet their doom, but did not realize the danger. The sinking of the greatest ship that floated was described by Mr. Stengel and he told of the corpse-strewn main through which the Carpathia passed with her comparative handful of survivors.

When news of the time of the arrival of the Carpathia was received by Abraham Rothschild last night three automobiles set out from the Rothschild and Stengel homes in Broad street for the pier. They bore Mr. and Mrs. Rothschild, Raymond and Ivan Stengel, sons of the survivors; Mrs. C. E. Morris, Mrs. Stengel's mother; Mr. and Mrs. C. Alfred Stengel, Mr. and Mrs. Frank S. Budd, sister and brother-in-law of Mr. Stengel, and Lieutenant and Mrs. Paul J. Horton. Mrs. Horton was formerly Miss Inez Stengel, a daughter of the survivors.

### Joy of Meeting

In all the assembled throng on the pier none had greater cause for joy than the little Newark party. Mr. Stengel showed it and after he greeted his family and personal friends he started a fruitless search for several survivors whom he had befriended aboard the Carpathia, and would not leave the pier until he was assured that they had been met by friends. [sic]

“Well, sons, I am glad that I am here with mother,” he exclaimed, “we have been with dozens who had no husbands and fathers.”

Newspaper men sought information and discussed the wreck with Mr. Stengel, who replied to questions until drawn away by his sons. Mrs. Stengel also told of experiences, how lifeboats capsized within view of those on her boat and how Chinese stokers concealed themselves in the lifeboats before they were lowered and after their presence became known refused to row, saying they were tired.

“The loss of life in great part was due to overconfidence,” said Mr. Stengel, “as every person on board thought the ship unsinkable. Then there were not enough life boats and those that were there were lowered in a sinister way and without any preparation. Some boats were lowered without plugs and they filled with water.

“Collapsible boats were there, but no one knew how to adjust them and they were next to useless. The men who lowered the boats did not seem to know how it should be done and if there had been a rough sea there would not have been a boat launched because no experience was shown in lowering them.”

At his residence, 1075 Broad street, Mr. Stengel had better opportunity to tell of the accident. Surrounded by neighbors and friends who called to congratulate him and Mrs. Stengel on their safe homecoming, he narrated the events with some kind of eloquence.

“No Excuse for Accident”

“There was no excuse for the accident,” Mr. Stengel declared. “The night was clear and fine; you could see for hundreds of yards and the officers of the ship knew that we were in the latitude where ice would be met, yet the ship proceeded at full speed. She struck a berg on the starboard side and must have been going almost twenty-two knots an hour. We were then surrounded by ice and the temperature had fallen Sunday afternoon. Some said it had gone down [40?] degrees.

“The shock was so slight that no one was jarred. It was not as great a shock as is produced by a ship tilting her propeller out of the water, and none thought of danger. One man picked up ice from the deck and said we must have struck a pretty high berg, while another man came from his cabin and said that the ice had forced its way through the port hole of his cabin. Engineers on the Carpathia said that the Titanic must have been ripped open along the side above the bulkheads, as she would have floated with her whole prow torn away.

“I know that the ship was going faster every day, as my stateroom was near the engines and I noticed that the pulsation was getting faster and that the bearings were working freer. Why she should have been making that speed where ice was known to exist is something that the company should answer, and Mr. Ismay might be able to explain.

“An officer of the Titanic on board the Carpathia told me that they had figured that they would



be in the latitude for ice between 10 and 12 o'clock Sunday night. It was reported on board ship that she had made 546 knots between Saturday noon and Sunday noon and she did not lower her speed from that time until the shock came.

"The boiler showed that she was carrying 210 pounds of steam Sunday night shortly before the accident, and I believe that a prudent seaman would not have done this where ice was known to exist, and that a prudent seaman would not have gone at anything but a careful rate of speed under the circumstances.

"There was no apprehension on deck and I did not feel that there was the slightest danger until Captain Smith came from below and said that the passengers should be told to put on life preservers and go on the upper decks while the women and children should be placed in the lifeboats as a matter of precaution. His face told me there was grave danger and that he knew more than he was telling.

### Slow to See Danger

"It was a half hour after the shock that the boats were lowered. In the earlier parts of the night before danger was realized by any except the higher officers of the ship there was perfect order. There did not appear to be any one to command and all hands grabbed ropes and lowered the boats. We were again told that there was no danger and that the boats were being put to sea merely as a precaution and the boats were told to keep about 200 yards off the ship as they would be recalled.

"At first the boats were loaded among joking crowds and some women refused to go into them, feeling safer aboard the ship, which they said was unsinkable. Some boats that could hold fifty were lowered with only twenty-five and even though there was room for men none was allowed to go. A mate said that only women and children could go after oars were manned and he said he would shoot any man who tried to get in. He fired a revolver off in the air to show it was loaded and that he meant business.

"Men parted from their wives with little thought that the parting was forever. The first sign of excitement was noticed when it was found that the boats were not ready for accident. One member of the crew was thoughtful enough to grab some green fires and these proved of great value later. Others shouted, 'Get the plugs,' but two boats were lowered without plugs and many lost their lives in consequence.

"When they began to lower the boats I concluded there was grave danger and I went to where the collapsible boats were but there was no one to show how they were to be adjusted. Then I saw a small boat being filled. I called out, 'Can I get in?' The mate in charge said "Yes, jump on," and I tried to. The side of the boat was high and it rolled and I rolled and then dropped to the bottom in a heap. Everybody laughed and the mate said it was the funniest thing he ever saw.

### Four explosions

“The shock came at 11:40 and the ship sank at 2:20. We checked the time of both. While we kept the boats off from the ship we could plainly see her. There were four distinct explosions which must have been caused by the boilers exploding as the ice cold water touched them. Then the big ship reared up, her stern high in the air, and there came a wail across the sea that will haunt me till I die. It was awful. Crowds jumped from the stern and then the great hulk shot down and our boats trembled with the waves.

“Then men on rafts drifted about us. Some were washed into the sea as they were chilled with the ice cold waters. In one boat there were thirty-five when she was lowered, but the plugs were not in and the people stood in water until they were exhausted. Every one who sat down was chilled and died, or was washed into the sea by the waves. Out of the thirty-five, only seventeen or eighteen were saved, and of those one man who stood in the water had his feet frozen.

“In our boat there was Sir Cosmo Duff Gordon, Lady Duff Gordon, Miss Francatelle, A. L. Solomon, of 346 Broadway; three stokers and two seamen. We tried to keep all the boats together, knowing that a number of boats could be seen more readily than one. Three boats were lashed together to make a larger object to distinguish them from the ice that was floating all over the surface. Through the night we had great difficulty in keeping together and rowing to keep away from icebergs.

#### First Hope Vain

“A false light on one of the pieces of ice attracted us and we thought it was a ship. For a long time we rowed toward it but it seemed to get farther and farther away. Then the man with the green lights guided us and we gathered in a small fleet. Some boats still rowed for the false light and went far away.

“Dawn found us helpless and fearing a rough sea. The water which had been so smooth when the ship struck that you could count the stars in it became rougher as day broke and our little boat rocked badly. We tried to count the boats and then I saw that there were but few of these in sight.

“Women and children were the only ones allowed in the boats at first but there were many men. It appeared that stokers had sneaked on deck when the ship struck and had hid themselves in the boats and were there when they were lowered.

“Some of them were Chinamen and Asyrians and they even refused to row. We pounded them with oars and tried to force them to work but they did nothing, saying that they were tired. Five boats had been stripped from the side when the ship struck and these lessened the number available. The shortage of lifeboats was sinful. Every man could have been saved if there had been enough boats and enough competent men to lower them.”

Here Mr. Stengel was asked if any shots were fired.

“I heard five revolver shots,” he answered, “one of these was fired by a mate when he warned

the men not to try to get into the boats and threatened to shoot them if they did, and four were fired by an officer when the green light was lit as he thought it was a vessel and wanted to indicate where his boat was. Those were the only shots I heard.

### Carpathia Comes

“We were adrift in the water about four hours, I think. I cannot tell how long it was. It was terribly cold and we worked hard at the oars. Two English girls rowed one boat all night. The first we knew of the Carpathia’s approach was when we saw a couple of rockets. Lady Gordon was ill and leaned from the boat. Suddenly she started up, exclaiming that she had seen a vessel, and was certain of it. Then we saw other rockets, and we burned green lights until the ship came and picked us up.

“The Californian was less than a mile away and came up to see if there were any survivors clinging to wreckage after the sea had been scoured for more boats. But there was none, and a doctor on the Carpathia said that a man could not live more than twenty minutes in the cold water.

“In searching for possible survivors the Carpathia passed through a sea littered with wreckage and bodies of men kept afloat by life preservers. They had evidently all died of cold. We were glad when the Carpathia turned homeward out of that awful haunted sea, with its bodies and ice chunks and the memory of that awful wail as the great ship plunged into the ocean.”

### Ismay and Astor

Questioned about J. Bruce Ismay, Mr. Stengel said that he was told he got into one of the first boats. Colonel Astor, he said, acted as though he had no more sense of danger than if he were walking on a stone pavement. When he was last seen by Mr. Stengel he was walking on the rear deck, apparently unconcerned.

Again referring to Mr. Ismay, Mr. Stengel said:

“Mr. Ismay was not seen on the Carpathia. Besides Mr. Ismay there were aboard the ship her architect and assistant architect and the builders’ engineer. My impression is that it was a trial trip and that the ship had to make an average of a certain number of knots an hour to maintain its contract speed and to make a name for the line. I cannot believe that proper precautions were taken.

“The crew and passengers of the Carpathia cannot be commended too much. Cabin passengers gave up their berths for the women and slept on chairs, as I did the first night. The women had the best there was and the stewards and crew looked after the men. I shared a bunk with one of the engineers.

“After we had been taken on board the Carpathia we sailed about looking for other boats, and my wife was in the second picked up after my own. There were many meetings of members of families separated when women were forced into the boats. One of these was when a boy and

his mother met. The mother was in a boat and her husband and son clung to a raft. We saw the father give up the struggle and sink into the sea, but the boy held on and was taken into one of the boats.”

Mr. Stengel estimates his personal loss at about \$900. [?; could be \$300] He had about \$100 on his person when he left the Titanic, while on board his check was accepted.

### No Press Messages

“They would not allow a press message,” he declared, “and I spent about \$60 [?] in getting messages to friends for survivors who were unfortunate to have lost everything they had. A New York newspaper man was on board and kept busy interviewing persons and we thought that he was utilizing the wireless. The captain, however, posted a notice that on his word of honor not more than twenty words of press matter had gone from the vessel, and that all private messages would be handled first.

“Press boats met the Carpathia at Ambrose Channel Light, but only the pilot was allowed to board the ship. Somehow a reporter, an old man about seventy, made his appearance on the decks and sought news. How he got on is a mystery to me, but he was there.

“Another man that might interest the newspapers was Dr. Frank H. Blackmarr, of Chicago. He had a camera with him in the lifeboat and took pictures of the boats drifting, of the ice and the sea where the ship went down. He also photographed the survivors on the Carpathia.

Both Mr. and Mrs. Stengel have borne their experiences well, and further than the awful memory of the great tragedy and the excitement occasioned by their being restored to their families they appeared to be well and strong. Both suffered from the cold and left the Titanic with inadequate clothing to stand the exposure of the night in open boats. When the shock came they were retiring and hurriedly dressed to see what had happened.

Reading from notes he had taken on board the Carpathia, Mr. Stengel said that the total number saved was: First-class passengers, 210; second-class, 115; third-class, 136, and of the crew, 199. This makes a total of 660.

Miss Elizabeth M. Burns, trained nurse, who resided in this city, is among the survivors. There was some doubt as to her safety at first, because her name was wirelessly to land on the rescued list as “Mrs. G. M. Burns.” With Mr. and Mrs. F. O. Spedden and their son, Robert Douglas, of Tuxedo Park, N. Y., Miss Burns was one of the first to leave the Carpathia. She has been in the employ of the Speddens for six years and has traveled with them extensively.

Courtesy of Mark Baber

Copyright Encyclopedia Titanica - **[www.encyclopedia-titanica.org](http://www.encyclopedia-titanica.org)** 1996-2015 and third parties (ref: #1191), accessed 21st July 2015 12:20:36 PM)  
<http://www.encyclopedia-titanica.org/stengel-tells-tragedy-story.html>

## Lights Aid Boats Keeping Together

### *Worcester Telegram*

Saturday 20 April 1912

New York, April 19.- G.E.H.Stengel of Newark escaped in the only life boat which carried lights. He believes that a number of persons owe their lives to the forethought of a member of the crew who was quickwitted enough to snatch up three green glass lanterns. "These green lights," explained Mr. Stengel, "shining through the drakness enabled all the boats to keep together in the ice-filled waters."

Describing his escape, Mr. Stengel said "I put my wife in a boat, and, as there was plenty of room, I followed."

Courtesy of Julie Downen

Copyright Encyclopedia Titanica - **[www.encyclopedia-titanica.org](http://www.encyclopedia-titanica.org)** 1996-2015 and third parties (ref: #2970), accessed 25th July 2015 05:33:11 PM)  
<http://www.encyclopedia-titanica.org/lights-aid-boats-keeping-together.html>