

British Wreck Commissioner's Inquiry

Day 3

Testimony of George W. Beauchamp

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

Examined by Mr. RAYMOND ASQUITH.

652. Is your name George William Beauchamp?
- Yes.

653. And were you a fireman on the "[Titanic](#)"?
- Yes.

654. Were you on duty on Sunday, the 14th, when the ship struck?
- Yes.

655. Where were you?
- Eight to twelve watch.

656. Were you down below in the stokehold?
- Yes.

657. Which stokehold was it?
- No. 10.

658. Can you see the plan from where you are?
- The second one from the forward end.

659. The second one from the bow?
- Yes.

660. Can you say what pressure of steam was being carried at that time?
- I could not say.

660a. (*The Commissioner.*) Do you know anything about the pressure of steam?
- We were carrying it where we had orders. What the orders were I could not say for certain.

661. I do not want you to tell me anything you do not know yourself; I do not want you to guess. I want you only to tell us what you know yourself?
- Sometimes they carry 210 and sometimes 200. I think we were carrying thereabout 210 then.

The Attorney-General:
We will get it from somebody else who knows it better.

The Commissioner:
I do not think he knows anything about it, and I should not expect him to.

661a. (*Mr. Raymond Asquith - To the Witness.*) Did you notice the shock when the ship struck?
- Yes, Sir, I noticed the shock.

662. Was it a severe shock?
- Just like thunder, the roar of thunder.

663. And immediately after the shock was any order given?
- Yes.

664. What order?
- To stand by, to stop. The telegraph went "Stop."

..Crew rescue action (gei

..Crew rescue action (gei

..Crew rescue action (gei

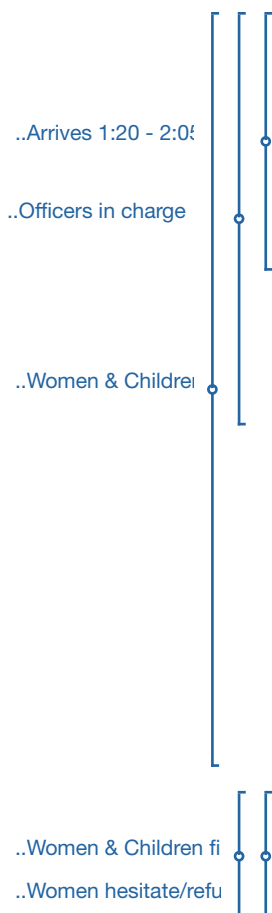
..Crew rescue action (gei

- 23 664a. (*The Commissioner*.) You got that order from the bridge, "Stop"?
- Yes.
- 24 664b. (*Mr. Raymond Asquith*.) And were the engines stopped at once or not?
- The telegraph rung off "Stop," so I suppose they were.
- 25 665. Did the engineer in your section give you any order?
- Yes; the engineer and the leading stoker shouted together - they said, "Shut the dampers."
- 26 666. Did you shut the dampers?
- Yes, immediately; "shut everything up."
- 27 667. Was anything done to the watertight doors after that time?
- Yes, immediately the telegraph rang "off" and the order was given to shut up everything the watertight doors dropped.
- 28 668. The watertight doors dropped?
- Yes.
- 29 668a. (*The Commissioner*.) How soon do you suppose after the order to "Stop" came from the bridge did the watertight doors close?
- In less than five minutes.
- 30 668b. (*Mr. Raymond Asquith*.) Can you say which watertight doors they were - in which bulkhead they were?
- The watertight doors shut. There was only one in the section where I was. They all shut all through.
- 31 668c. (*The Commissioner*.) Did not all the bulkheads close at one time?
- Yes.
- 32 The Commissioner:
If the order came from the bridge to close the watertight bulkheads, would not they all simultaneously be closed?
- 33 I believe if they were all in working order they would.
- 34 668d. (*The Commissioner*.) I assume they would all close; they would not close some only. (*To the Witness*.) At all events, all you know is that those which were in your compartment were closed?
- Yes, Sir.
- 35 668e. (*Mr. Raymond Asquith*.) After the watertight doors were closed, was any order given to you with regard to the fires?
- Yes, I could not say when - it was a few minutes afterwards; the order was given to draw fires.
- 36 669. A few minutes after what?
- After the order was given to shut up, an order was given to draw fires. I could not say how many minutes, but the order was given to draw fires.
- 37 670. And did you obey that order?
- Yes.
- 38 671. Did you see any water?
- Water was coming in on the plates when we were drawing the fires.
- 39 672. What do you mean by "the plates"?
- The plates of the stokehold where you stand.
- 40 672a. (*The Commissioner*.) You mean where the stokers were standing?
- Yes.
- 41 673. What happened then?
- The water was just coming above the plates then.
- 42 673a. (*Mr. Raymond Asquith*.) You mean it was coming through the floor?

..Difficult way to boat

..Crew rescue action (

- Yes, coming through the bunker door and over the plates.
- 43 674. Through the bunker door?
- Yes, coming through the bunker like.
- 44 675. When you had drawn the fires what did you do next?
- Waited till everything was shut down and an order was given. Someone shouted "that will do," when everything was safe, when everything was shut down.
- 45 676. What did you do?
- When the order was given someone shouted "that will do," and so I went to the escape ladder.
- 46 677. Is that the ladder by which you get out of your stokehold when the watertight doors are closed?
- Yes, the escape ladder.
- 47 678. Can you say how long it took to draw the fires?
- I could not say how long it took, just the usual time; I could not say for certain.
- 48 679. What is the usual time - you have often done it, I suppose?
- Yes, I have done it a good many times. Of course, it all depends what you have got in the fires as a Rule.
- 49 680. Can you say whether it took a few minutes or half-an-hour?
- It took about a quarter of an hour, I suppose.
- 50 681. Did you notice any more water coming through during that quarter of an hour?
- When the order was given and everything was shut up, someone shouted "that will do," and I went to the ladder then, the escape ladder.
- 51 682. But I asked you did you notice any more water coming through as time went on; did it come through in greater quantities?
- I was going up the ladder.
- 52 683. Your answer is you do not know - is that what you mean?
- I do not know.
- 53 684. When you went up the ladder where did you go to?
- I walked aft in the alleyway, right aft.
- 54 685. Which deck?
- Where the stokehold doors were; I do not know what deck it was.
- 55 686. Did you go up to the boat deck?
- Yes, I went right along aft up the companionway up to the boat deck.
- 56 687. Did you know what your boat station was?
- No.
- 57 687a. (*The Commissioner.*) Why not?
- The list was put that morning, they said, but I did not see it.
- 58 688. Does that mean to say you could have seen it but did not look?
- I heard someone say it was put up, but did not look.
- 59 689. Therefore you did not know which was your boat?
- No, Sir.
- 60 690. And that was because you had not looked to see?
- Yes, I did not look to see. That is right, Sir.
- 61 690a. (*Mr. Raymond Asquith.*) You say you heard a list had been put up that day?
- Yes, that morning.
- 62 691. Had you looked to see if there was a list before that day?



- There was no list before that day.
- 63 691a. (*The Commissioner.*) Had you looked, was the question. You did not look for this one. Had you looked to see whether there was a list?
- Yes, Sir.
- 64 692. When did you look to see if there was a list?
- You generally see anything put up like that.
- 65 693. When did you look to see if there was a list?
- When I was going about in the daytime.
- 66 694. But when - how many days before?
- I was in the room, and I did not see any notice up.
- 67 695. Answer the question. You say you looked for this list some time before, and that you did not see it. When was it you looked for it?
- The second day out.
- 68 696. Did you tell anyone the list was not there?
- No, I did not say anything about it.
- 69 697. Why did not you tell someone that the list was not there, if it was not there?
- I never took any more notice of it.
- 70 698. Then you say you looked and found it was not there and you said nothing. Is that right?
- Yes, that is right.
- 71 699. And then on the morning of the day on which the collision took place you know there was a list there hanging up?
- I never saw it.
- 72 700. You did not look?
- No.
- 73 700a. (*Mr. Raymond Asquith.*) And not knowing where to go to, what your boat was, what did you do? Where did you go?
- I went aft on to the boat deck, and across to the starboard side, and stood on the deck of the ship by the boat and one foot on the boat and one foot on the lifeboat, like that, and helped the ladies and children in that were there, and the order was given by the Officer then, "Lower away the boat, that will do."
- 74 701. Which boat was it?
- No. 13.
- 75 702. No. 13 on the starboard side?
- Yes.
- 76 703. Who was looking after that? Was there an Officer there looking after it?
- On the deck giving orders, yes.
- 77 The Commissioner:
This is the starboard side (*Pointing to the plan.*) Tell me where No. 13 boat was.
- 78 The Attorney-General:
Is not the model better for him, my Lord?
- 79 The Commissioner:
That is also the starboard side?
- 80 The Attorney-General:
Yes.
- 81 The Commissioner:
Now show me No. 13. (*The Witness indicated the position on the model.*)
- 82 703a. (*Mr. Raymond Asquith.*) Was there an Officer looking after the loading

..Women & Children fi
..Women hesitate/refu

- of that boat?
- Yes.
- 83 704. Who was he, do you know?
- No, I could not say who he was.
- 84 705. Did he give you any order?
- He said, "That will do in that boat. Who can pull oars?" I said, "I can." He said, "Get into that boat. Lower away. That will do."
- 85 706. How long were you there before the order to lower away was given?
- I could not say how long it was.
- 86 707. Did you help many people to get into the boat?
- Yes. The order was given, "That will do; that is enough for that boat," and I stepped into the boat and went away with it.
- 87 708. I want you to say, if you can, how the people were chosen that got into the boat?
- Women and children first.
- 88 709. Were there a lot of people standing about the boat or not?
- There was. Some ladies would not come in the boat.
- 89 709a. (*The Commissioner.*) Did you say some lady or some ladies?
- Some ladies. I heard one say it.
- 90 710. Some ladies refused to come in?
- Yes.
- 91 710a. (*Mr. Raymond Asquith.*) How many refused?
- Well, I heard them saying - two or three of them saying, "No, I will not go; I will not go away in the boat."
- 92 711. Did they give any reason for refusing?
- They did not give any reason, Sir.
- 93 712. However, you did put a good number of ladies into the boat?
- Yes, all that would come.
- 94 713. Did you put any men in as well?
- No, Sir.
- 95 714. Any passengers, I mean - any male passengers?
- No, I never put any in.
- 96 714a. (*The Commissioner.*) Did any get in?
- Yes, I suppose some of them.
- 97 714b. (*Mr. Raymond Asquith.*) Do you know how many, if any, got in?
- I could not tell you the amount of male passengers there were in the boat.
- 98 714c. (*The Commissioner.*) The question is how many men got into the boat - men passengers?
- I could not tell you the number.
- 99 715. Well, did some get in?
- Yes.
- 100 716. Can you give us about how many?
- I could not tell you the number that got there.
- 101 717. Was it 20?
- I do not know. I never saw 20 get in. I stood like I could not see everything, helping the ladies and children in.
- 102 718. Then I suppose you took an oar after the boat went into the water, did you not?
- Yes.

..People calm, follow i
..Crowd large



- 103 719. Well, you would see then how many men there were in the boat and how many women?
- No. I was keeping the boat off the ship's side with an oar.
- 104 720. How long were you in that boat before you were picked up?
- It was 10 minutes to 10 when I was picked up by the "Carpathia."
- 105 721. The next morning?
- Yes.
- 106 722. Very well then, you were in the boat a very long time. Cannot you remember how many men there were in it and how many women passengers?
- No, I could not say how many men there were in there. The boat was full, 70 - about 60 or 70 I should think all told.
- 107 722a. (*Mr. Raymond Asquith.*) Before the boat was lowered, while people were still getting in, were there a lot of men passengers as well as women passengers on the deck?
- Yes, there were a lot on the deck all round there.
- 108 723. Did they try to get in or was it orderly?
- Quite orderly. Everyone obeyed orders. Everything was quite calm.
- 109 724. Could you tell whether the people that you saw standing round that boat were third class passengers or first class passengers?
- No, Sir.
- 110 725. You did not know which they were?
- No.
- 111 726. Who was in charge of that boat after it had been lowered?
- The leading stoker and a sailor in the sheet ends of it. They were both in charge. I could not tell you which took charge of her.
- 112 727. Do you know their names?
- Only Barrett. I think he took the tiller. He was giving orders. Barrett, the leading stoker.
- 113 728. How many of the crew were in this boat?
- I could not say how many of the crew altogether that was in this boat.
- 114 729. There was you, and a sailor, and Barrett, the stoker?
- Yes.
- 115 730. Did you have any difficulty in lowering and launching the boat?
- Yes, we had a difficulty, because we were under the engine room discharge.
- 116 731. Did water come into your boat?
- No. Everything lowered easily right till she got to the bottom, to the discharge, then we had a difficulty in keeping it away from the ship's side, to prevent the water coming in.
- 117 732. Did you succeed in keeping her away from the side and getting off?
- Yes.
- 118 733. Did you have any difficulty in getting the boat free from the falls?
- Yes. The boat was crowded. We could not get to the lever to get the blocks out.
- 119 733a. (*The Commissioner.*) That was because the people were in your way?
- Yes, because the boat was crowded.
- 120 734. You had to push through?
- You could not get through to where the lever was.
- 121 734a. (*Mr. Raymond Asquith.*) What did you do?
- Barrett cut one end of the falls and a sailor cut the other.
- 122 735. What did you do when you got free of the falls; did you row away or did

- you stand by the ship?
- We pulled a little way away and then laid on the oars.
- 123 736. Can you say about how far you pulled away?
- Well, I could not judge the distance; it was not very far away.
- 124 737. Do you mean 100 yards or do you mean half a mile?
- It was not half a mile.
- 125 738. Could you see from where you were what was going on on the deck of the vessel?
- Yes, we could see what was going on.
- 126 739. How long did you remain there?
- We pulled on our oars again then and pulled further away because of the suction of the ship.
- 127 740. What I asked you was how long did you remain in your original position?
- What, stopped pulling the oars?
- 128 741. No. You told me you first of all rowed a short way away from the ship. How long did you stay in that position?
- I could not say how long it was.
- 129 742. How long was it between the time when you launched your boat and the time when the ship sank? Can you say that?
- Well, I should say about half-an-hour.
- 130 743. Within half-an-hour she sank?
- Yes.
- 131 743a. (*The Commissioner.*) I want to ask a question about that. How long were you upon No. 13 boat getting her into the water? How long did it take you to get her into the water?
- I could not say the time, but not very long.
- 132 744. What do you mean by not very long?
- Everything worked all right and very easily till we got to the engine room discharge.
- 133 745. Yes, and then you had to push the boat away with your oar from the ship's side?
- Yes.
- 134 746. But how long were you altogether in getting that boat launched, getting the passengers in, getting in yourselves, letting her down, cutting the falls, and getting her into the sea?
- I could not say.
- 135 747. Can you give me no idea?
- Well, as quickly as possible. Every man did the best he could.
- 136 748. I have no doubt of that, but how long did it take?
- I could not say the time.
- 137 749. Did it take an hour?
- No, not an hour, certainly not.
- 138 750. Did it take 20 minutes?
- No, Sir.
- 139 751. You did it in less than 20 minutes?
- Yes, I should think so.
- 140 752. How long was it after the shock, after you felt the shock in the engine room, that you began to let down the boat?
- I could not say.
- 141 753. To loosen the boat on the deck, you know?

- I could not say.
- 142 754. We have heard something. You were a quarter of an hour drawing the fires and you were some time down in the stokehold after you got the order to stop. You were down there, as I understand, about half-an-hour after the order to stop came?
- No, not so long as that.
- 143 755. Say 20 minutes, and then it took you 20 minutes to lower the boat?
- It took us about that or less than that.
- 144 756. That would be about three quarters of an hour; and do you tell me the ship sank in half-an-hour after your boat got free?
- From the time of the impact when the ship struck, someone in our boat had a watch; it was just about 2 hours and 10 minutes.
- 145 757. So I thought - a great deal longer than that. It was over 2 hours between the impact and the foundering?
- About 2 hours and 10 minutes. Someone in the boat had a watch because it was between 20 and 25 to 12 when she struck, and it was just after 2 the gentleman said that she went down, or just about 2, somewhere handy 2 o'clock.
- 146 757a. (*Mr. Raymond Asquith.*) When she sank were you near enough to see what happened; did you see how she sank?
- Yes, she went down bows first; I could see the stern and then the stern went.
- 147 758. Did you hear any explosion?
- I could hear a roaring just like thunder.
- 148 758a. (*The Commissioner.*) Yes, but I wish you would apply your mind to the question. You were asked, did you hear any explosions?
- Yes.
- 149 759. Are you sure?
- Yes.
- 150 759a. (*Mr. Raymond Asquith.*) How many did you hear?
- You could hear the roaring as the ship went down as the explosion occurred.
- 151 760. Did you see anyone in the water after the ship went down?
- No; you could hear the cries after the ship sank.
- 152 761. Did you go back to the place where the cries came from or not?
- No; no order was given.
- 153 762. You did not go back?
- No.
- 154 762a. (*The Commissioner.*) I did not understand him to say he heard cries. (*To the Witness.*) Did you hear cries after the ship went down?
- Yes, Sir.
- 155 763. Was that from the people in the sea?
- Well, I could not say; I daresay it was, I suppose it was.
- 156 763a. (*Mr. Raymond Asquith.*) You did not go back?
- No.
- 157 764. Had you any room for more people in your boat or not?
- No. Had we had any more room we should have gone back, but we could not go back owing as we were full up.
- 158 765. Do you know whether there was any compass in your boat?
- No, Sir; there was not.
- 159 766. Did you look for one?
- There was no compass, not in the boat I know.

160 767. Did you look for a compass?
- Some of them did, I think.

161 767a. (*The Commissioner.*) Did you?
- No, I never. When I got on the "Carpathia" I looked.

162 767b. (*Mr. Raymond Asquith.*) Was there any lantern or lamp on the boat?
- No, Sir.

163 768. Did you look for that?
- Yes.

164 769. Did you know where to look for it? Where did you look?
- We looked everywhere; everyone tried and looked the best they could, and there was no light in the boat, none whatever.

165 770. Were there any provisions?
- No, Sir.

166 771. Any water?
- No, Sir.

167 772. Did you look for those?
- Yes, Sir.

168 772a. (*The Commissioner.*) Can you tell me whose business it would be to put the water and the biscuits on the boat?
- I could not say.

169 772b. (*Mr. Raymond Asquith.*) You have said already that it was about 10 minutes to 10 when you were picked up by the "Carpathia." Is that right?
- Yes, it was 10 minutes to 10 by the clock when I looked.

170 773. By what clock was it 10 minutes to 10?
- By the clock in the saloon of the "Carpathia."

171 774. Were you rowing all through that night?
- Yes.

172 775. How many other men were rowing?
- There was a steward there.

173 776. And did Barrett, the stoker, row?
- He was taking charge of the boat aft.

174 776a. (*The Commissioner.*) Where were you rowing to; were you simply keeping the boat steady?
- Well, we kept pulling till we saw a light, and we would row a little way and then stop, lay on our oars until we saw a light.

175 776b. (*Mr. Raymond Asquith.*) Who else were rowing in the boat besides you and the steward?
- I could not say who else. The steward and I were on the oar I was on.

176 777. Can you say how many oars were being used?
- Six.

177 778. Were they all men who were rowing of some sort, or did some women row?
- They were all men, so far as I know.

178 778a. (*The Commissioner.*) How many oars were there?
- We only had three oars each side.

179 779. That is six oars?
- Yes.

180 780. Were six men handling those six oars?

- There was me and the steward on the oar I was on.
181 781. You and a steward on one oar?
- Yes.
182 781a. (Mr. Raymond Asquith.) You said there was a sailor on the
boat as well, an ordinary seaman. Was he rowing?
- I do not know; I could not say.
183 782. Do you know whether there was a man called Major, a
fireman, in the boat?
- Yes.
184 783. Was he rowing?
- I believe he was, yes.
185 784. And a man called Foley, a steward?
- I do not know the steward's name.
186 785. Had you ever had any boat drill while you were on the
"Titanic"?
- No.
187 786. Or seen anybody else having boat drill?
- No.
188 787. Where did you join the ship?
- Southampton.
189 788. You saw no boat drill and had none yourself?
- No.
190 789. When you were picked up by the "Carpathia" were you
among the first of the boats or the last of the boats to be picked
up or in what order were you picked up?
- There were several there before us. I could not say how many
for certain.
191 790. Do you know how many were picked up altogether by the
"Carpathia"; how many boats, not how many people?
- Thirteen.
192 791. Were those all lifeboats or do you include some collapsible
boats?
- They were all lifeboats.
193 792. Had you a lifebelt on during all this night?
- No.
194 793. How was that?
- I was on watch and of course I came up and I never had time to
go and get a lifebelt, the ship was too flooded.
195 794. (The Commissioner.) Had any of the passengers lifebelts on
in this boat?
- Yes.
196 795. How many of them?
- I could not say how many for certain; all those round me had
lifebelts on.
197 796. (Mr. Raymond Asquith.) Had you a lifebelt of your own if
you had been able to go and fetch it?
- Yes; I believe there is one in our quarters for every man.
198 797. (The Commissioner.) Did you ever look at it?
- No.
199 The Commissioner:

Are you going to ask any questions, Sir Robert?

200 Sir Robert Finlay:
I may have some, but I think it would be convenient if I waited.

201 The Commissioner:
Do you want to come next, Mr. Scanlan?

202 Mr. Scanlan:
I am not particular about the order, my Lord; but I should like to ask a question or two.

203 The Commissioner:
Well, I want to get the thing in order if I can.

204 Examined by Mr. SCANLAN.

205 798. How long have you been going to sea, Beauchamp?
- Ten years.

206 799. Have you been employed as a stoker on many liners?
- Yes.

207 800. Is it the usual practice on liners to give the stokers boat stations?
- Yes.

208 801. Do you, as a Rule, get your boat station before the ship leaves the port of departure?
- On some ships you do, Sir, and on some ships you do not.

209 802. Is it the usual practice on liners to have boat drill?
- Yes.

210 803. How often is the boat drill held?
- Some companies every Saturday.

211 804. Once a week?
- Once a week. Not round the coast as a Rule.

212 805. I am speaking now about liners; is it not the case that on liners you have boat practice or boat drill before the ship leaves for a voyage?
- Yes.

213 806. And then do you have a boat drill or practice in the course of the outward voyage?
- Yes, once a week.

214 807. When you were taking on the passengers on the boat deck, was there any Officer of the ship bringing the passengers up to the boat deck?
- There was one on the deck giving orders.

215 808. Do you know if any Officer went down to the steerage quarters to let the steerage passengers know the lifeboats were ready?
- No, Sir; I do not know.

216 809. Can you tell me how many of you were rowing?
- [No Answer.]

217 The Commissioner:
Will you ask him what he was rowing for.

218 810. (Mr. Scanlan.) Yes, my Lord. (To the Witness.) I think you said, Beauchamp, that you saw a light?
- Yes.

219 811. And that you were rowing for that light?

- Yes.

220 812. (The Commissioner.) Now, what was that light?

- We did not know what it was then. We thought it was a boat.

221 813. How long did you see that light?

- We could not see at all till we got handy to it, and then we could see it was a ship.

222 814. What sort of a ship was it?

- Well, it was the "Carpathia's" lights.

223 815. When did you first see the "Carpathia's" light?

- I could not say what time it was.

224 816. How long before the "Carpathia" picked you up?

- A long time.

225 817. What do you mean by a long time - three hours?

- I could not say the time; I have no idea of it.

226 818. What I want to know is this: What were you doing rowing in the boat before you saw the light? Where were you rowing to?

- We rowed and then had a blow, and then rowed on again when we saw the light, Sir. We rested on our oars.

227 819. Were not you resting on your oars most of the time?

- I do not know what you would row for?

- Well, we rowed to the light when we saw one.

228 820. When you saw one, I can understand, but before you saw the light you were resting on your oars, were you not?

- Yes.

229 821. (Mr. Scanlan.) Did you first of all row away from the sinking ship?

- Yes.

230 The Commissioner:
Yes, he has told us that.

231 822. (Mr. Scanlan.) And then you commenced rowing to the light you saw. Can you tell me how many men were rowing with you in that boat?

- There were two on the oar I was on; there were only six oars. I do not know how many men there were on each oar.

232 823. Were there six oars being in use at the time?

- Yes.

233 824. Actually in use?

- Yes.

234 825. If you had a light in the boat at the time the boat was lowered from the ship's side, could you have seen better to disengage the boat from the falls? If you had had a lantern or any light in the boat, could you have seen better how to disengage the boat from the falls?

- No. That was all right; everything went all right.

235 The Commissioner:
This light is quite a small thing, and it would not, in my opinion, be of any assistance for that purpose.

236 Mr. Scanlan:
What I thought was that it might light them through the lifeboat itself.

237 The Commissioner:
Oh, no, it would not do anything of the kind.

238 826. (Mr. Scanlan - To the Witness.) Is it usual on liners for each
fireman to get a badge something like this, letting him know his
boat station (Exhibiting badge.)?
- In some companies it is.

239 827. And some companies do not do it?
- No.

240 The Attorney-General:
Let me look at it. (The Badge was handed to the learned
Counsel.)

241 828. (The Commissioner.) What companies have you had it at?
Have you ever had a badge like that?
- Yes.

242 829. What company?
- The Union Castle Company.

243 830. Have you had a badge from any other company?
- No, Sir.

244 831. How many companies have you served under?
- Under the Union Castle Company, the Royal Mail, the White
Star.

245 832. Any others?
- No, Sir.

246 833. No other liners?
- No, Sir.

247 834. (Mr. Scanlan.) You have told his Lordship that a stoker was
in charge of this lifeboat?
- Yes.

248 835. Have you ever heard of a stoker being in charge of a lifeboat
in the arrangements of any company you have travelled with
before?
- No.

249 The Commissioner:
I do not quite know what you are driving at, Mr. Scanlan.
Nothing went wrong in this boat, and it seems to have been
launched in a very reasonable time.

250 Mr. Scanlan:
What I am trying to get at, my Lord, is that in ordinary
circumstances the proper thing is to have an experienced sailor in
charge of a lifeboat, and not a stoker.

251 The Commissioner:
I daresay, but these were not ordinary circumstances; they had to
do their best.

252 836. (Mr. Scanlan - To the Witness.) When a list of a lifeboat's
crew is put up in a ship, in what part of the ship is it placed?
- In the forward end where the crew's quarters are.

253 837. If this had been in its place would you have necessarily seen
it in going to your quarters?
- I never looked.

254 The Commissioner:

That is not a pertinent question. Ask him if he would necessarily have read it.

255 838. (Mr. Scanlan.) You only heard of the list having been put up after the wreck took place?

- No; I heard that morning.

256 The Commissioner:
(To Mr. Holmes.) Whom do you represent?

257 Mr. Holmes:
The Officers.

258 Examined by Mr. HOLMES.

259 839. Have you any recollection of the name of the Officer who was in charge of the deck at the time?

- No, I do not know.

260 840. He did not sail in your boat?

- No; there was no Officer there.

261 841. Can you say how many boats he was in charge of on the deck?

- No.

262 842. Was he superintending people getting into more than your boat?

- I never got up there in time to see that, only this boat.

263 843. And what order was given to you when your boat was lowered?

- When we lowered there were enough in it.

264 844. You are satisfied there were enough people?

- Yes, it was crowded.

265 The Commissioner:
He has told us it was full; so full they could not get any more on board.

266 845. (Mr. Holmes.) What order was given when you got into the water?

- There was no order given. We could not get to the lever owing to so many people.

267 846. Were you told to stand by or to row away?

- There was no order given.

268 847. No order was given at all?

- No.

269 848. (The Commissioner.) But you knew what to do; you knew you had to get away from the side of the ship?

- Yes, we had to get away from the side.

270 849. (Mr. Holmes.) Were you alone the whole time in your boat till you got to the "Carpathia," or were you one of the four boats that were tied up together under the charge of Mr. Lowe?

- No; our boat was alone.

271 Examined by Mr. LEWIS.

272 850. How long have you been employed by the White Star Company?

- I have come out of the Union Castle Company into the White Star Company.

273 851. Have you ever served on any other ship?

- Yes.

274 852. Have you ever had a boat station given to you on any other ships of the White Star Company?

- Yes.

275 853. Have you taken part in boat drill?

- I have always had boat drill in New York.

276 854. On the Sunday?

- Yes, on the Sunday morning.

277 855. (The Commissioner.) Is that the practice of the White Star Line?

- I believe so.

278 856. Then is it the practice to have a boat drill before you start from Southampton?

- Your names are called out; the fire stations and boat stations are given when you go on the ship. Your name is called out and you are generally told.

279 857. Told what?

- Where to go. As you go along there; your name is called out; there are many of you there and you do not take much notice like.

280 858. You say that it was usual to have boat drill on Sunday at New York?

- Yes.

281 859. Sunday comes after Saturday. I suppose in those circumstances you would not have a boat drill on Saturday. You would not have one on Saturday and one on Sunday?

- No.

282 860. Therefore, on this line the lifeboat drill is on Sunday, is it?

- Yes.

283 861. Is it usual to have a boat drill before the vessel leaves Southampton?

- Yes.

284 862. Had you one on this occasion?

- I cannot remember now.

285 863. I thought you told me a little time ago that you had not had one. Which am I to understand, either that you had not one or that you cannot remember?

- I do not remember now, Sir; I cannot say.

286 864. (Mr. Lewis.) Were you on joining the ship told the number of your boat? Were you informed at any time of it?

- I could not say.

287 865. Now, with regard to this list, have you ever noticed the boat list posted anywhere when leaving Southampton?

- I have never looked - not the day of leaving Southampton.

288 866. Have you ever noticed it?

- I never looked, not to see for certain the first day away.

289 867. You cannot say?

- No.

290 868. Did you meet any other boat after you left the ship?

- So many boats were all round; we could see the other boats

round.

291 869. Do you remember any one in particular and anyone on the boat hailing it?

- Someone hailed leading stoker Barrett on our boat, but I could not say who it was.

292 870. What boat was it?

- I do not know the number.

293 871. Did you observe the boat?

- Yes, we were close to it. They sung out, "Barrett, have you got any more room in that boat?" and he said, "No, full up."

294 872. Did you observe how high it was out of the water?

- No, I did not take much notice of that.

295 Examined by Sir ROBERT FINLAY.

296 873. How long was it before the ship sailed that you joined at Southampton?

- I joined her some time between 8 and 9 o'clock in the morning.

297 874. And when did she sail?

- Twelve.

298 875. You do not remember any boat drill?

- No.

299 876. Whether there had been one before you joined or not you do not know?

- I do not remember.

300 Re-examined by the ATTORNEY-GENERAL.

301 877. I want you to help us if you can on this one point. You were in this boat for some hours after you left the "Titanic"?

- Yes.

302 878. And you have told us, at any rate, that they were mostly women and children in the boat?

- Yes.

303 879. I want you to try if you can to give us some idea of how many men there were in the boat?

- I could not say the number of men.

304 880. You could not give us any idea?

- No.

305 881. You have told us who were there, seamen and firemen like yourself?

- What I know.

306 882. Yes, quite right. There were some men passengers there?

- Yes, I think there were some.

307 883. But cannot you give us some idea whether there was a dozen, or six, or anything like that?

- No, Sir, I do not know. I have no idea of the number at all.

308 884. (The Commissioner.) Were there more women than men in the boat?

- Yes, there were more women and children in the boat.

309 885. (The Attorney-General.) Have you any idea how many there were in the boat altogether?

- They were full up - someone said between 60 and 70 - I know it was crowded. I did not count the number.

310 Sir Robert Finlay:
Perhaps your Lordship will allow the Witness to point out on the
plan where he was.

311 The Commissioner:
Yes.

312 The Attorney-General:
He did so.

313 Sir Robert Finlay:
It was not pointed out on the plan.

314 886. (The Commissioner - To the Witness.) Do you understand
that plan?
- Yes.

315 887. Could you point out to us what stokehold you were in?
- Yes.

316 887a. (Sir Robert Finlay.) Take that pointer and go over and point
it out.
(The Witness indicated the position on the plan.)

317 888. (The Commissioner.) That is No. 10, is it?
- Yes; No. 6 boiler, No. 10 stokehold.

318 889. (Sir Robert Finlay.) Was the stokehold fore or aft of the
boiler?
- Aft.

319 890. (The Commissioner.) I thought you said you were in the
second stokehold from the bow?
- Yes, Sir.

320 891. Now show me there which is the first stokehold from the
bow.
(The Witness indicated the position.)

321 892. I thought that was the stokehold you pointed to as the one in
which you were?
- No, that is the first one. This is the second one.

322 The Attorney-General:
And that is the one he pointed to, my Lord.

323 (The Witness withdrew.)

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