

British Wreck Commissioner's Inquiry

Day 13

Testimony of Harold G. Lowe

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

Examined by Mr. ROWLATT.

15767. Harold Godfrey Lowe, is that your name?

- Yes.

15768. Were you the fifth Officer on the "Titanic"?

- I had that honour.

15769. You have a Master's certificate of competency?

- I have.

15770. I think you joined at Belfast, did you not?

- I did.

15771. Was it your duty to look at the boats at Belfast and see that they were all there, and so on?

- I was instructed by Mr. Murdoch, the then Chief Officer of the ship, to do so.

15772. Did you do it?

- I did.

15773. You went through the boats and their equipment at Belfast?

- Yes, I , in company with Mr. Moody went.

15774. He was lost?

- We went through the starboard boats.

15775. Not the port side boats?

- Not the port side boats.

15776. Did anybody go through the port side boats?

- Mr. Boxhall and Mr. Pitman went through the port boats.

15777. I will not ask you in detail about that, but you sailed on the voyage. What was your watch on the Sunday of the accident?

- My watch was the afternoon watch from 12 to 4 and from 6 to 8 in the evening.

15778. When did you go on again after that?

- At midnight.

15779. You were on duty from 6 to 8?

- I was.

15780. Did you hear anything about any messages about ice?

- There was a chit on the chart room table with the word "ice" on.

15781. You mean a little piece of paper with "ice" written on it?

- A square chit of paper about 3 x 3.

15782. On the chart room table?

- On our chart room table.

15783. What is that - "Our chart room table"?

- The Officers chart room table, and the word "ice" was written on top and then a position underneath.

15784. Can you remember what the position was?

- I cannot.

15785. Is that all that was brought to your attention about ice that day?

- That is all.

15786. Did you hear of Marconigrams coming about ice?

- That was the only information I saw regarding ice.

15787. That is all you have to say about your knowledge of ice on board the ship on that day?

- Yes, that is all I know about it.

15788. You went off watch at 8 o'clock?

- Yes.

15789. Did you turn in?

- I went to bed.

15790. Were you asleep at the time of the collision?

- I was.

15791. Just tell us what woke you up?

- I was half awakened by hearing voices in our quarters, because it is an unusual thing, and it woke me up. I suppose I lay down there for a little while until I fully realised, and then I jumped out of bed and opened my door a bit and looked out, and I saw ladies in our quarters with lifebelts on.

15792. When you first looked out people had got their lifebelts on?

- They had.

15793. Do you know the time?

- I do not. I have not the remotest idea of the time right throughout.

15794. Were the boats being attended to?

- As soon as I looked out through the door I jumped back and got dressed and went out on deck, and the boats were being cleared.

15795. (*The Commissioner.*) The boats had been cleared did you say?

- The boats were being cleared.

15796. (*Mr. Rowlatt.*) Did you go to the starboard side first?

- I had to go round the port side first, that is on my way to the starboard.

15797. As you were round the port side, the boats there were being cleared, were they?

- Yes.

15798. Did you take any part in clearing the boats there or have anything to do in connection with them on the port side?

- No.

15799. You got to the starboard side?

- I got to the starboard side.

15800. What boat did you get to?

- The first boat I went to was No. 7.

15801. That would be the aftermost one upon the starboard side?

- No; that would be the after boat of the forward section.

15802. You came round behind the deck-house?

- No, I came round abaft the second funnel.

15803. Was that the boat to which you belonged?

- No.

15804. What was the boat to which you belonged?

- I do not know.

15805. (*The Commissioner.*) Why do not you know?

- I do not know why, but I do not.

15806. Was it your business to find out?

- I suppose it was.

15807. And you did not do it?

- No, Sir.

15808. (*Mr. Rowlatt.*) Why did you go round to No. 7?

- Because the people were there.

15809. What was being done at No. 7?

- Loading it with women and children.

15810. Did you assist there?

- I did.

15811. Did you see that boat lowered?

- I did; I assisted in lowering it.

15812. Then did you go to No. 5?

- I went to No. 5.

15813. Did you see that lowered?

- I did.

15814. Did you assist?

- I did.

15815. When you say you assisted, did you take charge of the operations?

- I assisted; that is to say, Mr. Murdoch was superintending.

15816. Mr. Murdoch was there?

- Yes.

15817. Then was No. 5 lowered after No. 7?

- No. 5 was lowered after No. 7.

15818. Did you then go to No. 3?

- I then went to No. 3.

15819. Was that lowered?

- That was lowered.

15820. And did you then go to the emergency boat?

- I went to No. 1, the emergency boat.

15821. Was that lowered?

- Yes.

15822. When your boat was lowered that lot of boats were finished with. Did you notice any list?

- No.

15823. Was the vessel down by the head?

- Yes.

15824. You noticed that?

- Yes, of course I did. I noticed that as soon as I got up.

15825. Did you look for any lights at this time at all?

- As I was getting the emergency boat ready, No. 1, Mr. Boxhall was firing the detonators, the distress signals, and somebody mentioned something about a ship on the port bow, and I glanced over in that direction casually and I saw a steamer there.

15826. What did you see of her?

- I saw her two masthead and her red sidelights.

15827. That accounts for all these four boats?

- Yes, the forward section.

15828. Where did you go then?

- I then went to No. 14.

15829. That is right aft on the other side, is it not?

- That would be the second forward boat of the after section, and the second boat from aft of the after section.

15830. Why did you go to her in particular?

- Because they seemed to be busy there.

15831. Did you go to assist there?

- I did.

15832. Who was in charge there?

- I do not know who was in charge there. I finished up loading No. 14, and Mr. Moody was finishing up loading No. 16?

- Yes.

15833. You were loading No. 14 and he was loading No. 16?

- Yes.

15834. Did you see anything about No. 12?

- No. 12 would be the forward boat - the boat next to me forward? - Yes.

15835. Yes?

- Numbers 12, 14 and 16 went down pretty much at the same time.

15836. You went in No. 14, did not you?

- Yes.

15837. Did you go by anybody's orders?

- I did not. I saw five boats go away without an Officer, and I told Mr. Moody on my own that I had seen five boats go away, and an Officer ought to go in one of these boats. I asked him who it was to be - him or I - and he told me, "You go; I will get in another boat."

15838. I forget where he comes in order of seniority; is he senior to you or junior to you?

- No, he was junior.

15839. Were you lowered in that boat?

- I was lowered in No. 14.

15840. I want to ask you a little about that. Was there any difficulty in lowering when you got near the water?

- Yes, I slipped her.

15841. Did the falls go wrong?

- Something got wrong and I slipped her.

15842. That means to say, you threw off the lever when you were some way from the water?

- I should say I dropped her about 5 feet.

15843. Your Lordship remembers that Scarrott told us about that. Was that because the falls -?

- That was because I was not going to wait and chance being dipped down by the stern by anybody on top, so I thought it was best for me to drop, and know what I was doing.

15844. No doubt you dealt with the situation quite rightly, but I want to know what caused the situation. Was it because the rope would not run any further?

- I do not know, because, you must understand that the lowering away was being carried out on deck, and I must have been about 64 feet below that deck, and I could not see it.

15845. Did you look up?

- Yes.

15846. Could you tell me why you were not being lowered further?

- No.

15847. You could not?

- No.

15848. One of the men in your boat has given evidence, and he says he looked up and saw the rope of the falls twisted?

- No; I looked up and I could not see anything.

15849. Just let me ask you this, because it is fair to ask you it. Could they twist?

- I suppose they could.

15850. Can the blocks revolve at the top?

- Oh, yes, the blocks are movable in the davits; they are swivelled; both are swivelled, the top and bottom blocks.

15851. Then you got to the water and you slipped her, as you say?

- Yes.

15852. Did you take command of the boat?

- Yes.

15853. What did you do with her?

- I took, I think it was, No. 12 to a distance of about 150 yards from the ship, and told him to stay there until I gave him orders to go away or any other orders. I then came back to the ship and escorted another boat, and so on, until I had five boats there.

15854. You gathered five boats together?

- Yes.

15855. There is just another thing I want to ask you. Did you use a revolver at all?

- I did.

15856. How was that?

- It was because while I was on the boat deck just as they had started to lower, two men jumped into my boat. I chased one out and to avoid another occurrence of that sort I fired my revolver as I was going down each deck, because the boat would not stand a sudden jerk. She was loaded already I suppose with about 64 people on her, and she would not stand any more.

15857. You were afraid of the effect of any person jumping in the boat through the air?

- Certainly, I was.

15858. In your judgment had she enough in her to lower safely?

- She had too many in her as far as that goes. I was taking risks.

15859. You say you collected these four boats together at a distance of about 150 yards?

- Yes.

15860. Can you judge how long that was before the ship went down?

- I have not the remotest idea of time from the time she went down until we boarded the "Carpathia." All I know is that when we boarded the "Carpathia" in the morning it was six o'clock, and that is the only time I know of.

15861. You could not give me any idea?

- I could not; it is no good my trying.

15862. What did you do after you got the four boats out there?

- I tied them together in a string, and made them step their masts.

15863. What was that for?

- In case it came on to blow, and then they would be ready.

15864. Did you transfer any of your passengers?

- Yes, I transferred all of them.

15865. Among the other boats?

- Into the other four boats.

15866. Why did you do that?

- So as to have an empty boat to go back.

15867. (*The Commissioner.*) To do what?

- To go back to the wreck.

15868. (*Mr. Rowlatt.*) Was that before the "Titanic" foundered or after?

- No, that was after she went down.

15869. Having got an empty boat, did you go back to the wreckage?

- I did.

15870. Was there much wreckage?

- No, very little.

15871. (*The Commissioner.*) Am I to understand that you were alone in the boat?

- No.

15872. (*Mr. Rowlatt.*) You were there with your crew?

- Yes.

The Commissioner:

How many men had you an the boat?

- I do not know; I should say seven.

15873. Including yourself?

- Yes, I should say six and myself.

15874. (*Mr. Rowlatt.*) Did you row six oars back to the wreck?

- No, five oars, I think, and I had a man on the look-out.

15875. I understand what you say is that you got rid of the passengers. You got rid of the people who could not do anything, and went back with a working crew to look for people who were drowning; that is what you mean?

- Yes; it would be no good me going back with a load of people.

15876. Certainly; I am not complaining; I am only trying to bring it out in your favour, if I may say so. You rescued some people, did not you?

- I picked up four.

15877. I think one died in the boat, did he not?

- One died, a Mr. Hoyt, of New York. [Mr. William F. Hoyt.]

15878. Were they men?

- Four men.

15879. Did you see any other people alive?

- Not one, or else I should have picked them up.

15880. Did you see bodies?

- Yes.

15881. After that did you come across the submerged collapsible of which we have heard?

- Yes.

15882. It was you who took the people off that, was it?

- I did.

15883. Was it the one with Mr. Lightoller on board?

- No, it was not.

15884. Another one?

- Another one.

15885. Were there two submerged collapsibles?

- I do not know - I did not know at the time, but, of course, I know now. The one that I picked up, I reckon, had been pierced, but I do not know. She was right side up and all that.

15886. Was she extended, or whatever you call it, opened out; were the collapsible sides pulled up?

- No, the sides had dropped somehow or other.

15887. She was flat?
- She was right side up.

15888. Can you give us any idea of who were on board of her - you do not know?
- No. I can only give you one, and that was the lady that was on board there.

15889. The lady?
- Yes.

15890. Can you tell me how many collapsibles got to the "Carpathia," because we cannot account for the collapsibles?
- I abandoned one, and then I towed [Original shows "told."] another one while I was under sail to the "Carpathia"; that is two; then the one that Mr. Lightoller was on, that is three. I do not know where the fourth is.

15891. So far as you know there were only three ever got away from the wreck in any shape?
- As far as I know.

Examined by Mr. SCANLAN.

15892. You stated in giving evidence in America that a crowd went down to the gangway doors to get them open, and that you were going to load the boats and take passengers in from these gangway doors?
- I did.

15893. It has come out in the evidence that a number of women and children perished on the "Titanic." I believe that is a fact. May it be that in the expectation of this method being carried out, a number of the women and children were directed down to these gangways?
- No, it is not.

15894. Were you giving directions as to the filling of boat No. 1?
- I was.

15895. And the lowering of her?
- And the lowering of her.

15896. She was loaded with a very small number of passengers - five?
- I do not know how many there were. I took everybody that was there; that is all I know.

15897. (*The Commissioner.*) You took what?
- I cleared the deck, My Lord.

15898. You mean to say that when you took the people into No. 1 there were no people left on the deck?
- There were no people left on the starboard deck.

15899. (*Mr. Scanlan.*) At that time what search did you have made for people - for passengers?
- I did not make any search.

15900. You did not, for instance, send over to the port side to find if there were any women or children?
- No, because I wanted to get the boats away. I did not have any time to waste.

15901. And you did not send down to any of the lower decks?
- There was nobody on the next deck. I stopped the boat there and asked them to look.

15902. Or on any of the lower decks?
- I do not know about that. I stopped the lowering of the boat at A deck, and told the men to have a look there, and they saw nobody.

15903. There was no particular reason why that boat should have been lowered with only five passengers?
- No particular reason why the boat should be lowered with only five people.

The Commissioner:

You are following a bad example, Mr. Scanlan. Instead of asking questions, you are making a statement, and I do not think your statement is in accordance with his evidence.

15904. (*Mr. Scanlan.*) I appreciate the mistake, My Lord. (*To the witness.*) At the time that boat No. 1 was lowered there were still other boats on the starboard side?

- That I am not prepared to answer; I do not know.

15905. I mean boats were lowered after No. 1?

- I say I do not know.

15906. Is it not the function of lifeboats on a steamer, as far as possible, to take away the full complement of passengers?

- Yes; but I was working on the idea that the gangway doors were going to be opened and take people from there.

15907. And that was why you lowered the boats from the boat deck when they were not altogether full?

- Certainly; we were not going to load the boat with its floating capacity from the davits.

15908. What grounds or evidence had you for the opinion you formed that there were going to be additional people put in the lifeboats from the gangways?

- I really forget now. I must have overheard it.

15909. Do you remember whom you overheard saying it?

- I do not.

15910. Did you hear any instructions given for these gangways to be opened?

- Had I any instructions?

15911. Did you hear any instructions given?

- No; but as I say, I overheard a conversation somewhere referring to the gangway doors being opened, and that the boatswain and a crowd of men had been sent down there.

15912. With reference to these boats that were lowered on your side at which you assisted, did you, after they had been lowered, take any means of communicating with those on board in order to have them filled up through the gangways?

- Yes. I told them to haul off from the ship's side, but to remain within hail. That is what I told each of them with the exception of the boat that Mr. Pitman went in.

15913. What I want to get at is this: You having formed the impression that the boats were going to be filled to their full complement from the gangways, did you take any steps to have the gangway doors opened or in any way to have passengers brought to the gangways?

- Haven't I told you that the order had been given to open the gangway doors by somebody else?

15914. Were there people collected, do you know, at the gangway doors that had been opened?

- I do not, because that was in the hands of the senior Officers, and I was a junior.

15915. Beyond lowering these boats and forming that impression, you did nothing to open up communication with the gangways and have the people brought there and lowered into these boats?

- No, I did not.

15916. You just mentioned one fact that I would like to put to you. You say you saw five boats go away without an Officer?

- I did.

15917. Were there any Officers there to take control of the boats?

- How do you mean, were there any Officers there?

15918. Why did these five boats go away without an Officer?

- Because I suppose the Officers were busy working elsewhere.

15919. In your opinion would it have been better organisation if on this occasion there had been more Officers on board to look after the boats?

- No.

15920. Do you think that more Officers on the "Titanic" would have been necessary?

- No.

15921. Why not?

- For the simple reason that men, as long as there is somebody to look after a bunch of them, are all right.

15922. Do you think it was a proper system of organisation that would allow five boats to be lowered without any Officer in control?

- Certainly.

15923. You do?

- Yes.

15924. Who was in control of each of those five boats?

- I do not know who was in control of them.

15925. Do you know if anybody was in control?

- Certainly; there were men in charge of them.

15926. But did not you tell the Court that it was because you saw five boats go away without an Officer that you and Mr. Moody got into two of them?

- Mr. Moody got into a boat?

Mr. Laing:

Moody was drowned.

15927. (*Mr. Harbinson.*) You got into one and somebody else got into the other?

- I got into No. 14.

15928. Did not you say that it was because these five boats went without an Officer that you got in?

- Yes.

15929. Therefore you thought it desirable that an Officer should be in them?

- Not an Officer in each boat.

15930. But that an Officer should be there in control. So far as you saw did it take a fairly considerable time to launch these boats?

- No.

Mr. Harbinson:

How long did it take?

The Commissioner:

That question is of no use as far as I am concerned, because I do not know what you mean.

Mr. Harbinson:

The position I wish to lead up to is if he considers there were sufficient seamen there to secure the efficient launching and manning of the boats.

The Commissioner:

He has told us he can say nothing about the time, and then you put a question to him which contains the expression "a considerable time." I do not understand that. I do not know whether it is an hour or five minutes or twenty minutes or five minutes. I do not know what you mean by "a considerable time."

Mr. Harbinson:

Yes, My Lord, I understand.

The Commissioner:

You can put it right by stating a time, and then I shall understand it.

15931. (*Mr. Harbinson.*) Did it take half-an-hour to launch these boats?

- I do not know. It was not the launching of the boats that took the time. We got the whole boat out and in the water in less than ten minutes. It was getting the people together that took the time.

15932. Did you hear any orders given to the people brought up to the boat deck?

- Yes. I forget now who I heard, but I heard the order given anyhow; "Everybody on the boat deck."

15933. Do you think there were sufficient seamen on board the "Titanic" adequately to carry out the operation of launching the boats?

- Certainly, they did so.

15934. Did they do it?

- Yes.

15935. Did they take what you consider a normal time or an abnormal time to do it?

- It depends upon what you mean by "an abnormal time," less time or more time?

15936. Do you think it would have been done quicker if there had been more men?

- No. The thing was done as I do not suppose any other ship could do it.

15937. In the same time?

- No ship could have done it in better time, and better in all respects - in every respect.

15938. How do you account for it that when you went back you were only able to pick up four people?

- I do not know.

15939. What distance were you from the place where the "Titanic" had sunk when you returned?

- What is that?

15940. When you began to return with your empty boat how far had you to row to the place?

- About 150 yards.

15941. Only 150 yards?

- Yes; I stated before 150 yards.

15942. And there were five of you rowing?

- Yes, five I think, and there was one on the look-out, and myself steering.

15943. Did you return to the wreckage immediately after the "Titanic" had disappeared?

- I did not.

15944. Had you any reason for not doing so?

- I had.

15945. Would you mind telling me what it was?

- Because it would have been suicide to go back there until the people had thinned out.

15946. Your boat at that time was empty except for the crew?

- It was.

15947. And it was one of the ordinary lifeboats, with the gunwale a considerable distance above the water?

- Yes.

15948. I put it to you, as an experienced seaman, would not it be impossible for people who were struggling in the water to get into the boat without the assistance of those who were in the boat?

- No, it would not.

15949. They could not get in without help?

- Yes.

15950. Therefore if you had gone back to where the "Titanic" had sunk, it would have been impossible for these people who were floating about to have swamped your boat, because you could have detached them? Is not that so?

- How could you detach them?

15951. How could they get into the boat without you helped them in?

- Could not a man hold his weight on the side like that (*Showing.*) without help from me?

15952. Is not the gunwale three or four feet above the level of the water?

- No, the boat only stands up like that (*Showing.*)

15953. About what height would the gunwale of the boat be above the water?

- There are lifelines round the lifeboat too and they could get hold of those and hang on the rail.

15954. Do not you think it would have been possible for the crew of your boat to have got a considerable number of people out of the water?

- No, it would have been useless to try it, because a drowning man clings at anything.

Examined by Mr. HOLMES.

15955. Is it a fact that the same falls that lower No. 1 boat are also required to lower the collapsible boat underneath it?

- Yes.

15956. And that would be an additional reason for wanting to get No. 1 into the water as quickly as possible?

- Yes, it would be.

15957. Did you know Sir Cosmo and Lady Duff-Gordon by sight?

- I did not. I did not know a soul on board.

15958. Did you ever say to Lady-Duff-Gordon, "Come along, Lady Duff-Gordon"?

- I said nothing to her. I simply bundled her into the boat.

15959. I think after you had got rid of your passengers and went back with the crew you spent a considerable time in rescuing one man from some wreckage?

- Yes, it was rather awkward to get in amongst it, because you could not row, because of the bodies. You had to push your way through.

15960. And that would account, perhaps, for the time you took to take one man off?
- Certainly it would.

15961. Did the wind get up after that?
- Yes, a breeze sprang up then.

15962. Did you put up your sail?
- Yes.

15963. Did you keep your sail up and tow the other boat while you were sailing?
- I kept the sail up from then until I got alongside the "Carpathia," and towed the collapsible and picked up the other collapsible - the sinking one.

15964. Have you any suggestion to make as to the sail that you had in the boat? Was it a suitable sail for the occasion?
- The sail might be improved.

The Commissioner:
What is the meaning of that? Was there ever a time when you used the sail?

Mr. Holmes:
He did, in fact, use the sail.

15965. (*The Commissioner.*) When did you use the sail?
- I used the sail from the time I got to the wreck until I got on board the "Carpathia."

15966. Then you were using it for several hours?
- I do not know about several hours. I suppose it was about 2 1/2 hours.

15967. (*Mr. Holmes.*) What is your suggestion?
- That they be made without a dipping tack - that the tack be lashed abaft the mast, the same as ordinary lugsails.

15968. Did you find it difficult to manoeuvre it with passengers in your boat?
- Besides that you want a man that knows something about dipping tack. You have to lower the sail and slacken the sheet before you can dip it.

15969. Can you tell us the last you saw of Mr. Moody on the "Titanic"?
- When I had that conversation with him. That is the last I saw of him.

15970. Did you see whether he actually got into any other boat?
- No, I did not.

15971. You are one of the Junior Officers to whom the two-watch system applies?
- Yes.

15972. Does that mean that you never have more than a period of four hours on a stretch off watch?
- Yes.

15973. Do you consider that is satisfactory, or do you think that the three -watch system should be applied to the Junior Officers as well as to the senior Officers?
- Of course, three watches would be far better.

15974. Do you think you would be better able to perform your duties?
- Oh, no, I do not know about performing your duties, but we would have more time to ourselves, naturally.

Examined by Mr. COTTER.

15975. Do you remember being at No. 5 boat with Mr. Murdoch?

- Yes.

15976. Do you remember meeting a gentleman there who was interfering with the work?

- Yes.

15977. Who was it?

- I afterwards learned it was Mr. Bruce Ismay.

15978. What did he say to you or say to anybody; was he giving orders?

- No, he was trying all in his power to help the work, and he was getting a little bit excited.

15979. What was he doing to help the work?

- He was going like this, "Lower away, lower away" (*Showing.*)

Mr. Cotter:

Do you consider any passenger on board a ship has a right to go to the Officers and give orders of that description to "lower away"?

The Commissioner:

You must not ask him that question. What he considers a passenger has a right to do has nothing to do with it.

15980. (*Mr. Cotter.*) What did you say to Mr. Ismay?

- I think you know.

15981. Did you see Mr. Ismay go into any boat?

- No. I told him what I said, and I told the men to go ahead clearing No. 3 boat, and Mr. Ismay went there and helped them.

15982. You did not see him go into a boat afterwards?

- No.

Examined by Sir ROBERT FINLAY.

15983. Did Mr. Ismay do all he could to help?

- He did everything in his power to help.

15984. You saw this chit, the note about the ice on the table?

- Yes.

15985. Did you work it out?

- I worked it out roughly.

15986. You were on watch 6 to 8?

- Yes. I ran this position through my mind, and worked it out mentally, and found that the ship would not be within the ice region during my watch, that is, from six to eight.

15987. You do not recollect what the figures were?

- I do not.

15988. But that was the result you arrived at?

- That was the result I arrived at.

15989. You have told us about your firing a revolver in consequence of two men trying to jump in?

- Yes.

15990. Who were they?

- One was - I do not know whether he was an Italian or what, but he was of the Latin races anyhow?

15991. And who was the other?

- I do not know who the other was. He managed to get out of the road.

15992. What was he like; was he fair or dark?

- I do not know. If I had I should have chased him out.

15993. You have told us how you tied the boats under your command together and went back with your boat with only the crew to help?

- Yes.

15994. Did you approach as soon as you thought you could do so with reasonable safety?

- I did. I had to wait until I could be of some use. It was no good going back there to be swamped.

15995. And you saved some. Then coming back you were under sail, if I rightly understand?

- I was.

15996. And you took your own collapsible in tow?

- That was the collapsible that I had in the string of boats, yes.

15997. And then you met another collapsible?

- I did not meet her. It was a good way off and I sailed down to her.

15998. I want you to tell me a little particularly about that collapsible. How many people were on her?

- I do not know. I do not want to appear sarcastic, or anything like that, but you do not count people in a case like this. I should say, roughly, about twenty men and one woman.

15999. And you took them off her?

- Yes.

16000. She was in a bad way rather?

- Yes.

16001. Did you leave anyone on that collapsible?

- I did. I left three bodies.

16002. Are you certain that the three bodies that you left were the bodies of dead people?

- Absolutely certain.

16003. Did you satisfy yourself about that?

- I made the men on that collapsible turn those bodies over before I took them into my boat. I said, "Before you come on board here you turn those bodies over and make sure they are dead," and they did so.

16004. Is there the slightest doubt in your own mind that they were dead?

- Not the slightest doubt.

16005. When you were on the "Titanic" did you get the revolutions?

- I did.

16006. What was the highest?

- The highest I remember was 75 revolutions per minute.

16007. That was on the 14th April, was it?

- I do not know that it was on the 14th; it may have been at any time as far as I know; but that is as far as I remember. Seventy-five was the highest revolutions.

16008. On the voyage?

- Yes.

16009. (*The Commissioner.*) Do you seen any reason why the lifeboats should not have been lowered full of people?

- Yes, I do.

16010. Did you see any one of them lowered full of people - I mean with about 60 in the boat?

- No, sir, I could not say that I did.

16011. What in your opinion is the reason why the boat should not be lowered full of people?

- The reason, My Lord, is that the boat is suspended from both ends, and all the weight is in the middle, and that being so the boat is apt to buckle, that is, break in the middle, and both ends buckle up like that (*Showing.*) and shoot the whole lot out of her.

16012. At all events you would not think it safe to do it?

- No.

16013. How many were in your boat when it was lowered?

- I mustered them when I got away from the ship and there were 58 passengers - that would be 65 altogether.

16014. That was lowered without buckling?

- Yes, but I said I was taking on risks, Sir.

16015. Did you see the "Titanic" sink?

- I did.

16016. Can you tell me anything about this righting of the afterend of the vessel; did you see that?

- No, I did not see her right at all - you mean to say that she evened up on her keel?

16017. Yes, the afterpart of her?

- No, My Lord, I did not.

16018. Did you see her actually go down?

- I did.

16019. If she had righted herself in that way would you have seen it?

- Yes, because I was within 150 yards of her. (Q.) And you did not see that?

- (A.) I did not.

(The Witness withdrew.)

Day 14

Testimony of Harold G. Lowe, recalled

Further examined by Sir ROBERT FINLAY.

17041. You were on duty from 6 to 8?

- I was.

17042. Did you ever hear anything about a message from the "Amerika" to be sent on to Cape Race about ice?

- No.

17043. Or about a message from the "Mesaba"?
- No.

Examined by the SOLICITOR-GENERAL.

17044. You have told us before about the chit that you saw, the little piece of paper on the chart room table. Can you tell us when you saw it?

- I suppose it must have been shortly after 6.

17045. Shortly after 6?

- Yes.

17046. What had it on it actually?

- It had the word "ice," and then a position underneath the word "ice."

17047. What do you mean by a "position"?

- That means to say a latitude and a longitude.

17048. (*The Commissioner.*) Where the ice was?

- Where the ice was, My Lord, yes.

17049. (*The Solicitor-General.*) Did you recognise the writing?

- I did not. I suppose I only looked at it casually.

17050. I think you told us before that when you saw it, you reckoned on the chart when you would get to it?

- I did not say when we would meet it; I said that I worked it out mentally, and that I found that we should not come to that position during my watch from 6 to 8. That is what I meant to imply.

17051. I think that is exactly what you said. You are quite right. You cannot tell us more about it than that?

- I cannot.

17052. I will put the same question to you, and that is the only other thing I want to know. How many reports about ice - I am not talking about tank steamers - did you hear of?

- I do not remember having heard of any, and that is the only one that I saw. They may have been on the notice board, and I may not have looked at the notice board. I do not remember looking at the notice board, and that is the only paper or note that I saw referring to ice, as I have stated.

(The Witness withdrew.)

United States Senate Inquiry

Day 5

Testimony of Harold G. Lowe

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

(The witness was sworn by the chairman.)

Senator SMITH.

Will you give your full name to the reporter?

Mr. LOWE.

Harold Godfrey Lowe.

Senator SMITH.

I would like to have you turn your chair so you are facing the reporter.

Mr. LOWE.

I am facing you, sir.

Senator SMITH.

Turn your chair so you will look directly at the reporter. Where do you reside?

Mr. LOWE.

In North Wales.

Senator SMITH.

How old are you?

Mr. LOWE.

Twenty-nine in the fall of the year, sir.

Senator SMITH.

What is your business?

Mr. LOWE.

Seaman.

Senator SMITH.

How long have you been engaged in that business?

Mr. LOWE.

Fourteen years.

Senator SMITH.

What experience have you had?

Mr. LOWE.

I suppose I have had experience with pretty well every ship afloat - the different classes of ships afloat - from the schooner to the square-rigged sailing vessel, and from that to steamships, and of all sizes.

Senator SMITH.

So you have been employed on sailing vessels -

Mr. LOWE.

In pretty well every branch of the mercantile marine.

Senator SMITH.

Describe, if you will, the general nature of your employment as a mariner, beginning with your first experience.

Mr. LOWE.

As a sailor?

Senator SMITH.

Yes, sir. I would like to get on the record, [Mr. Lowe](#), your full experience.

Mr. LOWE.

It will be very long, sir.

Senator SMITH.

Make it as brief as you can.

Mr. LOWE.

I ran away from home when I was about 14, and I went in a schooner. I was in seven schooners altogether, and my father wanted to apprentice me but I said I would not be apprenticed; that I was not going to work for anybody for nothing, without any money; that I wanted to be paid for my labor. That was previous to my running away. He took me to Liverpool to a lot of offices there, and I told him once for all that I meant what I said. I said, "I am not going to be apprenticed, and that settles it." So of course I ran away and went on these schooners, and from there I went to square-rigged sailing ships, and from there to steam, and got all my certificates, and then I was for five years on the West African coast in the service there, and from there I joined the White Star Line.

Senator SMITH.

When did you join the White Star Line?

Mr. LOWE.

About 15 months ago, sir.

Senator SMITH.

What was the nature of your employment with them?

Mr. LOWE.

I was junior officer.

Senator SMITH.

On what ship?

Mr. LOWE.

I was third on the [Tropic](#) and I was third on the Belgic, and then I was sent to the Titanic.

Senator SMITH.

On what routes? What were the routes?

Mr. LOWE.

The Australian voyage, the two previous voyages.

Senator SMITH.

Had you ever been in the North Atlantic before?

Mr. LOWE.

Never; never. It was about the only place I had never been before.

Senator SMITH.

When did you join the [Titanic](#)?

Mr. LOWE.

I joined the *Titanic* on April 21, in Belfast - March 21, I believe; pardon me - in Belfast.

Senator SMITH.

Were you present at the trial tests in Belfast Lough?

Mr. LOWE.
Yes, sir.

Senator SMITH.
Of the *Titanic*?

Mr. LOWE.
Yes, sir; I was.

Senator SMITH.
What service did you render during those tests?

Mr. LOWE.
My service, sir, was pretty well general, to do anything we were told to do.

Senator SMITH.
Tell, if you can, what you did do.

Mr. LOWE.
Worked out things; worked out the odds and ends, and then submitted them to the senior officer. We are there to do the navigating part so the senior officer can be and shall be in full charge of the [bridge](#) and have nothing to worry his head about. We have all that, the junior officers; there are four of us. The three seniors are in absolute charge of the boat. They have nothing to worry themselves about. They simply have to walk backward and forward and look after the ship, and we do all the figuring and all that sort of thing in our chart room.

Senator SMITH.
What did you do that day, if you can tell?

Mr. LOWE.
What day?

Senator SMITH.
What part did you take or have that day to do on that day with the test, in making the tests.

Mr. LOWE.
I could no more tell you now than fly.

Senator SMITH.
I will ask you specifically whether you assisted in making any tests of the lifeboats?

Mr. LOWE.
We overhauled them.

Senator SMITH.
In what way?

Mr. LOWE.
[Mr. Moody](#) and myself and [Mr. Pitman](#) and [Mr. Boxhall](#) took the port boat - that is, I took the starboard, and they took the port, and we overhauled them; that is to say, we counted the oars, the rowlocks, or the thole pins, whichever you like to call them, and saw there was a mast and sail, rigging, gear, and everything else that fitted in the boats, and plugs, and also that the biscuit tank was all right, and that there were two breakers in the boat, two bailers, two plugs, and the steering rowlock; that is, the rowlock for the oar that you ship aft when there is a heavy sea running, because you can not steer by rudder when there is a heavy sea running, and you put an oar over and you have greater command over an oar and can put more power on it.

Everything was absolutely correct with the exception of one dipper. A dipper is a long thin can about that length (*indicating*) and about that diameter (*indicating*) - an inch and a quarter diameter - and you dip it down into the

water breaker and draw the water. That was the only thing that was short out of our boats, and our [boats](#) were, respectively, Nos. 1, 3, 5, 7, 9, 11, 13, and 15, from 1 to 15-odd numbers, Then the even numbers were on the other side; that is, on the port side of the ship.

Senator SMITH.

One, three, five, seven, nine, and eleven were on the starboard side or the port side?

Mr. LOWE.

One, three, five, seven, nine, eleven, thirteen and fifteen were on the starboard side, sir, and everything was absolutely correct.

Senator SMITH.

Did you personally examine every lifeboat?

Mr. LOWE.

I did, sir.

Senator SMITH.

And every [collapsible](#)?

Mr. LOWE.

Yes, sir; every collapsible as well, also. I should have mentioned them, but those were the boats I mentioned. We do not deem the collapsibles as boats.

Senator SMITH.

You do not deem them as lifeboats?

Mr. LOWE.

These are the full lifeboats.

Senator SMITH.

That is the numbers you have given?

Mr. LOWE.

Yes, sir; they are the outside boats, the boats that hang on the ship's side. Then there are two collapsibles on each side, two on port and two starboard, and we examined them. I could not quote from memory what we found in them, but we found 14 oars, and, anyhow, a set and a half of oars on one set of rowlocks. That is, if there were six rowlocks, there were nine oars in case of emergency. That is, if an oar got broke there was another extra oar to replace that oar, and there were three spare ones - that is, one and one-half sets.

If there were 12 oars in one boat, it was fully equipped. There would be 18 oars altogether - 6 extras - and dippers and everything else. Everything was absolutely correct; I will swear to that.

Senator SMITH.

You have detailed the equipment of a lifeboat as prescribed by the British Board of Trade regulations, have you?

Mr. LOWE.

I can, if you wish me to.

Senator SMITH.

Have you done it already?

Mr. LOWE.

Yes; pretty well.

Senator SMITH.

Have you included everything?

Mr. LOWE.
There is a compass -

Senator SMITH.
Any lights?

Mr. LOWE.
A light, and oil to burn for eight hours; biscuits and water. That is all I can think of at present.

Senator SMITH.
All these things that you have mentioned are part of the equipment demanded by the British Board of Trade?

Mr. LOWE.
Yes, sir. We went around those boats. We arrived there about noon on this 23rd, in Belfast, and on the 24th we went around everything, taking stock of everything on board the ship, and also noting the condition of these things. We took the starboard lifeboats and the other junior officers took the port.

Senator SMITH.
Now, [Mr. Lowe](#), this inspection that you made was on the 23rd and 24th?

Mr. LOWE.
On the 23rd only, sir.

Senator SMITH.
When did the *Titanic* leave Belfast for Southampton?

Mr. LOWE.
That is more than I can tell you. We left Liverpool on Tuesday; we arrived on a Wednesday, and we inspected the boat on a Thursday. I think we left of the following Tuesday for Southampton. No; we ran around the Lough and afterwards [proceeded](#) for Southampton.

Senator SMITH.
The 23rd of March was on Saturday?

Mr. LOWE.
Saturday? Then we are a bit mixed. (*Consulting memorandum book.*) It was the 26th that I left Liverpool, and I joined the *Titanic* on the 27th. I think you will find that correct. I distinctly remember now I received a telegram from the superintendent; word to the effect that I was to report to the office at 9 o'clock on the morning of 26th.

Senator SMITH.
No; you left Liverpool on the 26th.

Mr. LOWE.
On the 26th; that is, the night of the 26th. You see we had to call there for the ticket, and then we went over by night, and we arrived in Belfast the next morning at noon.

Senator SMITH.
Now let us get it just as it is. You left Liverpool -

Mr. LOWE.
We left Liverpool at 10 o'clock p. m on the 26th.

Senator SMITH.
And reached Belfast -

Mr. LOWE.
We arrived at Belfast at about noon on the 27th.

Senator SMITH.

And did you go aboard ship immediately?

Mr. LOWE.

We went straight aboard, sir, and reported ourselves to the chief officer. [[William Murdoch](#) was chief officer at the time. A later shuffling of officers in Southampton brought [Wilde](#) on as Chief, bumping Murdoch and [Lightoller](#) to First and Second, respectively. [David Blair](#), the original second officer was bumped from the crew list.]

Senator SMITH.

When did the trial tests begin?

Mr. LOWE.

I think it was Tuesday.

Senator SMITH.

The following Tuesday?

Mr. LOWE.

Yes.

Senator SMITH.

That would be April 2nd.

Mr. LOWE.

I do not know, sir. I suppose it would be if you say so.

Senator SMITH.

Well, look it up yourself. You are testifying. I am not testifying.

Mr. LOWE.

We did not get any special notice of these things -

Senator SMITH.

I am not criticizing you -

Mr. LOWE.

We have not started our voyage yet.

Senator SMITH.

I am not criticizing you. I simply want to know when you first saw this ship.

Mr. LOWE.

March 2 was Tuesday, sir.

Senator SMITH.

April.2, you mean. Let us get this just as you want it to appear in the record. You left Liverpool on the 26th?

Mr. LOWE.

Yes; at 10 o'clock p. m .

Senator SMITH.

And joined the *Titanic* at noon on the following day, the 27th?

Mr. LOWE.

Yes, sir.

Senator SMITH.

When were the trial tests made?

Mr. LOWE.

They were due, I think, to be made on the Monday, but there was a bit of a breeze and we had to postpone it because of the breeze. It was squall in fact.

Senator SMITH.

So the trial tests did not take place on April 1?

Mr. LOWE.

No, sir.

Senator SMITH.

Monday, that would be. They did not take place, then?

Mr. LOWE.

No.

Senator SMITH.

And they were postponed because there was a bit of a breeze?

Mr. LOWE.

Yes; because there was danger in getting them off the wharf.

Senator SMITH.

Off the wharf?

Mr. LOWE.

Yes.

Senator SMITH.

Well, when did the test take place?

Mr. LOWE.

It took place the following day.

Senator SMITH.

On Tuesday, April 2?

Mr. LOWE.

On Tuesday.

Senator SMITH.

In Belfast Lough?

Mr. LOWE.

In Belfast Lough; yes, sir. We steamed down. After we had done a few turns and twists we steamed down two hours. I really forget the names of the lightships now, because I don't know that coast, but, roughly we went out two hours on the outward passage and then it took us the same time, naturally, to come back again. That means four hours total steaming. We did take a few extra twists and turns and then came back again.

Senator SMITH.

How long did it take?

Mr. LOWE.

We left, I believe, at 2 o'clock and we anchored somewhere about 6.30 that evening. Altogether, the twists and

turns took half an hour, and the steaming, maneuvering the ship, and testing her and all that. That is what I mean by twists and turns.

Senator SMITH.

Exactly; that is what I understood. During this test was her speed tested?

Mr. LOWE.

No. She was not really put to it. She has not been put to it yet.

Senator SMITH.

And never will be?

Mr. LOWE.

Never will be.

Senator SMITH.

You do not know how fast she could have gone?

Mr. LOWE.

I reckon she could easily do 24 or 25 knots.

Senator SMITH.

Do you know how many boilers were working the day the tests were made?

Mr. LOWE.

No, sir; I do not, because that is outside of our sphere; altogether. We have nothing whatever to do with them. We have our own business, and we attend to it. We look after it, and attend to nobody else's.

Senator SMITH.

Have you any idea yourself, of the speed that boat made during the trial trips - trial tests?

Mr. LOWE.

I believe - but I am not sure - that it was about 20 1/2 or 21. I do not know, of course. I will not guarantee that what I state there is correct or true; but I state it to the best of my ability, that it was between 20 1/2 and 21 knots, that that is what she made.

Senator SMITH.

Do you know how many revolutions it would require to attain that speed?

Mr. LOWE.

No. We were working out a slip table, and we had not quite finished when she went down. All of us were on, working out a slip table, how many turns of the engine it would require to do so many knots; and all this, and it tapered down.

Senator SMITH.

That was not worked out by any one, so far as you know?

Mr. LOWE.

No; it was not.

Senator SMITH.

If it had been, would you have known it?

Mr. LOWE.

Certainly we would, because it would be in the [chart room](#).

Senator SMITH.

When the maximum speed was obtained in the trial tests, was the ship in the open sea?

Mr. LOWE.

Yes, between the heads - I think it is Copeland Point, or Copeland Head - between that and I think - mind you, I do not say that it is - I think it was Black Rock Lightship, somewhere between; because I do not know the coast.

Senator SMITH.

I do not ask you to guess at anything; I just ask if you know.

Mr. LOWE.

I just state to the best of my knowledge.

Senator SMITH.

When the turns or circles were made were they made in the open sea, or were they made inside?

Mr. LOWE.

Just inside, under the Copeland.

Senator SMITH.

Were there any turns except -

Mr. LOWE.

There was only the one turn in the open sea and that was when we were reversing our course, or when we were turning to make the return journey.

Senator SMITH.

Did you see any of the officers or directors of the White Star Line, or the International Co., aboard the *Titanic* when the tests were being made?

Mr. LOWE.

No, sir; I did not. Anyhow, I would not know them if I did.

Senator SMITH.

Then you did not see them, of course; you did not know them, and could not tell?

Mr. LOWE.

Because I am a stranger.

Senator SMITH.

You did not know any of them?

Mr. LOWE.

No, sir.

Senator SMITH.

So far as you know, were any of them aboard? Did you hear that any of them were aboard in the trial tests?

Mr. LOWE.

I was told that [Mr. Ismay](#) was on board, and two or three more, but I do not know who they were; and some of Messrs. Harland & Wolff's people.

Senator SMITH.

They were the builders?

Mr. LOWE.

Yes.

Senator SMITH.
Was [Mr. Andrews](#) aboard?

Mr. LOWE.
Yes; he was on board.

Senator SMITH.
Did you see him?

Mr. LOWE.
He was pointed out to me.

Senator SMITH.
Who was Mr. Andrews?

Mr. LOWE.
As far as I understand, the working head of Harland & Wolff.

Senator SMITH.
The builders; he represented the builders of the ship?

Mr. LOWE.
Yes.

Senator SMITH.
Did he make the voyage with the ship from Southampton?

Mr. LOWE.
Yes.

Senator SMITH.
Did he survive the catastrophe?

Mr. LOWE.
No.

Senator SMITH.
Was there any representative of the British Board of Trade on the *Titanic* during these trial tests?

Mr. LOWE.
I can not say, sir; I do not know, because we had nothing to do with it.

Senator SMITH.
You did not understand that there was from anyone?

Mr. LOWE.
Even if there was, they would not come and tell me.

Senator SMITH.
Exactly, but I mean, did you understand that there was any representative of the British Board of Trade aboard; did you hear it from anyone?

Mr. LOWE.
No, sir. You must understand -

Senator SMITH.

That is enough. I do not ask you to elaborate it. After these trial tests, that took about four hours, where did the ship go?

Mr. LOWE.

She anchored in Belfast Lough.

Senator SMITH.

And how long did you remain there?

Mr. LOWE.

As near as I could tell, half an hour or three-quarters of an hour.

Senator SMITH.

Then what happened?

Mr. LOWE.

We sent all workmen ashore by tender to Belfast; and then, after sending all the workmen ashore by tender, we [proceeded](#) on our way to Southampton.

Senator SMITH.

That is, these were the workmen of the Harland & Wolff Co.?

Mr. LOWE.

Yes.

Senator SMITH.

Then where did you go?

Mr. LOWE.

We went down to Southampton.

Senator SMITH.

When did you reach Southampton?

Mr. LOWE.

We reached Southampton, I do not know just when. Anyhow, it was in the night, sir. I do not know of what day.

Senator SMITH.

What night?

Mr. LOWE.

I could not tell you, sir. I do not remember.

Senator SMITH.

What night, with reference to your sailing from Southampton; the night you sailed?

Mr. LOWE.

That would be about 30 hours - Tuesday, Wednesday - Thursday night.

Senator SMITH.

You reached Southampton on Thursday night, about midnight?

Mr. LOWE.

Yes.

Senator SMITH.
Did you anchor or did you go to the wharf?

Mr. LOWE.
We went right up to the wharf.

Senator SMITH.
Did you remain on the ship?

Mr. LOWE.
Yes, sir.

Senator SMITH.
Were you on duty that night?

Mr. LOWE.
I was on duty that day, sir; that is, from, half-past 9.

Senator SMITH.
In the morning?

Mr. LOWE.
A. m.; until half-past 5 p. m.

Senator SMITH.
And you were not on duty when the boat reached the wharf?

Mr. LOWE.
I was not on duty from the time the *Titanic* was taken out. It was taken in tow at half-past 9 that morning. I was below.

Senator SMITH.
This was Thursday night, midnight?

Mr. LOWE.
Yes.

Senator SMITH.
When did the ship sail from Southampton for New York?

Mr. LOWE.
It sailed at noon on the 10th instant.

Senator SMITH.
Between Thursday, April 4, or Friday morning, April 5, and Wednesday noon, April 10, were you aboard ship performing your duties?

Mr. LOWE.
We are always on board performing our duties; that is, when it is our watch on.

Senator SMITH.
Exactly. And you did your work while the boat was at Southampton?

Mr. LOWE.
Yes.

Senator SMITH.

During the time you were doing your work, did you have anything to do with drilling the men?

Mr. LOWE.

In what way, sir?

Senator SMITH.

Did you have fire drill or other practice while you were at Southampton?

Mr. LOWE.

We had it once, but I really forget where.

Senator SMITH.

You had it once at Belfast, before leaving?

Mr. LOWE.

I do not know, I do not know, sir. We had it somewhere to other.

Senator SMITH.

Once?

Mr. LOWE.

Where I can not say.

Senator SMITH.

You can not say whether it was at Belfast or at Southampton?

Mr. LOWE.

No, sir; I can not remember.

Senator SMITH.

Was it at one or the other of these places?

Mr. LOWE.

I do not know certainly.

Senator SMITH.

That is, it was not on the voyage?

Mr. LOWE.

It was not after we left Southampton.

Senator SMITH.

It was not after you left Southampton. Of what did this drill consist?

Mr. LOWE.

It consists of -

Senator SMITH.

No; not what it "consists" of. What did that drill consist of?

Mr. LOWE.

Well, you muster your boat's crew.

Senator SMITH.

Go ahead.

Mr. LOWE.

And see that everything is all right, see that everything is in going order, and then you report to the officer that is going the rounds, and then he reports again to the chief officer, and then the chief officer reports to the commander of the ship.

Senator SMITH.

In the performance of that service does each officer have a station?

Mr. LOWE.

Yes, sir.

Senator SMITH.

Where was your station?

Mr. LOWE.

My station was [No. 11](#) boat.

Senator SMITH.

Which side of the ship?

Mr. LOWE.

That would be the starboard side.

Senator SMITH.

What other officers were on the starboard side?

Mr. LOWE.

I do not know, sir.

Senator SMITH.

Did you know any of the other officers at that time?

Mr. LOWE.

I was a total stranger in the ship and also to the run.

Senator SMITH.

Is that the reason why you are unable to tell who the officers were on the starboard side at their respective stations?

Mr. LOWE.

I do not know, sir. I suppose it will have something to do with it.

Senator SMITH.

Are you able to say that the officers were at their respective stations?

Mr. LOWE.

When, sir?

Senator SMITH.

At the time of this drill or inspection?

Mr. LOWE.

Certainly they were, sir.

Senator SMITH.

What was done at that drill? Were any of the lifeboats lowered?

Mr. LOWE.

I was lowered away and sent around the dock - no, let me see, now. This was at Southampton?

Senator SMITH.

At Southampton.

Mr. LOWE.

After the general muster at 8.30 - on the 10th that was - we manned two boats, [Mr. Moody](#), the sixth officer, and myself.

Senator SMITH.

On which side of the ship?

Mr. LOWE.

On the starboard side, because you must remember that we were laying alongside of a wharf, now.

Senator SMITH.

Exactly. I wanted you to say that.

Mr. LOWE.

And we were sent away in two boats, with two crews, naturally, and we turned around the dock in a row and then came back and got hoisted up.

Senator SMITH.

About how long were you gone?

Mr. LOWE.

I should say 20 minutes to half an hour.

Senator SMITH.

What else was done? Did that constitute the practice, or drill?

Mr. LOWE.

There is not only practice in the rowing of the boats but there is also practice in the lowering away and clearing.

Senator SMITH.

And, altogether, it took about half an hour?

Mr. LOWE.

No, sir. Yes; it would take about half an hour, hoisting and lowering.

Senator SMITH.

What else was done that day?

Mr. LOWE.

We sailed, you know, and it was about 9 o'clock in the morning now.

Senator SMITH.

Yes; all right.

Mr. LOWE.

And we have got lots of other things to do.

Senator SMITH.

Exactly. That was all that the drill consisted of?

Mr. LOWE.

We were lowered down in the boats with a boat's crew. The boats were manned, and we rowed around a couple of turns, and then came back and were hoisted up and had breakfast, and then went about our duties.

Senator SMITH.

Now, will you answer me, please? Your drill or practice consisted of lowering two lifeboats on the starboard side and rowing about in them and returning them to position, which took, altogether, about half an hour?

Mr. LOWE.

Half an hour; quite correct, sir.

Senator SMITH.

Now, is that correct?

Mr. LOWE.

Quite.

Senator SMITH.

Were there any other boats, lifeboats or collapsible boats, lowered on the starboard side that morning?

Mr. LOWE.

No; only the two.

Senator SMITH.

And there were no boats lowered on the port side?

Mr. LOWE.

There could not be.

Senator SMITH.

That was the wharf side?

Mr. LOWE.

You would lower them on the wharf on that side.

Senator SMITH.

So that the drill consisted in doing what you have described?

Mr. LOWE.

Yes.

Senator SMITH.

[Mr. Lowe](#), if I correctly understood you, no other drill took place after that morning - the [Titanic](#) departing about midday - until the accident happened?

Mr. LOWE.

No drill took place from the time of departure until the time of the disaster.

Senator SMITH.

Are you able to say definitely now that no fire drill took place - no alarm and no drill that required the presence of each man at his station - during the voyage?

Mr. LOWE.

Fire drill did take place, and it always does take place.

Senator SMITH.

Where?

Mr. LOWE.
When we have boat drill.

Senator SMITH.
When do you have boat drill?

Mr. LOWE.
When we have boat drill.

Senator SMITH.
When you have it?

Mr. LOWE.
Yes.

Senator SMITH.
Would you call this lowering of two lifeboats at Southampton boat drill?

Mr. LOWE.
No; it was previous to that, sir. There are so many hoses on each deck, and the water service is on, and the hoses are manned by the men, and the commander sends word along, "That will do for fire exercise," and then we switch off the water.

Senator SMITH.
Are you quite sure such an exercise took place before the boat reached Southampton?

Mr. LOWE.
Let me see. I may be confusing her with some of the other ships.

Senator SMITH.
You are testifying. I want the record to show what you say about it.

Mr. LOWE.
We will annul that, sir, because I am not sure.

Senator SMITH.
You may annul it, but I am not going to. I you to answer and give your best judgment.

Mr. LOWE.
I am here and doing my best to help you, and I do not remember.

Senator SMITH.
And you wish it to appear that you do not remember whether that took place before reaching Southampton? I do not want to embarrass you, Mr. Lowe, at all, and I will not pursue it any further. I just want to know whether we understand one another.

Mr. LOWE.
I do not, know, sir. I do not remember anything definite on the subject.

Senator SMITH.
But, you do remember, and have so stated; that there was no drill?

Mr. LOWE.
No; no drill after we left Southampton.

Senator SMITH.
No drill after you left Southampton?

Mr. LOWE.
No; oh, no.

Senator SMITH.
Were these officers strangers to one another, practically all of them?

Mr. LOWE.
No; the most of them had met each other before.

Senator SMITH.
Do you remember whether they had in the main come from the same ship, or from various ships?

Mr. LOWE.
Some of them came from the same ship, but which I do not know. Some of them came from the [*Oceanic*](#).

Senator SMITH.
Do you know whether the crew were strangers to one another, in the main?

Mr. LOWE.
The crew, sir?

Senator SMITH.
Yes.

Mr. LOWE.
No; I do not know anything about them.

Senator SMITH.
What was the weather and the condition of the sea between Belfast and Southampton?

Mr. LOWE.
Fine clear weather, smooth sea, and gentle breeze.

Senator SMITH.
What was the weather between Southampton and the scene of this accident?

Mr. LOWE.
Fine, clear weather; gentle to moderate breeze and sea.

Senator SMITH.
What was the temperature between Southampton and the place of the accident?

Mr. LOWE.
The temperature, sir?

Senator SMITH.
Exactly. Do you know whether it was cold, or whether it was warm? Was it warm when you left Southampton?

Mr. LOWE.
Yes; it was nice weather. I should say it would be about 48.

Senator SMITH.
Above zero?

Mr. LOWE.
Forty-eight degrees.

Senator SMITH.

Did it grow colder as you proceeded on your journey?

Mr. LOWE.

It did not get colder - I do not know how to put that - to my knowledge.

Senator SMITH.

How cold was it on Sunday morning?

Mr. LOWE.

Sunday afternoon it was ordinarily normal; about 48.

Senator SMITH.

How was it Sunday evening?

Mr. LOWE.

Sunday evening it was pretty much the same; it could not have been less than 45.

Senator SMITH.

Did you hear the [second officer](#) testify?

Mr. LOWE.

I did, sir; part of it.

Senator SMITH.

Did you hear him say that it was about 37 on Sunday evening?

Mr. LOWE.

I went below at 8 o'clock, and I know nothing about anything that happened after 8 o'clock. I was in bed.

Senator SMITH.

Did you know that your ship was off the Grand Banks of Newfoundland on Sunday afternoon and evening?

Mr. LOWE.

Yes; I knew where she was as far as that goes; but I never had crossed the Atlantic before.

Senator SMITH.

Did the fact that you were off the Grand Banks of Newfoundland interest you at all?

Mr. LOWE.

No, sir; not a bit.

Senator SMITH.

Did you know that that was the region of the icebergs and the field ice?

Mr. LOWE.

Well, you must understand that I had never been there before.

Senator SMITH.

You had certainly heard about it?

Mr. LOWE.

I can not say that I had, sir.

Senator SMITH.

You never heard about ice in the vicinity of Newfoundland?

Mr. LOWE.
No, sir.

Senator SMITH.
Have you ever heard about ice anywhere?

Mr. LOWE.
Yes; off Cape Horn.

Senator SMITH.
Have you ever seen an iceberg or a growler?

Mr. LOWE.
I have seen icebergs, but I have never heard them defined as closely as they have been here during the last few days.

Senator SMITH.
Where did you see them?

Mr. LOWE.
I have seen them down south.

Senator SMITH.
How far south?

Mr. LOWE.
Off Cape Horn and down that way.

Senator SMITH.
Do you know where they are supposed to come from?

Mr. LOWE.
I suppose from the south polar regions.

Senator SMITH.
Did you ever see any icebergs in the South Atlantic?

Mr. LOWE.
No; I can not say that I have seen them in the South Atlantic.

Senator SMITH.
Did you ever see an iceberg except off Cape Horn?

Mr. LOWE.
No, sir. That is the only one I saw until daybreak on the Monday morning.

Senator SMITH.
After the accident?

Mr. LOWE.
After the accident.

Senator SMITH.
How many did you see then?

Mr. LOWE.
I saw quite a few of them.

Senator SMITH.
How many?

Mr. LOWE.
I really could not tell you that. I did not count them, but I should say anywhere up to 20.

Senator SMITH.
How close were they? How close was the closest one; I mean how close to you, or how close were you to the icebergs?

Mr. LOWE.
I should say 4 to 5 miles.

Senator SMITH.
In what direction?

Mr. LOWE.
All around.

Senator SMITH.
In the course of the *Titanic*?

Mr. LOWE.
What do you mean? In the course that we were steering before we struck?

Senator SMITH.
Yes.

Mr. LOWE.
Well, yes; they must have been in her way if they were all along the horizon.

Senator SMITH.
How large was the largest berg you saw?

Mr. LOWE.
Of course, it is only an approximation, sir, because we did not go up to them.

Senator SMITH.
I did not ask you that. Just give us your best judgment.

Mr. LOWE.
I should say that the largest one was about, say, 100 feet high above water.

Senator SMITH.
Above the water's edge?

Mr. LOWE.
Above the water.

Senator SMITH.
And that was about 45 miles away, was it, from you? I thought you said 45.

Mr. LOWE.
Four to five, I said.

Senator SMITH.
How far could you see an iceberg above the water on a clear morning?

Mr. LOWE.
It depends on your height above the water.

Senator SMITH.
Well, where would you say these icebergs were with reference to your point of observation?

Mr. LOWE.
What, distance off they were, at my height?

Senator SMITH.
Exactly.

Mr. LOWE.
Four to five.

Senator SMITH.
What do you mean by four to five?

Mr. LOWE.
Between 4 and 5 miles distant.

Senator SMITH.
That is, between 4 and 5 miles away?

Mr. LOWE.
Yes.

Senator SMITH.
Were they all within a range of 4 or 5 miles?

Mr. LOWE.
Yes; all within a radius at the outside, of 6 miles.

Senator SMITH.
Could you, from what you saw of them, tell in what direction they were moving?

Mr. LOWE.
No, sir.

Senator SMITH.
Whether from the north or from the south?

Mr. LOWE.
No, sir; I could not.

Senator SMITH.
How close did you come to an iceberg yourself? I do not mean the one that collided with the ship, but after you were in the lifeboat or on the [*Carpathia*](#)?

Mr. LOWE.

The nearest I got, I suppose, would be 3 miles.

Senator SMITH.

What were the sizes of the other icebergs?

Mr. LOWE.

Anything I should say, averaging from 20 feet in height up to 100 feet in height. That is, above water.

Senator SMITH.

Have you ever heard, or do you know of your own knowledge, how much of an ordinary iceberg is supposed to be submerged?

Mr. LOWE.

Yes; there is one-eighth supposed to be above water - and seven eighths below water.

Senator SMITH.

Then, if the iceberg you saw Monday morning was 100 feet above the water, it would be 700 feet below the water?

Mr. LOWE.

Yes, sir; quite that.

Senator SMITH.

Is that recognized?

Mr. LOWE.

That is what I learned. I suppose it is right.

Senator SMITH.

Where did you learn that?

Mr. LOWE.

At school. I think it will turn out to be about that if you test it.

Senator SMITH.

Did you learn at school where these icebergs were supposed to come from?

Mr. LOWE.

There are only two places for them to come from.

Senator SMITH.

Name them.

Mr. LOWE.

That is from the north pole and the south pole, from the polar regions.

Senator SMITH.

They are supposed to come from the arctic regions?

Mr. LOWE.

Yes; the arctic regions.

Senator SMITH.

Do you know what an iceberg is composed of?

Mr. LOWE.
Ice, I suppose, sir.

Senator SMITH.
Have you ever heard of an iceberg being composed not only of ice but of rock and earth and other substances?

Mr. LOWE.
No, sir; never.

Senator SMITH.
Did you hear the testimony of your fellow officer, [Boxhall](#)?

Mr. LOWE.
No, sir.

Senator SMITH.
You did not hear him describe what composed an iceberg?

Mr. LOWE.
No, sir.

Senator SMITH.
But you labor under the impression that they are composed entirely of ice?

Mr. LOWE.
Absolutely, sir.

Senator SMITH.
You said that you helped make up the chart record, did you not?

Mr. LOWE.
Chart record?

Senator SMITH.
Yes; you and your fellow officers worked out the details?

Mr. LOWE.
We worked out the positions, sir; yes, sir.

Senator SMITH.
The positions on the chart?

Mr. LOWE.
No, sir; we do not use a chart. If we wish to place the position on a chart so that we may know the locality we may do so, because we have charts there.

Senator SMITH.
You have them there for that purpose?

Mr. LOWE.
But we work them out by tables and other things - books.

Senator SMITH.
By these tables you work out the ship's position?

Mr. LOWE.
Yes, sir.

Senator SMITH.
From the astronomical observations?

Mr. LOWE.
Yes, sir.

Senator SMITH.
And the course of the ship?

Mr. LOWE.
Yes, we work out the course, too.

Senator SMITH.
Do you determine from these observations whether the ship is on its course?

Mr. LOWE.
Yes, sir.

Senator SMITH.
Did you have any part in determining the course and position of the *Titanic* on Sunday afternoon and evening?

Mr. LOWE.
I worked the course from noon until what we call the "[corner](#)"; that is, 42 north, 47 west. I really forget the course now. It is 60° 33 1/2' west - that is as near as I can remember - and 162 miles to the corner.

Senator SMITH.
From those data are you able to say whether the ship was on its true course at the time of the collision?

Mr. LOWE.
I do not know, sir, I do not know where she was steaming at the time of the collision. I was in bed.

Senator SMITH.
Do you know what the ship's position was at the time of the accident?

Mr. LOWE.
Yes; I know what her position was.

Senator SMITH.
State it.

Mr. LOWE. (*referring to book*)
Latitude 41° 46' north and 50° 13' west longitude.

Senator SMITH.
From the position of the ship at the point stated, are you able to say whether she was on her true course at that time?

Mr. LOWE.
Which course is that? To which course do you refer?

Senator SMITH.
I refer to the course the ship was taking, which I understand is a recognized course, or lane, and well understood by vessel men, and a part of the regulations of your company.

Mr. LOWE.

Yes, sir; that is the [track](#).

Senator SMITH.

Now answer my previous question.

Mr. LOWE.

You can easily tell, sir, whether she was on the track or not.

Senator SMITH.

I want you to tell me.

Mr. LOWE.

I can easily tell.

Senator SMITH.

Do it.

Mr. LOWE.

I can not without anything, sir; I must have books.

Senator SMITH.

Have you got a chart, so that you can?

Mr. LOWE.

I have got nothing.

Senator SMITH.

You say "track"?

Mr. LOWE.

Yes, sir; track.

Senator SMITH.

Are those tracks well understood by mariners, vessel men?

Mr. LOWE.

Yes; everybody knows them, and we all try to go along that track.

Senator SMITH.

How many tracks are there that are recognized by your company?

Mr. LOWE.

I do not know.

Senator SMITH.

In the north Atlantic?

Mr. LOWE.

I am a stranger in this part.

Senator SMITH.

What is that?

Mr. LOWE.

You must remember this is my first voyage across here.

Senator SMITH.
I understand.

Mr. LOWE.
And I do not know.

Senator SMITH.
I am not looking for any more information than you have, but I would like to know if you know whether there is a [north track](#) and a [south track](#)?

Mr. LOWE.
Yes, sir; there are two tracks, a north track and a south track.

Senator SMITH.
I would like to know whether ships going from Southampton to New York on this White Star Line are supposed to take the north track or the south track?

Mr. LOWE.
That is left to the commander, sir.

Senator SMITH.
And you do not know?

Mr. LOWE.
I do not know.

Senator SMITH.
Do you know whether upon this voyage the *Titanic* took the north track or the south track?

Mr. LOWE.
We can tell if you have a track chart.

Senator SMITH.
I am going to have you work that out, but I wanted to clear up any confusion over these two tracks. As I understand it, through the north Atlantic there is a north track, or lane, or route, from Southampton to New York?

Mr. LOWE.
Yes, sir.

Senator SMITH.
And there is a south track, or lane, or route, from New York to Southampton?

Mr. LOWE.
It is the same track as the one the other way.

Senator SMITH.
What I want to know is whether this ship was on the north track or the south track, and I will ask you to figure that out a little later, when you get the chart.

Mr. LOWE.
I think she was on the northern track.

Senator SMITH.
What makes you think so?

Mr. LOWE.

By the general run of things. But, anyhow, we can find that out.

Senator SMITH.

Were you on duty on Sunday evening, the night of the accident?

Mr. LOWE.

I was on duty on Sunday evening, sir, from 6 p. m. to 8 p. m., and at 8 p. m. I went below.

Senator SMITH.

Were you on duty again that night, to the time of the accident?

Mr. LOWE.

I was not, sir.

Senator SMITH.

And where were you assigned; where was your station during those two hours, from 6 to 8 o'clock?

Mr. LOWE.

From 6 to 8 I was busy working out this slip table as I told you before, and doing various odds and ends and working a dead-reckoning position for 8 o'clock p. m. to hand in to the [captain](#), or the commander of the ship.

Senator SMITH.

What would that indicate?

Mr. LOWE.

That was to indicate time position of the ship at that time, 8 o'clock.

Senator SMITH.

Do you know what the position of time ship was at 8 o'clock?

Mr. LOWE.

No, sir; I do not, I do not remember.

Senator SMITH.

Did you make a report to the captain?

Mr. LOWE.

I handed him the slip report.

Senator SMITH.

Did you hand it to I him personally?

Mr. LOWE.

On his [chart room](#) table.

Senator SMITH.

Did you call his personal attention to it?

Mr. LOWE.

No; we never do. We simply put the slip on the table; put a paper weight or something on it, and he comes in and sees it. It is nothing of any great importance.

Senator SMITH.

What did you do it for?

Mr. LOWE.

It has always been done, so that the position of the ship might be filled in the night order book.

Senator SMITH.

Does that not constitute a part of the history of that voyage and become a part of the log?

Mr. LOWE.

I am not saying it was not important for this one voyage; I am saying that in the general run of things it is not of any importance.

Senator SMITH.

That is, if there is no accident?

Mr. LOWE.

Yes; because there are thousands of things done previously.

Senator SMITH. (*interposing*)

But in the event of an accident?

Mr. LOWE.

Oh, yes; it would play an important part then.

Senator SMITH.

You are not able to give the position of this ship at 8 o'clock Sunday evening?

Mr. LOWE.

No, sir; I do not remember.

Senator SMITH.

You then went below, after you delivered that?

Mr. LOWE.

I went to bed at 8 o'clock.

Senator SMITH.

Mr. Lowe, you understand, of course, that if you could give the exact position of that ship at 8 o'clock, with the figures that you have just given of its exact position at the time of the collision, the speed of the ship could be easily ascertained, could it not, between those two points?

Mr. LOWE.

Quite.

Senator SMITH.

You see what I want it for. I want you to think hard and see if you can give me the ship's position at 8 o'clock. How did you get the position of that ship? You say it was by dead reckoning. How did you get it?

Mr. LOWE.

I got it by the chronometer.

Senator SMITH.

Did you first ascertain the speed of the ship?

Mr. LOWE.

We have a fair idea of what she is doing.

Senator SMITH.

No; before you could obtain this position, did you first have to ascertain the speed of the ship?

Mr. LOWE.

You are speaking of the 8 o'clock position, sir?

Senator SMITH.

Yes.

Mr. LOWE.

Her speed from noon until we turned the corner was just a fraction under 21 knots.

Senator SMITH.

You say you took your watch at 6 o'clock Sunday night?

Mr. LOWE.

No.

Senator SMITH.

Do not misunderstand me. You went on duty from 6 o'clock to 8 o'clock that night?

Mr. LOWE.

Oh, yes; that is quite right, sir.

Senator SMITH.

When were you on duty before that, on Sunday?

Mr. LOWE.

From noon until 4 p. m.

Senator SMITH.

And off for two hours?

Mr. LOWE.

Off for two hours; and then on again.

Senator SMITH.

You have fixed the position, or did fix the position, of that ship at 8 o'clock p. m.?

Mr. LOWE.

At 8 p. m.; yes, sir.

Senator SMITH.

And you did report to the [captain](#) of the ship?

Mr. LOWE.

Yes, sir.

Senator SMITH.

What speed did you use in getting the 8 p. m. position?

Mr. LOWE.

I used the speed for the position at 8 o'clock, and got it by dividing the distance from noon to the corner by the time that had elapsed from noon until the time we were at time corner.

Senator SMITH.

Were you to fix the position accurately by taking the speed that was made by that ship at noon?

Mr. LOWE.
Within a mile or two.

Senator SMITH.
Why did you not take the revolutions at 8 p. m.?

Mr. LOWE.
Why should we take the revolutions?

Senator SMITH.
In order to be accurate.

Mr. LOWE.
Do you mean to say you would be more accurate than I am?

Senator SMITH.
You are the man that is making the statement. I want to know whether you fixed the position of the ship at 8 o'clock Sunday night upon the speed of the ship at noon on Sunday or upon the speed of the ship at noon at the time you gave her position.

Mr. LOWE.
You may be out just as much or mere by the revolutions as I am by the hour - that is, by dead reckoning, the way I ascertained the position of the ship at 8 p. m..

Senator SMITH.
In order to ascertain the ship's position accurately at 8 p. m. you must know her speed at 8 p. m., must you not?

Mr. LOWE.
Her speed at 8 p. m.?

Senator SMITH.
Yes.

Mr. LOWE.
If you take the average speed from 12 to 6 - that is giving her a run of six hours - she will not jump up in two hours, from 12 to 6 o'clock, from that average speed. You have six hours in there to take a mean on.

Senator SMITH.
Suppose the captain of your ship between the hours of 4 and 6 o'clock on Sunday, when you were off duty, had, because of information which had come to him from the steamship *Californian*, that he was in the vicinity of icebergs, ordered the ship to slow down, then would your point of figuring be accurate?

Mr. LOWE.
He ordered the ship to slow down, you say?

Senator SMITH.
No. I am not going to have you get confused. I will have the reporter read that question.
(*The reporter read the question as follows:*) "Suppose the captain of your ship, between the hours of 4 and 6 o'clock on Sunday, when you were off duty, had, because of information which had come to him from the steamship *Californian* that he was in the vicinity of icebergs, ordered the ship to slow down, then would your point of figuring be accurate?"

Mr. LOWE.
The junior officer that I relieved would have passed on the word to me before I relieved him, before I relieved the ship.

Senator SMITH.

But you had means, had you not, of ascertaining definitely how fast the ship was going?

Mr. LOWE.

In what way, sir? We have the log -

Senator SMITH. (*interposing*)

Between 6 and 8 o'clock.

Mr. LOWE.

We have the log.

Senator SMITH.

I am not finding fault with you. Perhaps you were entirely right about it when you took the average speed of this ship that day or the maximum speed; but inasmuch you said she never had attained her maximum speed -

Mr. LOWE. (*interrupting*)

No, sir; she never had.

Senator SMITH.

And inasmuch as you did not take the revolutions, I wondered whether you were strictly accurate when you defined the ship's position at 8 o'clock.

Mr. LOWE.

As I told you, sir, we were working at our slip table, and that is a table based upon so many revolutions of engines and so much per cent slip; and you work that out, and that gives you so many miles per hour. This table extended from the rate of 30 revolutions a minute to the rate of 85 and from a percentage of 10 to 40 per cent slip; that is, minus. We were working it all out, and of course it was not finished.

Senator SMITH.

Let us see if we understand one another.

The position of the ship at 8 o'clock could be ascertained by astronomical observations and the speed the ship was going. Is that right?

Mr. LOWE.

No, sir; you do not really need that. You only need that for dead reckoning position.

Senator SMITH.

That is what you said you gave.

Mr. LOWE.

Yes; but we are speaking of observations now. Observations and dead reckonings are very different.

Senator SMITH.

If you had your report here, the report you made to the captain, I would not be so particular about this, because I would accept your report, as the captain probably accepted it if you heard no complaint about it; but I have not got the report. The report is not available. Therefore, if you will tell just how you got it - or if you have told it all, I will desist. I will not press it any further.

Mr. LOWE.

This is the only figuring that is required to get the speed (*handing the chairman a paper*).

Senator SMITH.

And you are able to say that the speed at that time was 21 knots?

Mr. LOWE.

Twenty-one knots or under; it was really 20.95, about. If the speed had been increased or reduced during the interval when I was off duty, I would have been informed of it.

Senator SMITH.

It would have been very important that you should be informed of it?

Mr. LOWE.

We are informed of all. Wherever there is an altering of the course, we say, "She is doing so and so, and so and so." "All right." Then you are relieved.

Senator SMITH.

I want to take you back just a moment to your statement that ordinarily that report would not be very valuable.

Mr. LOWE.

What report is not; about altering the speed?

Senator SMITH.

No; about this 8 o'clock report you made.

Mr. LOWE.

No, sir; under ordinary circumstances it would not be important.

Senator SMITH.

But, to provide accurate information should accident arise, that is part of the regulations and part of time duty?

Mr. LOWE.

No. It is the White Star routine. The White Star Co. have regulations, just the same, in fact, as the Navy, and we all know exactly what to do, how to do it, when to do it, and where to do it. Everybody knows his business, and they do it. There is no hitch in anything.

Senator SMITH.

Did you ever see the captain again after that night at 8 o'clock?

Mr. LOWE.

The last time I saw the captain was just after I got out of bed.

Senator SMITH.

What time?

Mr. LOWE.

I do not know, sir, what time, but as near as I could judge it would be just before 12.

Senator SMITH.

After the accident?

Mr. LOWE.

It must have been after the accident, because the impact did not waken me.

Senator SMITH.

What time did you retire?

Mr. LOWE.

I went to bed at about anywhere between a quarter past 8 and half-past 8.

Senator SMITH.

Are you a temperate man?

Mr. LOWE.

I am, sir. I never touched it in my life. I am an abstainer.

Senator SMITH.

I am very glad to have you say that.

Mr. LOWE.

I say it, sir, without fear of contradiction.

Senator SMITH.

I am not contradicting you, and I congratulate you upon it; but so many stories have been circulated one has just been passed up to me now, from a reputable man, who says it was reported that you were drinking that night.

Mr. LOWE.

Me, sir?

Senator SMITH.

That is the reason I asked the question.

Mr. LOWE.

No, sir, this (*indicating a glass of water*) is the strongest drink I ever take.

Senator SMITH.

That there might not be any misunderstanding about it, I asked that question. You retired at 8 o'clock that night?

Mr. LOWE.

I was supposed to retire.

Senator SMITH.

You retired from your duty?

Mr. LOWE.

I was relieved from the ship at 8 o'clock.

Senator SMITH.

Where was your room?

Mr. LOWE.

My room?

Senator SMITH.

What deck?

Mr. LOWE.

It was on the [boat deck](#).

Senator SMITH.

The upper deck? Did it have a number?

Mr. LOWE.

No, sir; it is labeled, "Fifth officer." There (*indicating*) is a plan that I drew. *This* (*indicating*) is the bridge here. *That* (*indicating*) is the wheelhouse, and this (*indicating*) is our chart room, and this (*indicating*) is the captain's apartment, and this (*indicating*) is where I lived, where it says "Fifth Officer."

Senator SMITH.

What other officer was there?

Mr. LOWE.

There were the [chief officer](#) and the [first officer](#) - the first, [second](#), and [third](#) and [sixth](#) officers on that side. Then on the opposite side of the ship - that is, the starboard side - the captain lived and the [fourth officer](#), namely, Mr. Boxhall.

Senator SMITH.

Mr. Lightoller was *here* ([indicating](#))?

Mr. LOWE.

I will write their names opposite, if you wish it.

Senator SMITH.

Just put their names on this drawing.

(The Witness complied with the chairman's request.)

Senator SMITH.

What time did you go to bed that Sunday night?

Mr. LOWE.

I went between 8:15 and 8:30.

Senator SMITH.

What time were you awakened?

Mr. LOWE.

I do not know. I was awakened by hearing voices, and I thought it was very strange, and somehow they woke me up and I realized there must be something the matter; so I looked out and I saw a lot of people around, and I jumped up and got dressed and went up on deck.

Senator SMITH.

What did you find when you got up there?

Mr. LOWE.

I found that all the passengers were wearing belts.

Senator SMITH.

Lifebelts?

Mr. LOWE.

Yes, sir; I also found that they were busy getting the boats ready to go overboard.

Senator SMITH.

What did you do?

Mr. LOWE.

I met somebody, and they said she had struck an iceberg, and I could feel by my feet that there was something wrong.

Senator SMITH.

What - a listing?

Mr. LOWE.

No. I heard that term applied yesterday, and it is wrong. It is not listing; it is tipping.

Senator SMITH.

I suppose he meant tipping when he said listing; but did she tip?

Mr. LOWE.
This is sideways (*indicating*).

Senator SMITH.
Could you feel her tip sideways?

Mr. LOWE.
No; there was no listing. Listing is the side motion and tipping is the end motion. She was by the bow; she was very much by the bow. She had a grade downhill; a grade like that (*indicating*).

Senator SMITH.
The bow, you say, was down?

Mr. LOWE.
Down, and the stern was up.

Senator SMITH.
Could you tell at about what angle she was at that time?

Mr. LOWE.
Do you want the perpendicular angle or the horizontal angle?

Senator SMITH.
The horizontal angle.

Mr. LOWE.
I should say she was about 12° to 15° by the head.

Senator SMITH.
How long was that after the impact?

Mr. LOWE.
I do not know, sir.

Senator SMITH.
You did not feel the impact?

Mr. LOWE.
I never felt anything.

Senator SMITH.
You do not know how long that was?

Mr. LOWE.
I have not the slightest idea of the time, sir, because I had Greenwich time on me, and I did not look at my watch.

Senator SMITH.
You were not aroused from your slumber by anyone?

Mr. LOWE.
No, sir. [Mr. Boxhall](#), the fourth officer, told me that he told me that we had struck an iceberg, but I do not remember it.

Senator SMITH.
You do not remember his telling you that?

Mr. LOWE.
I do not remember his telling me that.

Senator SMITH.
That is, while you were

Mr. LOWE.
It must have been while I was asleep. You must remember that we do not have any too much sleep and therefore when we sleep we die.

Senator SMITH.
Now, what did you do after you went out on the deck and ascertained the position of the ship in the water, and saw what had occurred?

Mr. LOWE.
I first of all went and got my revolver.

Senator SMITH.
What for?

Mr. LOWE.
Well, sir; you never know when you will need it.

Senator SMITH.
All right; go ahead.

Mr. LOWE.
Then I went and helped everybody all around. Let us see; I crossed over to the starboard side. I lowered away. The first boat I helped to lower was [No. 5](#), starboard boat. I lowered that boat away -

Senator SMITH.
You lowered No. 5 boat?

Mr. LOWE.
Yes. That is, under the orders of [Mr. Murdoch](#).

Senator SMITH.
Did Mr. Murdoch assist you?

Mr. LOWE.
No; he was the senior officer; I was the junior.

Senator SMITH.
On that side of the ship?

Mr. LOWE.
Yes.

Senator SMITH.
Was he superintending?

Mr. LOWE.
He was superintending that deck.

Senator SMITH.
The loading?

Mr. LOWE.
He was in charge of everything there.

Senator SMITH.
The loading and the lowering of the lifeboats?

Mr. LOWE.
Yes, sir.

Senator SMITH.
How many officers or men were there to assist you with lifeboat No. 5?

Mr. LOWE.
I could not very well answer that; but I should say that there were about 6. No; more than 6; there must have been more than 6. There were about 10, I should say.

Senator SMITH.
All around the station?

Mr. LOWE.
It takes 2 at each winch. Then there were 2 jumped in each boat. Then there were some clearing the falls - that is, the ropes - and you can roughly estimate it at 10 men.

Senator SMITH.
Who got into the boat, do you know?

Mr. LOWE.
How do you mean?

Senator SMITH.
You say two got into the boat? Who were the two?

Mr. LOWE.
Oh, I do not know, sir.

Senator SMITH.
Do you know any of the men who assisted you in lowering that lifeboat?

Mr. LOWE.
No, sir; I do not, by name. But there is a man here, and had he not been here I should not have known that I had ordered [Mr. Ismay](#) away from the boat.

Senator SMITH.
Did you order Mr. Ismay away from the boat?

Mr. LOWE.
I did, sir.

Senator SMITH.
What did you say to him?

Mr. LOWE.
This was on the starboard side. I don't know his name, but I know him by sight. He is a steward. He spoke to me on board the [Carpathia](#). He asked me if I knew what I had said to Mr. Ismay. I said, "I don't know Mr. Ismay. "Well," he said, "you used very, very strong language with him." I said, "Did I?" I said, "I can not help it if I did." He said, "Yes, you did," and he repeated the words. If you wish me to repeat them I will do so; if you do not, I will not.

Senator SMITH.

I will first ask you this: What was the occasion for your using this harsh language to Mr. Ismay

Mr. LOWE.

The occasion for using the language I did was because Mr. Ismay was overanxious and he was getting a trifle excited. He said, "Lower away! Lower away! Lower away! Lower away!" I said - well, let it be -

Mr. ISMAY.

Give us what you said.

Mr. LOWE.

The chairman is examining me.

Senator SMITH.

Mr. Ismay you asked the witness to give the language?

Mr. ISMAY.

I have no objection to his giving it. It was not very parliamentary.

Senator SMITH.

If the language is inappropriate -

Mr. LOWE.

There is only one word that might be so considered.

Mr. ISMAY.

May I suggest that it be put on a piece of paper and given to you, Mr. Chairman, and you decide.

Senator SMITH.

All right; write it down.

(The witness, Mr. Lowe, wrote something on a piece of paper and handed it to the chairman.)

Senator SMITH.

You may put that into the record. You said you -

Mr. LOWE.

You wish me to repeat it, sir?

Senator SMITH.

You uttered this to Mr. Ismay?

Mr. LOWE.

Yes; that was in the heat of the moment.

Senator SMITH.

What was the occasion of it; because of his excitement, because of his anxiety?

Mr. LOWE.

Because he was, in a way, interfering with my duties, and also, of course, he only did this because he was anxious to get the people away and also to help me.

Senator SMITH.

What did you say to him?

Mr. LOWE.

Do you want me to repeat that statement?

Senator SMITH.

Yes, sir.

Mr. LOWE.

I told him, "If you will get to hell out of that I shall be able to do something."

Senator SMITH.

What reply did he make?

Mr. LOWE.

He did not make any reply. I said, "Do you want me to lower away quickly?" I said, "You will have me drown the whole lot of them." I was on the floor myself lowering away.

Senator SMITH.

You were on the [boat deck](#), standing on the deck of the boat, the upper deck; and where did he stand?

Mr. LOWE.

He was at the ship's side, like this (*indicating*). This is the ship - he was hanging on the davit like this (*indicating*). He said, "Lower away, lower away, lower away," and I was slacking away just here at his feet (*indicating*).

Senator SMITH.

The boat was being lowered?

Mr. LOWE.

I was lowering away the boat myself, personally.

Senator SMITH.

I want you to say what he did after you said this to him?

Mr. LOWE.

He walked away; and then he went to [No. 3](#) boat.

Senator SMITH.

Alongside of yours?

Mr. LOWE.

The next boat forward of mine; that is, on the same side; and I think he went ahead there on his own hook, getting things ready there, to the best of his ability.

Senator SMITH.

Now, [Mr. Lowe](#), how many people were there in the first lifeboat you lowered?

Mr. LOWE.

I do not know, sir, because I was not the boss there. Mr. Murdoch was running the show.

Senator SMITH.

Was it full?

Mr. LOWE.

Well, roughly, I should say around 50.

Senator SMITH.

Around 50 in the first lifeboat that you lowered?

Mr. LOWE.

Yes; roughly. I do not know, sir. You must understand that I did not count them, or anything of that sort.

Senator SMITH.

Tell how many men were in that lifeboat, if you can?

Mr. LOWE.

I have not the remotest idea, sir.

Senator SMITH.

Were they half men and half women?

Mr. LOWE.

Half men, sir? No. I should say - well, I do not know. I would say about 10.

Senator SMITH.

About 10 men?

Mr. LOWE.

Yes.

Senator SMITH.

How many men were put into that boat for the purpose of manning her?

Mr. LOWE.

I think there were five.

Senator SMITH.

Who were they?

Mr. LOWE.

I do not know. You must remember, it was no time to remember faces and names.

Senator SMITH.

I am not criticizing you. I am trying to ascertain what you know about it. Were there any officers among those five men?

Mr. LOWE.

[Mr. Pitman](#) went in either No. 5 or No. 3, but which I do not remember. I heard Mr. Murdoch order him to the boat.

Senator SMITH.

But which one you do not recall?

Mr. LOWE.

I do not know which, but either of them.

Senator SMITH.

You do not know if there was any other officer in No. 5?

Mr. LOWE.

There were only four officers saved, altogether.

Senator SMITH.

I am not asking that. I asked if there were any officers aside from the possibility of Mr. Pitman being in there, that you could recall?

Mr. LOWE.
No, sir.

Senator SMITH.
Were there any male passengers?

Mr. LOWE.
I think there were a few, because we could not get any more women.

Senator SMITH.
You could not get any more women in the first lifeboat?

Mr. LOWE.
I do not know whether this was the first lifeboat, sir.

Senator SMITH.
It was the first one you lowered?

Mr. LOWE.
The first I helped to launch.

Senator SMITH.
On your side of the boat?

Mr. LOWE.
On the starboard side.

Senator SMITH.
Yes; that in the first one that was lowered on the starboard side?

Mr. LOWE.
Yes. I stated that it was the first one that I helped to put over. I did not say it was the first, at all.

Senator SMITH.
I am asking you about that boat, and I am asking you whether there were any male passengers in that boat?

Mr. LOWE.
I do not know. There may have been, but I do not know. If there were, there were very, very few and I do not know whether it was that boat or No. 3 that we could not get any more women and we filled it up with men. It was one of the two.

Senator SMITH.
You are unable to tell how many men were in the boat?

Mr. LOWE.
I am unable to tell - that is, with any degree of accuracy - how many people, whether they were male or female, were in any of the boats - that is, on that side of the ship.

Senator SMITH.
Do you know any of the men or women in that boat by name?

Mr. LOWE.
No, sir.

Senator SMITH.
Have you seen any of them since the accident occurred?

Mr. LOWE.

No, sir; unless, as I stated, it was Mr. Pitman.

Senator SMITH.

Did you have any conversation with [Mrs. Douglas](#), of Minneapolis, aboard the *Carpathia*?

Mr. LOWE.

Mrs. Douglas? I do not know her.

Senator SMITH.

Or [Mrs. Ryerson](#)?

Mr. LOWE.

I have lots of addresses here; but they are addresses of people who were in my [boat](#); I do not know about anybody else's boats.

Senator SMITH.

Have you a list of the persons who were in your boat?

Mr. LOWE.

I have some of them, sir.

Senator SMITH.

Let us see how many you have.

Mr. LOWE.

It would be a pretty big book, to take all.

Senator SMITH.

It will take only about fifty, in the first boat?

Mr. LOWE.

Not in the first boat, sir; in my boat, I said.

Senator SMITH.

In the boat you were in?

Mr. LOWE.

Yes.

Senator SMITH.

In your lifeboat?

Mr. LOWE.

Yes.

Senator SMITH.

I will get to that in a moment. When this first lifeboat, No. 5, was lowered; the gear and everything worked all right, did it?

Mr. LOWE.

Everything went all right, sir, and it could not have been worked better.

Senator SMITH.

And it was lowered with perfect safety?

Mr. LOWE.

With perfect safety. That was the reason I spoke to Mr. Ismay.

Senator SMITH.

When the boats and the gear are new and have been properly tested and work as they should, how many persons will a lifeboat the size of No. 5 hold safely, on a clear night and with no sea?

Mr. LOWE.

Do you mean to ask what she would hold in the water or what would she hold lowering?

Senator SMITH.

No; I want you to tell me how many she will hold lowering.

Mr. LOWE.

That depends upon the caliber of the man lowering her.

Senator SMITH.

Does it not depend upon the gear?

Mr. LOWE.

It depends upon the gear also, sir. You will say to yourself, "I will take the chance with 50 people in this boat." Another man will say, "I am not going to run the risk of 50; I will take 25 or 30."

Senator SMITH.

All right. You were in this boat, and the question depended upon the caliber of yourself?

Mr. LOWE.

No, sir; not upon me.

Senator SMITH.

Upon whom; [Mr. Murdoch](#)?

Mr. LOWE.

Up on Mr. Murdoch.

Senator SMITH.

From what you saw, was that boat loaded carefully, to its proper capacity, that night?

Mr. LOWE.

The lowering of that boat was not up to me.

Senator SMITH.

I am not asking that; I did not ask you that at all. Read the question. If you will answer my questions we will make much better progress.

(The reporter repeated the question as follows:) From what you saw, was that boat loaded carefully, to its proper capacity, that night?

Mr. LOWE.

You pull me up about going around explaining matters to you, so I do not see how I can very well get at it if you pull me up on it.

Senator SMITH.

I am not pulling you up.

Mr. LOWE.

I say, it is a matter of opinion whether that boat was properly filled or not.

Senator SMITH.
I want your opinion.

Mr. LOWE.
And that depends on the man in charge of that said boat.

Senator SMITH.
Let me say this to you, [Mr. Lowe](#): Nobody is on trial here, and this is not a court; this is an inquiry. You stood there and helped load this boat, and the man who had charge of it did not survive. Now I ask you whether, in your judgment, [No. 5](#) lifeboat was properly loaded to its capacity for safety, considering the condition of the weather and the condition of the sea? You certainly can answer that.

Mr. LOWE.
Yes; she was, as regards lowering.

Senator SMITH.
What is the capacity of a lifeboat like that under the British regulations?

Mr. LOWE.
Sixty-five point five.

Senator SMITH.
What do you mean by "point five"? Do you mean a little more?

Mr. LOWE.
A boy, or something like that.

Senator SMITH.
A little below 65 or a little above it?

Mr. LOWE.
More than 65; 65.5.

Senator SMITH.
I want that understood. Do you wish the committee to understand that a lifeboat whose capacity is 65 under the British regulations could not be lowered with safety, with new tackle and equipment, containing more than 50 people?

Mr. LOWE.
The dangers are that if you overcrowd the boat the first thing that you will have will be that the boat will buckle up like that (indicating) at the two ends, because she is suspended from both ends and there is no support in the middle.

Senator SMITH.
These lifeboats were all on the upper deck?

Mr. LOWE.
Yes, sir.

Senator SMITH.
If it is dangerous to lower a boat from the upper deck, filled to the capacity prescribed by the British regulations
-

Mr. LOWE.
Yes; that is the floating capacity.

Senator SMITH.
Sixty-five plus is the floating capacity?

Mr. LOWE.
That is the floating capacity; that is, in the water, when she is at rest in the water. That is not when she is in the air.

Senator SMITH.
I am coming to that. Then 50 would be the lowering capacity, in your judgment?

Mr. LOWE.
Yes; I should not like to put more than 50 in.

Senator SMITH.
Now, let me ask you this; you have had considerable experience. [Mr. Boxhall](#) says that his lifeboat contained about 23 people, as I recollect, when she was lowered. He did not load that lifeboat to its full capacity, did he, if it contained but 23, or even 35, persons?

Mr. LOWE.
Half a minute, sir. You must first of all ascertain was Mr. Boxhall in charge of that boat?

Senator SMITH.
I will mention [Mr. Lightoller](#), who was in charge.

Mr. LOWE.
Who was the senior officer.

Senator SMITH.
He was the second officer.

Mr. LOWE.
Because the junior officer does not have anything to do but as he is told, and he does it.

Senator SMITH.
Mr. Lightoller was the second officer. He was in charge.

Mr. LOWE.
He was the officer in charge.

Senator SMITH.
If Mr. Lightoller says that the first lifeboats lowered on the port side of this boat were not loaded with more than from 25 to 35 or 37 people, they were not loaded even to their lowering capacity, were they?

Mr. LOWE.
That is another way of looking at it. I told you it was purely personal what a man considered safety.

Senator SMITH.
You considered 50 safe?

Mr. LOWE.
I am different from another man. I may take on more risk, we will say, than you; or you may take on more risk than me.

Senator SMITH.
I will pursue my inquiry. Do you know what became of lifeboat No. 5 after it reached the water?

Mr. LOWE.
It got away; that is all I know.

Senator SMITH.
Did you hear [Mr. Pitman's](#) testimony yesterday?

Mr. LOWE.
No, sir; I was told I was not required.

Senator SMITH.
Mr. Pitman said that his boat contained but 35 people when he lay on his oars about half a mile away from the [Titanic](#) while she was sinking.

Mr. LOWE.
I do not know. I have given you the knowledge -

Senator SMITH.
If Mr. Pitman was in this No. 5 boat, he was mistaken as to the number of people in it?

Mr. LOWE.
Why do you say he should be mistaken?

Senator SMITH.
Because he said he was in a boat with 35 people and you say that he might have been in No. 5 with 50 people.

Mr. LOWE.
If he was in [No. 3](#), and he says there were 35, he had a far better chance of ascertaining than I had. His judgment goes. [Pitman left in No. 5]

Senator SMITH.
If he occupied lifeboat No. 5 and says that it contained only 35 people, in your opinion it would have accommodated at least 15 more in the lowering and at least 30 more, all together, on the water?

Mr. LOWE.
No, sir; not 30 more, and I never said 30 more.

Senator SMITH.
We will not have any misunderstanding at all. You say that the capacity of this lifeboat, No. 5, was 65 people plus in the water?

Mr. LOWE.
Yes; 65.

Senator SMITH.
If he says he had 35 people on his boat, there would have been room for 30 more on his boat, would there not?

Mr. LOWE.
You first said 15 and then 30.

Senator SMITH.
That makes 65. So that when he lay on his oars, if he was in lifeboat No. 5 and he heard the groaning of these people and their cries for help, he could, if he had gone toward them, have accommodated 30 more people safely in that lifeboat?

Mr. LOWE.
After the ship had gone down?

Senator SMITH.
Yes, sir.

Mr. LOWE.
No, sir; he could not; pardon me.

Senator SMITH.
Why?

Mr. LOWE.
Because he would be hazarding all the rest of their lives. That is the thought that struck me, and I will give you a full explanation of that if you would like to listen to it.

Senator SMITH.
If it is to the point and will not take too long, I think we may well hear it.

Mr. LOWE.
I have several questions here I should like to explain.

Senator SMITH.
Just explain this one first, that we are now on. Then I will proceed with the examination.

Mr. LOWE.
What is that we are at now, sir?

Senator SMITH.
Read the question, Mr. Reporter.
(The reporter read the pending question.)

Mr. LOWE.
I was listening to Major - I forget his name - yesterday afternoon, and heard him say that the sailors could not row and manage a boat.

Senator SMITH.
Heard who say?

Mr. LOWE.
The Major.

Senator SMITH.
[Maj. Peuchen](#)?

Mr. LOWE.
Yes, sir.

Senator SMITH.
This Canadian gentleman?

Mr. LOWE.
A sailor is not necessarily a boatman; neither is a boatman a sailor, because they are two very different callings. I might pride myself that I am both - both a sailor and a boatman.

A sailor may go to sea for quite a number of years and never go into a boat, never touch an oar, whereas you put a boatman in a ship and put him to do a job, and he is useless. He does not know anything about it. That is trying to convert a boatman into a sailor. They are both very different callings. That is the reason why many of the sailors could not row.

Senator SMITH.

That is the reason why the boats were not loaded to their full capacity?

Mr. LOWE.

No; that is not the reason why the boats were not loaded to their full capacity.

Senator SMITH.

What is the reason?

Mr. LOWE.

That is about all I have to say about the sailors not being boatmen.

Senator SMITH.

Can you give any reason why they were not loaded to their full capacity?

Mr. LOWE.

Mr. Boxhall's boat?

Senator SMITH.

The No. 5 boat that you lowered or helped to load?

Mr. LOWE.

I was not in a position to see that it was loaded.

Senator SMITH.

You were in a position to tell [Mr. Ismay](#) to go to hell?

Mr. LOWE.

Yes; because he was interfering with us. He was interfering with me directly there.

Senator SMITH.

And you told him if he would go you would be able to do something?

Mr. LOWE.

Yes.

Senator SMITH.

And I assume that after he went you were able to do something?

Mr. LOWE.

Yes; and we did something.

Senator SMITH.

I want to know from what you did, whether you believe that the reason why these boats were not loaded to their lowering capacity and to their water capacity, was because you did not have skillful men to operate them?

Mr. LOWE.

No. Mr. Murdoch gave the order that that was enough in the boat. He said, "Lower away," and I lowered away. Mr. Murdoch was the senior officer in charge.

Senator SMITH.

You do not find any fault with the shape of the boats, do you?

Mr. LOWE.

No, sir; you could not have better boats.

Senator SMITH.

Then you must find fault with the men that managed them.

Mr. LOWE.

I find fault with the men to that extent that I have already stated, that they were not boatmen.

Senator SMITH.

That they were not boatmen?

Mr. LOWE.

Neither are boatmen sailors.

Senator SMITH.

Why did you let them in this lifeboat, then?

Mr. LOWE.

Why did I let them in the lifeboat?

Senator SMITH.

Exactly; in No. 5. If they were not able to take charge of the boat when it took the water why did you let them into this lifeboat - to save their lives, or to save the lives of the women and children?

Mr. LOWE.

You could not run around asking who could row - "Can you row? Can you row?"

Senator SMITH.

Did not Maj. Peuchen say here yesterday that he was asked specifically if he knew anything about it, or about handling a lifeboat, and that when he said he did he was ordered to get in? Were any such questions asked by you or by anybody near you of the men that got in this lifeboat No. 5?

Mr. LOWE.

No, sir; nobody asked me, and I never asked anybody else whether they could handle a boat.

Senator SMITH.

We will leave that right there, then.

What was the drill for at Southampton?

Mr. LOWE.

The drill at Southampton? I suppose it was for the Board of Trade.

Senator SMITH.

Each of these lifeboats at Southampton was manned by eight men.

Mr. LOWE.

There were two of them.

Senator SMITH.

I understand.

Mr. LOWE.

I was in one and the [sixth officer](#) was in the other.

Senator SMITH.

And each of them was manned in that trial test by eight oarsmen?

Mr. LOWE.

Yes; they were fair, as far as that goes.

Senator SMITH.

Where were these men who had gone through the trial test at Southampton, when that danger arose? Do not get away from what I want.

Mr. LOWE.

No, sir.

Senator SMITH.

Just let us understand one another. Now, you said that each man had his station?

Mr. LOWE.

Yes.

Senator SMITH.

And that each was required to go through a drill?

Mr. LOWE.

Yes.

Senator SMITH.

That drill, of course, was for the purpose of familiarizing those people with their duties if any accident happened, was it not? Where were those men when you were loading the lifeboat No. 5?

Mr. LOWE.

You must remember, sir, in the first place that we had the full ship's crew on our hands then, at Southampton, when we manned those two boats, and we had the choice of the men; and in the second place, when this accident took place there was a crowd of men - which account for the shortness of sailors - a crowd of men went down with the boatswain to clear away the gangway doors in the hope that we should be able to find people down there when we had lowered the boats down.

Senator SMITH.

That did not require much skill, to clear away the gangway doors. Anybody could do that?

Mr. LOWE.

Anybody could do it, but whom were we going to send?

Senator SMITH.

But it did require some skill to lower and to satisfactorily man the lifeboats; and yet you are leaving the impression upon the committee and upon this record that the men who were familiar with those lifeboats and who had gone through the drill at Southampton, were not available when those boats were loaded and lowered. Is that the impression you desire to leave?

Mr. LOWE.

No, sir; it is not.

Senator SMITH.

I know there was confusion; I know there was a great emergency there, but I wondered whether the discipline was right?

Mr. LOWE.

The discipline could not have been better, and what I mean to say is that you must remember that we did not have one boat to lower away; we had and we put 19 over, and when you come to split up 16 men between 19 boats, you have not got many men to juggle with. Then they are all scattered all over the place.

Senator SMITH.

But you did not have very many boats. You only had 20 boats altogether.

Mr. LOWE.

We had 20, and we got 19 away.

Senator SMITH.

What happened to the other?

Mr. LOWE.

We could not get that one off. That is, I understand that. I was not there at the time.

Senator SMITH.

Was it caught in the gear?

Mr. LOWE.

No, sir; it was too late. The ship went down.

Senator SMITH.

Do you mean to say there was a lifeboat -

Mr. LOWE. (*interrupting*)

No; a collapsible. [[Collapsible B](#)]

Senator SMITH.

Wait until I finish my question. Do you mean to say there was a lifeboat on the upper deck at the same place where these other lifeboats were that could not be filled or loaded because the ship went down too soon for that to be done?

Mr. LOWE.

The boat I speak of was on top of the quarters, and they managed to get the lashings cut and it floated bottom up and they could not get it out quick enough; that is, for it to float the right way up.

Senator SMITH.

That was a collapsible boat?

Mr. LOWE.

That was a collapsible boat; yes.

Senator SMITH.

As a matter of fact was there not a lifeboat that got caught in the gear and could not be used?

Mr. LOWE.

No; not one.

Senator SMITH.

Did not Mr. Lightoller, the second officer, say the other day in New York, that there was?

Mr. LOWE.

Not to my knowledge; no.

Senator SMITH.

The men whose duty it was to respond promptly when the order was given to clear away and lower the boats did not appear in sufficient numbers to do that work? Is that correct?

Mr. LOWE.

You want at least 8 or between 8 and 10 men to get a lifeboat ready, and you must understand that we are not

getting all the lifeboats ready at once, or getting as many ready as we possibly can. Those that we get ready we are swinging out and filling with women and children. I do not really remember the number of sailors we had on board.

Senator SMITH.

If it requires 8 to 10 men to fill and lower and pull away a lifeboat, and you had 8 or 10 men there for that purpose, or to assist in that work, why were not the lifeboats filled with their complement of men to do that work?

Mr. LOWE.

I do not know how many of the crew were saved. I know the total crew in general was 903, and I do not know how many seamen there were.

Senator SMITH.

You said in the beginning that this ship was complete?

Mr. LOWE.

Complete in what sense?

Senator SMITH.

That you yourself had examined these lifeboats?

Mr. LOWE.

The lifeboats were all right. There was nothing wrong with them.

Senator SMITH.

But there was nobody to man them?

Mr. LOWE.

You must remember, sir, that there was a crowd went down to the gangway doors to get them open and we were going to load the boats and take passengers from these gangway doors.

Senator SMITH.

But here is a boat, with how many constituting a crew, all together?

Mr. LOWE.

A working crew of 8 to 10.

Senator SMITH.

Eight to ten hundred?

Mr. LOWE.

You mean the *Titanic*?

Senator SMITH.

Yes.

Mr. LOWE.

Nine hundred and three, I was told.

Senator SMITH.

There were 903 in the crew of the *Titanic*?

Mr. LOWE.

Yes.

Senator SMITH.

And yet there was no one to properly man the lifeboats?

Mr. LOWE.

You must remember there were a lot of them down below.

Senator SMITH.

I am making all allowance for that. You were on the upper deck, and you were watching this matter. You were sufficiently interested in it so that you did not want even Mr. Ismay to interfere and did not want anybody else to interfere. I want you to answer my question if you can.

Mr. LOWE.

I knew absolutely nothing about the other departments, either the stokehold department or engineer department. We know nothing whatever, only about our own.

Senator SMITH.

It is in the testimony that there were 83 sailors.

Mr. LOWE.

I do not know. We was brand new to the ship, just the same as everybody else.

Senator SMITH.

If there were 83 sailors and the testimony shows that there were 83 available men who did know how to man and how to care for a lifeboat, then there were that many, were there not, who could have handled those boats?

Mr. LOWE.

No; they did not know how to man or care for lifeboats. That is why I say a sailor is not necessarily a boatman.

Senator SMITH.

I understand; but you had a complement of men there who were selected because they could discharge this duty. I want to know where those men were - whether they were at the boats when you had finished the loading or whether they were not; and if they were at the boats, why were they not put into them in sufficient numbers?

Mr. LOWE.

In the first place, you must remember that I was what was termed a junior officer, and am not one of the seniors; that is, I do as the senior tells me. Certainly I have authority if I am there myself, and there only; but should there be anybody else, I give way to the senior and take his orders.

Senator SMITH.

Do you know in which of the lifeboats these six men, that were on the lookout in the [crow's nest](#), were rescued?

Mr. LOWE.

The six men in the crow's nest?

Senator SMITH.

Yes; [Mr. Fleet](#) and these others?

Mr. LOWE.

No, sir; I do not.

Senator SMITH.

But you wish us to understand from all you have said that there were not men suitable and available at that particular time to properly man these lifeboats?

Mr. LOWE.

They were the same men as you get in every mercantile marine, not the British alone. You will find the best

sailors going in the British marine; but that does not matter. It is the same in the American, and just the same everywhere.

Senator SMITH.

I am not having a very easy time with you, because you do not seem to be willing to answer my questions.

We have asked you and you have said, that the lifeboats were all that could be expected and that the gear and the equipment was complete. You have said that two of them were tested at Southampton, and you have said that they were only loaded to partial capacity because there was danger in lowering and that that danger did not relate to the equipment; but to the capacity of the men who were doing that work.

Are you ready to admit that the men on that ship, whose duty it was to report to their stations when the order was issued to clear away the lifeboats and lower them with women and children were not available? You can answer that very easily, and we will not argue about it another minute.

Mr. LOWE.

Do you mean to ask, sir, if the men were at their boat drill stations?

Senator SMITH.

Yes.

Mr. LOWE.

No; they were not.

Senator SMITH.

After you had lowered the lifeboat No. 5, you proceeded to load what boat?

Mr. LOWE.

No. 3.

Senator SMITH.

Did you have any difficulty in filling No. 3?

Mr. LOWE.

Yes, sir; I had difficulty all along. I could not get enough people.

Senator SMITH.

Did anyone get in either of these lifeboats, No. 3 or No. 5, and get out again?

Mr. LOWE.

I do not remember; I do not think so.

Senator SMITH.

Did anyone get into either of them who was put out by your order?

Mr. LOWE.

No.

Senator SMITH.

Or anybody within your hearing?

Mr. LOWE.

No.

Senator SMITH.

Did any women attempt to get in either of these boats and not succeed in getting in?

Mr. LOWE.
No, sir.

Senator SMITH.
Did any men attempt to and fail to get in?

Mr. LOWE.
No; not one.

Senator SMITH.
Or children?

Mr. LOWE.
No; because we -

Senator SMITH.
Was the conduct of the people when you were loading these boats excited or otherwise?

Mr. LOWE.
Everything was quite quiet and calm. The only thing - and of course you would expect that - was that the people were messing up the falls, getting foul of the falls, and I had to halloa a bit to get them off the falls. Everything else went nicely; quietly and orderly.

Senator SMITH.
Did you see families separated?

Mr. LOWE.
I did.

Senator SMITH.
Do you know who they were?

Mr. LOWE.
Yes.

Senator SMITH.
Was there anything special that occurred at such times?

Mr. LOWE.
Well, when I was going in my boat - that is, [No. 14](#) - do you wish me to go on and tell it?

Senator SMITH.
No; I am talking about No. 3 and No. 5, when they were being loaded and families were being separated.

Mr. LOWE.
I did not see any at those boats; no.

Senator SMITH.
And was there any demonstration?

Mr. LOWE.
No.

Senator SMITH.
Everything was quiet?

Mr. LOWE.
Everything was quiet and orderly.

Senator SMITH.
Was there any weeping or lamentation?

Mr. LOWE.
No, not that I heard.

Senator SMITH.
And with everything quiet and orderly, who selected the persons to fill these boats?

Mr. LOWE.
Let us see. Mr. Murdoch was on No. 5 and No. 3. Then I took one -

Senator SMITH.
No, do not get away from these two. I will get to the other later. Was it a part of your duty to select the people who were to get into lifeboat No. 3 and lifeboat No. 5?

Mr. LOWE.
Yes; I aided Mr. Murdoch generally, but -

Senator SMITH.
What did you do about it yourself? Did you arbitrarily select from the deck?

Mr. LOWE.
You say "select." There was no such thing as selecting. It was simply the first woman, whether first class, second class, third class, or sixty-seventh class. It was all the same; women and children were first.

Senator SMITH.
You mean that there was a procession of women -

Mr. LOWE.
The first woman was first into the boat, and the second woman was second into the boat, no matter whether she was a first class passenger or any other class.

Senator SMITH.
So there was a procession -

Mr. LOWE.
A procession at both ends of the boat.

Senator SMITH.
Coming toward these lifeboats?

Mr. LOWE.
Yes.

Senator SMITH.
Did that extend beyond the upper deck?

Mr. LOWE.
No; no; there were only little knots around the deck, little crowds.

Senator SMITH.
Now, as they came along, you would pass them, one at a time, into the lifeboat? What orders did you have; to pass women and children?

Mr. LOWE.
I simply shouted, "Women and children first; men stand back."

Senator SMITH.
Do you know how many women there were on the boat?

Mr. LOWE.
I do not, sir.

Senator SMITH.
You put them aboard as they came along, the first being served first?

Mr. LOWE.
The first, first; second, second.

Senator SMITH.
Regardless of class?

Mr. LOWE.
Regardless of class, or nationality, or pedigree.

Senator SMITH.
If it happened to be a stewardess -

Mr. LOWE.
Yes; just the same, if she was a woman.

Senator SMITH.
Or other woman employee?

Mr. LOWE.
Any women.

Senator SMITH.
Or passenger; you made no distinction, but put them into the lifeboat?

Mr. LOWE.
No distinction whatsoever. Even if we had wished to draw a distinction, to select them, as you might call it, we would not know who were the stewardesses and who were not.

Senator SMITH.
I have not asked you to go into that at all. I think you stated it very clearly, that you took the first woman who came and asked no questions. Now, when you filled lifeboat [No. 5](#), did the women hesitate or demur about going in, or were they anxious to go?

Mr. LOWE.
Well, I do not remember about that particular boat; but during the course of the evening I distinctly remember saying "One more woman," or "Two more women," or "Three more women," and they would step forward and I would pass them into the boat.

Senator SMITH.
Did you not ever call for women passengers and not get any?

Mr. LOWE.
[Mr. Murdoch](#) said, "That will do," and it was stopped. Then, "Lower away."

Senator SMITH.

But you feel quite confident that there were 50 people in lifeboat No. -

Mr. LOWE. (*interposing*)

I do not, sir. I want you to understand that I can not judge with any degree of accuracy how many people there were in it.

Senator SMITH.

Let it stand that way. We will not talk about it; we will just let it stand that way.

Mr. LOWE.

That was simply as near as I can judge.

Senator SMITH.

In loading boat [No. 3](#), did you take the same course?

Mr. LOWE.

Yes; the same proceedings.

Senator SMITH.

Did Officer Murdoch have charge of that boat?

Mr. LOWE.

Yes; he was there up to the finishing of No. 3.

Senator SMITH.

Did [Mr. Ismay](#) assist in filling that boat?

Mr. LOWE.

Yes; he assisted there, too.

Senator SMITH.

You found him there when you turned from No. 5 to No. 3?

Mr. LOWE.

He was there, and I distinctly remember seeing him alongside of me - that is, by my side - when the first detonator went off. I will tell you how I happen to remember it so distinctly. It was because the flash of the detonator lit up the whole deck, I did not know who Mr. Ismay was then, but I learned afterwards who he was, and he was standing alongside of me.

Senator SMITH.

Did you say anything to him?

Mr. LOWE.

I did not.

Senator SMITH.

You saw him in the flash -

Mr. LOWE.

Of the detonator.

Senator SMITH.

Did you hear what [Mr. Boxhall](#) said about firing these rockets?

Mr. LOWE.

No, sir.

Senator SMITH.
Did you hear any such thing?

Mr. LOWE.
Any what, sir?

Senator SMITH.
Firing rockets.

Mr. LOWE.
I am now speaking of it.

Senator SMITH.
I know you are and that is the reason I am asking you about it.

Mr. LOWE.
Yes; they were incessantly going off; they were nearly deafening me.

Senator SMITH.
And you pursued the same course in loading lifeboat No. 3?

Mr. LOWE.
No. 3; yes.

Senator SMITH.
How many women did No. 3 contain?

Mr. LOWE.
I do not know, sir; I can not say.

Senator SMITH.
Do you know any of them?

Mr. LOWE.
No, sir; I do not know any of them; not one.

Senator SMITH.
Have you learned since the boat was filled who any of them were?

Mr. LOWE.
Since the boat was filled, no; because, as you know, one does not seem to be interested in anybody else's boat except his own; and when we were on board the *Carpathia* I would go around and see - well, I don't know. I suppose you might deem them your friends; I suppose you could. They were very suddenly brought together, and all that. I used to go around among them; and I knew my boat crew.

Senator SMITH.
Yes, that is quite unimportant. I want to get the number of women, if you can tell, who were put into lifeboat No. 3.

Mr. LOWE.
I can not tell. I do not know.

Senator SMITH.
Or the number of men?

Mr. LOWE.
I do not know, sir. I can not tell.

Senator SMITH.
Or the number of sailors?

Mr. LOWE.
I know there must have been pretty nearly an equal percentage of men and women in No. 3.

Senator SMITH.
How do you know that?

Mr. LOWE.
Because there were not many women there.

Senator SMITH.
Not many women there to respond?

Mr. LOWE.
No, sir.

Senator SMITH.
And so you took men?

Mr. LOWE.
Yes, sir; so as to get the lifeboats away.

Senator SMITH.
And you do not know what men were in No. 3?

Mr. LOWE.
No, sir.

Senator SMITH.
Were there any officers in it?

Mr. LOWE.
No. As I told you before, [Mr. Pitman](#) was either in No. 3 or No. 5; which one I do not know. [Pitman left in No. 5]

Senator SMITH.
But there were no other officers in lifeboat No. 3?

Mr. LOWE.
No, sir.

Senator SMITH.
It was about equally filled with men and women, you say?

Mr. LOWE.
I should say so.

Senator SMITH.
Any children in lifeboat No. 3?

Mr. LOWE.
I do not know; I do not remember.

Senator SMITH.

Do you know whether any of those men who filled lifeboat No. 3 were of the crew; or were they passengers?

Mr. LOWE.

I can not say.

Senator SMITH.

What is your judgment in regard to that?

Mr. LOWE.

As far as I know - of course I gave preference to the male passengers, I should say, to the passengers rather than the crew. Do you understand me?

Senator SMITH.

Yes. How many were there in lifeboat No. 3, in your opinion?

Mr. LOWE.

I do not know, sir.

Senator SMITH.

Was it loaded?

Mr. LOWE.

She was not very heavily loaded. I should say 40 to 45, maybe. We will say 40.

Senator SMITH.

The same sized boat as No. 5?

Mr. LOWE.

The same sized boat; yes.

Senator SMITH.

Did you have any difficulty in lowering it?

Mr. LOWE.

No, sir; absolutely none.

Senator SMITH.

Did you have any difficulty in manning her?

Mr. LOWE.

No, sir, none.

Senator SMITH.

How did it happen that you did not put more people into lifeboat No. 3 than 45?

Mr. LOWE.

There did not seem to be any people there.

Senator SMITH.

You did not find anybody that wanted to go?

Mr. LOWE.

Those that were there did not seem to want to go. I hollered out, "Who's next for the boat?" and there was no response.

Senator SMITH.
Was the top deck crowded?

Mr. LOWE.
No. There was a little knot of people on the forepart of the [gymnasium door](#).

Senator SMITH.
Do you know whether the staircase was guarded that led up to the top floor?

Mr. LOWE.
No.

Senator SMITH.
Were people permitted to roam as they desired over the ship?

Mr. LOWE.
Everybody was free to go where they wanted to.

Senator SMITH.
No restraint?

Mr. LOWE.
No restraint.

Senator SMITH.
And this applied to crew as well as to passengers?

Mr. LOWE.
I suppose so.

Senator SMITH.
Did you hear [Maj. Peuchen](#) yesterday say that a large number of the coal stokers came up onto the deck and crowded back the women and a large officer came forward and drove them away?

Mr. LOWE.
Yes; I heard the major say something to that effect.

Senator SMITH.
Did you see that?

Mr. LOWE.
No, sir.

Senator SMITH.
Was there a large number of the crew, either stokers or otherwise, on the top deck at any time?

Mr. LOWE.
I think I had four or five firemen in my boat; but I do not remember seeing a crowd of them. I will say that I did not see them.

Senator SMITH.
Tell me, if you can, how many men there were in lifeboat No. 3.

Mr. LOWE.
I should say, maybe - I don't know - about 25.

Senator SMITH.
Have you ever seen any of them since then?

Mr. LOWE.
No, sir.

Senator SMITH.
Did you know any of them at the time?

Mr. LOWE.
No, sir.

Senator SMITH.
Then if you loaded lifeboat No. 3 with about 25 men and she contained altogether about 45 people, you had 25 men and 20 women?

Mr. LOWE.
Yes; somewhere along there.

Senator SMITH.
Now, you wish us to understand that there were no women available?

Mr. LOWE.
Not at that time. Whether there were women there and they would not get into the boat is a different matter. I do not know.

Senator SMITH.
Did you see any women there who would not leave their husbands -

Mr. LOWE.
I saw some women there, but I did not have time to go and drive them away. I simply shouted, "Women and children."

Senator SMITH.
That is all apart. You do not need to say that; that simply takes time. Did you see any women, when you were loading lifeboat No.3, who were unwilling to be separated from their husbands and their families and refused to go into the lifeboat?

Mr. LOWE.
Well, they did not respond to the call.

Senator SMITH.
So, after 45 people had been put into lifeboat No. 3 it was lowered?

Mr. LOWE.
Yes.

Senator SMITH.
Did you help lower it?

Mr. LOWE.
Yes.

Senator SMITH.
What did you do?

Mr. LOWE.

I was standing at the side of the ship watching the after-end.

Senator SMITH.

Watching the after-end and was the boat lowered without difficulty?

Mr. LOWE.

Yes.

Senator SMITH.

Did you see it when it struck the water?

Mr. LOWE.

Yes; we lowered it right down into the water.

Senator SMITH.

And when it reached the water, did you see it again?

Mr. LOWE.

No; I did not see it again.

Senator SMITH.

You are unable to say what officer, if any, had charge of it?

Mr. LOWE.

It was Mr. Pitman -

Senator SMITH.

There is a possibility that it was Officer Pitman. That is all you are able to say?

Mr. LOWE.

That is all I am able to say. I know it was nobody else -

Senator SMITH.

What did you do next?

Mr. LOWE.

I went to the [emergency boat](#).

Senator SMITH.

That is a smaller boat?

Mr. LOWE.

Yes.

Senator SMITH.

How many will that hold?

Mr. LOWE.

She is supposed to carry, I think, 40 - that is, floating.

Senator SMITH.

And how many lowering?

Mr. LOWE.

I should say 30.

Senator SMITH.
Did you help fill that boat?

Mr. LOWE.
Yes, sir.

Senator SMITH.
Do you know anybody that was in that boat?

Mr. LOWE.
No; I think there were about five women. I think there were parties in this boat -

Senator SMITH.
Do you know who they were?

Mr. LOWE.
No.

Senator SMITH.
What was the number of that boat?

Mr. LOWE.
No. 1.

Senator SMITH.
How many women were there in No. 1?

Mr. LOWE.
I do not know whether it was three - I suppose it would be about five.

Senator SMITH.
And how many men?

Mr. LOWE.
I suppose there would be, about as near as I can judge, 22 men.

Senator SMITH.
Any children?

Mr. LOWE.
I do not remember seeing any children.

Senator SMITH.
Do you know any of these men?

Mr. LOWE.
I do not.

Senator SMITH.
Did you know any of them at the time?

Mr. LOWE.
No, sir; I never met any of them.

Senator SMITH.
Do you know whether there was any officer in that boat?

Mr. LOWE.
No; there was not any officer.

Senator SMITH.
Were there any sailors in that boat?

Mr. LOWE.
I think there was a quartermaster, unless I am mistaken.

Senator SMITH.
What is his name?

Mr. LOWE.
I do not know, sir.

Senator SMITH.
Is this the same boat that was referred to by Maj. Peuchen?

Mr. LOWE.
Which boat did he refer to?

Senator SMITH.
I am asking you. He said there was a quartermaster in his boat.

Mr. LOWE.
No. I think it was boat No. 3 that he went in. We are now speaking of boat No. 1.

Senator SMITH.
How many sailors were in that boat?

Mr. LOWE.
I think there were four or five.

Senator SMITH.
Who were the other men; were they passengers or members of the crew?

Mr. LOWE.
The others were passengers.

Senator SMITH.
All passengers?

Mr. LOWE.
Yes, sir; as far as I can remember; as far as I could make out.

Senator SMITH.
And all men?

Mr. LOWE.
And all men.

Senator SMITH.
But you can not recollect anybody that was in that boat, with the possible exception of the quartermaster?

Mr. LOWE.
No, I can not.

Senator SMITH.

Were you particular to see that some one was put in the boat who could handle it?

Mr. LOWE.

As far as my own judgment could tell me; yes, sir. I remember asking, I remember I hollered down from the boat deck to the water and said, "Who is that in the emergency boat?" And I could not quite hear what he said.

Senator SMITH.

You mean that you helped load the emergency boat, No. 1, and lowered it down to the water, 70 feet below the place where you loaded it, before you asked who was in it?

Mr. LOWE.

I knew that there was quartermaster in it, but I did not know his name.

Senator SMITH.

You waited until he got 70 feet below you?

Mr. LOWE.

Yes.

Senator SMITH.

And then tried to ascertain his name?

Mr. LOWE.

Yes.

Senator SMITH.

Was that the first attempt you had made to ascertain his name?

Mr. LOWE.

As far as I remember.

Senator SMITH.

Did you ascertain his name?

Mr. LOWE.

I heard something, but I do not remember what he said, now.

Senator SMITH.

And you do not know the name of any other person in lifeboat No. 1?

Mr. LOWE.

That is the emergency boat, not lifeboat No. 1. It is emergency boat No. 1.

Senator SMITH.

How long did it take to lower a lifeboat, or an emergency boat, and clear her away - lower her into the water?

Mr. LOWE.

I could not tell you how long it would take, because it varied.

Senator SMITH.

About how long?

Mr. LOWE.

I do not know that I could tell you how long.

Senator SMITH.

Did it take 20 minutes; or approximately how long?

Mr. LOWE.

Yes; I should say, from the start to finish of putting a boat over, until you get her into the water, it will take you somewhere about 20 minutes.

Senator SMITH.

And does that include uncovering the boat, taking the canvas or covering off of it?

Mr. LOWE.

You will have to uncover it, and let go your gripes, and all that.

Senator SMITH.

I say, does that time include that?

Mr. LOWE.

Yes.

Senator SMITH.

You had lowered 5 and 3 and 1. If it took you about 20 minutes on each, you were an hour in loading these 3 boats and getting them off?

Mr. LOWE.

I do not know how long I was, sir, because I did not know the time, or anything else. I was anxious to do all I could to help everybody, and I did not know anything about time.

Senator SMITH.

Where did you next go?

Mr. LOWE.

I next went across the deck.

Senator SMITH.

To the other side?

Mr. LOWE.

To the other side, that is, the port side, and I met the sixth officer, [Moody](#), and asked Moody, "What are you doing?" He said, "I am getting these boats away." So we filled both 14 and 16 with women and children.

Senator SMITH.

Which one did you fill first?

Mr. LOWE.

[No. 14](#). I did not fill [16](#); Moody filled 16.

Senator SMITH.

You filled 14?

Mr. LOWE.

Yes.

Senator SMITH.

Was [Mr. Lightoller](#), the second officer, there?

Mr. LOWE.

He was there a part of the time, and he went away somewhere else. He must have gone to the second boat forward.

Senator SMITH.

Who had charge of the loading of lifeboat No. 14?

Mr. LOWE.

I had.

Senator SMITH.

And how many people did you put into it?

Mr. LOWE.

Fifty-eight.

Senator SMITH.

How many women; do you know?

Mr. LOWE.

They were all women and children, bar one passenger, who was an Italian, and he sneaked in, and he was dressed like a woman. [Possibly [Edward Ryan](#)]

Senator SMITH.

Had woman's clothing on?

Mr. LOWE.

He had a shawl over his head, and everything else; and I only found out at the last moment. And there was another passenger that I took for rowing.

Senator SMITH.

Who was that?

Mr. LOWE.

That was a chap by the name of [C. Williams](#).

Senator SMITH.

Where did he live?

Mr. LOWE.

I do not know where he lived.

Senator SMITH.

Have you ever seen him since?

Mr. LOWE.

Yes; I saw him since, on board the *Carpathia*.

Senator SMITH.

Was he one of the men whose names you have on that paper?

Mr. LOWE.

I have his name; that is, his home address, but not his New York address.

Senator SMITH.

I would like his home address.

Mr. LOWE.

I can give you that. Will you have it now?

Senator SMITH.

Yes; also the name of any other man or woman in the boat that you know, and their address.

Mr. LOWE. (*referring to book*)

"C. Williams, racket champion of the world," he has here, "No. 2 Drury Road, Harrow-on-the-Hill, Middlesex, England."

Senator SMITH.

Give all the others?

Mr. LOWE.

You want them in my own boat, sir?

Senator SMITH.

Yes; you said you had the names of all in the boat.

Mr. LOWE.

You see, I was in charge of five boats.

Senator SMITH.

But this in of the boat you were in yourself, [No. 14](#)?

Mr. LOWE.

Yes. I will give them to you.

Senator SMITH.

This is the one you loaded?

Mr. LOWE.

You want those in the boat from the davits, not what I picked up?

Senator SMITH.

No, I am going to ask you that later.

Mr. LOWE.

The next were [Mrs. A. T. Compton](#), and [Miss S. H. Compton](#), Laurel House, Lakewood, N. J.

Senator SMITH.

Go ahead a little faster, if you can.

Mr. LOWE.

That is all.

Senator SMITH.

Those are the only names you took down?

Mr. LOWE.

Out of my own particular boat.

Senator SMITH.

I thought you had a card there that they had signed with their autographs.

Mr. LOWE.
Who?

Senator SMITH.
These passengers who were in your own boat, No. 14.

Mr. LOWE.
No, sir; I am no autograph hunter.

Senator SMITH.
I understand; but I thought you told me you had a card of that kind.

Mr. LOWE.
No, sir.

Senator SMITH.
You say there were how many people in your boat?

Mr. LOWE.
Fifty-eight, sir.

Senator SMITH.
And that was when you left the davits?

Mr. LOWE.
That was when I left the davits.

Senator SMITH.
How many people got into that boat after it reached the water, or at any other deck?

Mr. LOWE.
None, sir. You see, I chased all of my passengers out of my boat and emptied her into four other boats that I had. I herded five boats all together.

Senator SMITH.
Yes; what were they?

Mr. LOWE.
I was in No. 14. Then I had [10](#), I had [12](#), and I had another collapsible, and one other boat the number of which I do not know. I herded them together and roped them - made them all tie up - and of course I had to wait until the yells and shrieks had subsided - for the people to thin out - and then I deemed it safe for me to go amongst the wreckage. So I transferred all my passengers - somewhere about 53 passengers - from my boat, and I equally distributed them between my other four boats. Then I asked for volunteers to go with me to the wreck, and it was at this time that I found this Italian. He came aft, and he had a shawl over his head and I suppose he had skirts. Anyhow, I pulled this shawl off his face and saw he was a man. He was in a great hurry to get into the other boat, and I caught hold of him and pitched him in.

Senator SMITH.
Pitched him in?

Mr. LOWE.
Yes; because he was not worthy of being handled better.

Senator SMITH.
You pitched him in among the women?

Mr. LOWE.

No, sir; in the fore part of the lifeboat in which I transferred my passengers.

Senator SMITH.

Did you use some pretty emphatic language when you did that?

Mr. LOWE.

No, sir; I did not say a word to him.

Senator SMITH.

Just picked him up and pitched him into this other lifeboat?

Mr. LOWE.

Yes. Then I went off and I rowed off to the wreckage and around the wreckage and I picked up four people.

Senator SMITH.

Dead or alive?

Mr. LOWE.

Four alive.

Senator SMITH.

Who were they?

Mr. LOWE.

I do not know.

Senator SMITH.

Have you ever found out?

Mr. LOWE.

I do not know who those three live persons were; they never came near me afterwards, either to say this, that, or the other. But one died, and that was a [Mr. Hoyt](#), of New York, and it took all the boat's crew to pull this gentleman into the boat, because he was an enormous man, and I suppose he had been soaked fairly well with water, and when we picked him up he was bleeding from the mouth and from the nose. So we did get him on board and I propped him up at the stern of the boat, and we let go his collar, took his collar off, and loosened his shirt so as to give him every chance to breathe; but, unfortunately, he died. I suppose he was too far gone when we picked him up. But the other three survived. I then left the wreck. I went right around and, strange to say, I did not see a single female body, not one, around the wreckage.

Senator SMITH.

Did you have a light in your boat?

Mr. LOWE.

No, sir. I left my crowd of boats somewhere, I should say, about between half-past 3 and 4 in the morning, and after I had been around it was just breaking day, and I am quite satisfied that I had a real good look around, and that there was nothing left.

Senator SMITH.

Now, I am going to stop you there just for a moment. You can tell what you did then?

Mr. LOWE.

Then what?

Senator SMITH.

After you looked around, then what did you do?

Mr. LOWE.

I then thought - well, the thought flashed through my mind, "perhaps the ship has not seen us in the semigloom."

Senator SMITH.

The [Carpathia](#)?

Mr. LOWE.

Yes. I could see her coming up, and I thought, "Well, I am the fastest boat of the lot," as I was sailing, you see. I was going through the water very nicely, going at about, well, I should say, four knots, five knots, maybe; it may have been a little more; it may have been six; but, anyhow, I was bowling along very nicely.

Senator SMITH.

In the direction of the *Carpathia*?

Mr. LOWE.

In the direction of the *Carpathia*. And I thought, "I am the fastest boat, and I think if I go toward her, for fear of her leaving us to our doom" - that is what I was scared about, and you will understand that day was dawning more and more as the time came on.

Senator SMITH.

I assume that to be so.

Mr. LOWE.

And by and by, I noticed a collapsible boat [[D](#)], and it looked rather sorry, so I thought, "Well, I will go down and pick her up and make sure of her." So I went about and sailed down to this collapsible, and took her in tow.

Senator SMITH.

Whom did you find in control of this collapsible?

Mr. LOWE.

I do not know, sir; because you must understand that when we are on shipboard we do not call men, so and so, by their names.

Senator SMITH.

I did not know but what you might designate him.

Mr. LOWE.

If we want a quartermaster we do not say [Bright](#), or whatever his name is; we say "Quartermaster."

Senator SMITH.

I do not care about that feature. I will ask you a straight question, whether you know anybody that was in that collapsible boat.

Mr. LOWE.

I knew one.

Senator SMITH.

Who?

Mr. LOWE.

I think she was in that boat; that is [Mrs. H. B. Harris](#), of New York. She had a broken arm.

Senator SMITH.

But you did not know anyone else?

Mr. LOWE.

You must understand that by this time my first boat's crew had got scattered.

Senator SMITH.

I am not asking about that, at all; I am asking whether you knew anyone in this collapsible boat that you attached to your own, except this woman?

Mr. LOWE.

Mrs. Harris, that is all.

Senator SMITH.

Did you come to know any of them afterwards?

Mr. LOWE.

No, sir.

Senator SMITH.

I want to take you back a moment. Before you transferred the 53 people from your lifeboat, No. 14, to other lifeboats, including this Italian in woman's attire, you say you lay off a bit. Where; how far from the [*Titanic*](#)?

Mr. LOWE.

I lay off from the *Titanic*, as near as I could roughly estimate, about 150 yards, because I wanted to be close enough in order to pick up anybody that came by.

Senator SMITH.

I understand; but you said you lay off a bit to wait until it quieted down.

Mr. LOWE.

Yes.

Senator SMITH.

Until what quieted down?

Mr. LOWE.

Until the drowning people had thinned out.

Senator SMITH.

You lay off a bit until the drowning people had quieted down?

Mr. LOWE.

Yes.

Senator SMITH.

Then you went to the scene of the wreck?

Mr. LOWE.

Yes.

Senator SMITH.

Had their cries quieted down before you started?

Mr. LOWE.

Yes; they had subsided a good deal. It would not have been wise or safe for me to have gone there before, because the whole lot of us would have been swamped and then nobody would have been saved.

Senator SMITH.

But your boat had, according to your own admission, a water capacity of 65 people?

Mr. LOWE.

Yes; but then what are you going to do with a boat of 65 where 1,600 people are drowning?

Senator SMITH.
You could have saved 15.

Mr. LOWE.
You could not do it, sir.

Senator SMITH.
At least, you made no attempt to do it?

Mr. LOWE.
I made the attempt, sir, as soon as any man could do so, and I am not scared of saying it. I did not hang back or anything else.

Senator SMITH.
I am not saying you hung back. I am just saying that you said you lay by until it had quieted down.

Mr. LOWE.
You had to do so. It was absolutely not safe. You could not do otherwise, because you would have hundreds of people around your boat, and the boat would go down just like that (*indicating*).

Senator SMITH.
About how long did you lay by?

Mr. LOWE.
I should say an hour and a half; somewhere under two hours.

Senator SMITH.
On your oars?

Mr. LOWE.
No; we did not. We unshipped our oars, and I made the five boats fast together and we hung on like that.

Senator SMITH.
Did you see the *Titanic* sink?

Mr. LOWE.
I did, sir.

Senator SMITH.
How long after you left her side in the lifeboat did she sink?

Mr. LOWE.
I suppose about half an hour. No - yes; somewhere about half an hour.

Senator SMITH.
Then you laid an hour after she sank?

Mr. LOWE.
An hour after she sank.

Senator SMITH.
Before going to the scene of the wreck?

Mr. LOWE.
Before going to the scene of the wreck.

Senator SMITH.
You were about 150 yards off?

Mr. LOWE.
I was just on the margin. If anybody had struggled out of the mass, I was there to pick them up; but it was useless for me to go into the mass.

Senator SMITH.
You mean for anybody?

Mr. LOWE.
It would have been suicide.

Senator SMITH.
Do you mean that if anybody had applied to you for permission to get aboard, you would have accorded them the right?

Mr. LOWE.
I would have taken anybody and everybody; that is, because we could have handled them there. We could never have handled them in the mass.

Senator SMITH.
I just wanted to see what you did toward it. How did the *Titanic* go down?

Mr. LOWE.
She went down head first and inclined at an angle. That is, when she took her final plunge she was inclined at an angle of about 75°.

Senator SMITH.
Almost perpendicular?

Mr. LOWE.
Pretty well. On an angle about like *that* (*indicating*).

Senator SMITH.
Were you close enough to see whether there were any people on the afterdecks at that time?

Mr. LOWE.
No, sir. It was pretty well dark, and we could not see them.

Senator SMITH.
Did you see any fire on the *Titanic*?

Mr. LOWE.
No, sir.

Senator SMITH.
Did you hear any explosion?

Mr. LOWE.
I heard explosions, yes; I should say about four.

Senator SMITH.
At what time with reference to your departure from the ship?

Mr. LOWE.
That was after I left the ship.

Senator SMITH.

What time was it with reference to your departure from the ship?

Mr. LOWE.

About I should say, a quarter of an hour or 20 minutes.

Senator SMITH.

About 20 minutes?

Mr. LOWE.

Yes.

Senator SMITH.

When you left the ship's side in lifeboat No. 14, you said you had about 53 people?

Mr. LOWE.

Fifty-eight people; that is, 53 passengers.

Senator SMITH.

And when you lay by outside with boats 10 and 12 -

Mr. LOWE. (*interrupting*)

Boats 10 and 12 and 14 and the collapsible.

Senator SMITH.

You then took out of your boat 53 of these people and distributed them in the other boats?

Mr. LOWE.

Yes, sir.

Senator SMITH.

When you did that, did you feel that you were taxing the capacity of the other boats?

Mr. LOWE.

What had you to do? You had to do something.

Senator SMITH.

But you did not do anything at that time? You took those people out and placed them in these other boats, including the Italian that you ejected. You waited until things had quieted down, an hour and a half, and then sailed around the place where the *Titanic* had sank, and you found three people, all of whom you took into your boat, one of whom died. When you went alongside the *Carpathia*, how many people were in your boat?

Mr. LOWE.

There were about 45.

Senator SMITH.

Where did you get them?

Mr. LOWE.

I got them out of the sinking collapsible. [[Collapsible A](#)]

Senator SMITH.

An overturned collapsible?

Mr. LOWE.

No, sir; it was a collapsible that some wreckage had pierced. I was coming to that when you stopped me.

Senator SMITH.

I would like to have you come to it now.

Mr. LOWE.

I had taken this first collapsible in tow, and I noticed that there was another collapsible in a worse plight than this one that I had in tow. I was just thinking and wondering whether it would be better for me to cut this one adrift and let her go, and for me to travel faster to the sinking one, but I thought, "No, I think I can manage it"; so I cracked on a bit, and I got down there just in time and took off; I suppose, about 20 men and 1 lady out of this sinking collapsible.

Senator SMITH.

Did you leave any bodies on there?

Mr. LOWE.

I left three bodies on it.

Senator SMITH.

What was the number of that boat?

Mr. LOWE.

I do not know, sir; it was one of the collapsibles.

Senator SMITH.

But you took off of it 20 men?

Mr. LOWE.

About 20 men.

Senator SMITH.

And three women?

Mr. LOWE.

One woman.

Senator SMITH.

And left on board how many?

Mr. LOWE.

Three male bodies.

Senator SMITH.

So that in this damaged collapsible there were 24 people, all together?

Mr. LOWE.

Twenty-one and three are twenty-four, all together; yes, sir.

Senator SMITH.

What became of the other three that you left on it?

Mr. LOWE.

As to the three people that I left on her - of course, I may have been a bit hard hearted, I can not say - but I thought to myself, "I am not here to worry about bodies; I am here for life, to save life, and not to bother about bodies," and I left them.

Senator SMITH.

Were they dead when you left them?

Mr. LOWE.

They were dead; yes, sir. The people on the raft told me they had been dead some time. I said, "Are you sure they are dead?" They said, "Absolutely sure." I made certain they were dead, and questioned them one and all before I left this collapsible.

Senator SMITH.

Did you attempt to find anything on their persons that would identify them?

Mr. LOWE.

No, sir; I did not.

Senator SMITH.

Do you know whether anyone did?

Mr. LOWE.

No, sir; nobody; because they were all up to their ankles in water when I took them off. Another three minutes and they would have been down.

Senator SMITH.

From what you saw of these three persons would you say, or could you say, whether they were old or young?

Mr. LOWE.

No, sir; I would not like to state anything. All that I can state is that they were male.

Senator SMITH.

They were men?

Mr. LOWE.

Yes.

Senator SMITH.

Were they of the crew or passengers?

Mr. LOWE.

That I would not like to say.

Senator SMITH.

You could not tell?

Mr. LOWE.

No, sir.

Senator SMITH.

Did they have life preservers on, or did they not?

Mr. LOWE.

I think they had lifebelts on.

Senator SMITH.

Have you ever learned since that night who those three people were?

Mr. LOWE.

No, sir.

Senator SMITH.

[Mr. Lowe](#), after taking these passengers from that collapsible that was injured, you headed in the direction of the *Carpathia*?

Mr. LOWE.
Yes; I left for the *Carpathia*.

Senator SMITH.
Did you succeed in landing them?

Mr. LOWE.
I landed everybody.

Senator SMITH.
All of them?

Mr. LOWE.
And the corpse included.

Senator SMITH.
Including the corpse of the man that had died on your boat?

Mr. LOWE.
Yes.

Senator SMITH.
What, if anything, did you do after that?

Mr. LOWE.
There was nothing to do, sir. What was there to do?

Senator SMITH.
I did not say there was anything. I simply asked what you did.

Mr. LOWE.
No, sir; there was nothing to do.

Senator SMITH.
I do not want to press you about the matter too hard, nor do I want to overtax you, but I would like to know whether, in the early morning of Monday, you passed near or counted the icebergs you saw; I believe about a dozen or so of them?

Mr. LOWE.
There must have been about a dozen; somewheres from 12 to 20, I should say.

Senator SMITH.
Do you know anything more about this accident that bears upon the question of the discipline of the men, and the collision or impact, than you have stated?

Mr. LOWE.
No, sir; I no know any more.

Senator SMITH.
We will not go over it all, or any of it, for that matter. I will be very glad if you will complete the point that I made regarding the manner in which you took the boat's position at 8 p.m. Sunday. You said you could do that from the chart. If you will kindly do so -

Mr. LOWE.
I can not do it on that thing, sir (*indicating*).

Senator SMITH.
You can not do it on that chart?

Mr. LOWE.
No, sir.

Senator SMITH.
Have you anything, Mr. Franklin, from which he could make that figure?

Mr. FRANKLIN.
I do not think so. He would have to have his instruments and calculations and tables to do it.

Senator SMITH.
Then you are unable to give that information accurately from any data you have?

Mr. LOWE.
No, sir; I can not.

Mr. FRANKLIN.
Let him do it and submit it as part of his testimony.

Senator SMITH.
I would like very much if you can work it out and hand it to me as part of your testimony. I would like to insert it in the record.

Mr. LOWE.
I do not remember the course that she steered, from then on. You must have the course.

Senator SMITH.
Is that absolutely necessary -

Mr. LOWE.
Oh, yes; if -

Senator SMITH.
Wait a moment. Would the course at 8 o'clock be necessary to determine the speed at noon that day?

Mr. LOWE.
No, sir. The course -

Senator SMITH.
All right; stop right there, then, if it would not.

Would the course be necessary at 8 p. m. to determine the astronomical position?

Mr. LOWE.
The astronomical position is found independent of the course.

Senator SMITH.
Exactly. Then it is necessary.

Mr. LOWE.
But the position that I mentioned to you was not observation. It was D. R. - that is dead reckoning.

Senator SMITH.
I know you said it was dead reckoning, but I thought the speed was necessary.

Mr. LOWE.

Oh, yes; you must have the speed.

Senator SMITH.

If you will kindly work out and put in to the record the time from which you reckoned the speed, and give me, as nearly as possible, such information as you had, which enabled you to report to the [captain](#) Sunday night at 8 o'clock the position of the *Titanic*, I shall be glad to have it as part of your sworn testimony.

Senator SMITH.

Do any of the other members of the committee desire to ask any questions at this time?

Senator PERKINS.

Mr. Lowe, as assistant navigating officer, what were the different methods by which you could ascertain the position of the ship? How many different methods were there?

Mr. LOWE.

There is the sun -

Senator PERKINS.

That is under the head of astronomical observations. The next one is by means of the revolutions of the engines or propellers, and the next one on the log. Did you take them every two hours?

Mr. LOWE.

We have the log every two hours, and we are all the time navigating. We do not take observations once a day. We perhaps take 25 or 30 observations a day.

Senator PERKINS.

The duty of the quartermaster is to take the record of the log, is it not?

Mr. LOWE.

The quartermaster takes the log.

Senator PERKINS.

Do you compare that with the revolutions of the engines?

Mr. LOWE.

We ring him up, and we see how she is doing with the revolutions, whether she is going faster or going slower; and you will find a corresponding difference in the log.

Senator PERKINS.

Then you put the position on the chart for the information of the captain?

Mr. LOWE.

You send it in with the chit.

Senator SMITH.

Do you know, Mr. Lowe, whether the *Titanic* received on Sunday a wireless [message](#) from the [Amerika](#) reporting ice, which message the *Titanic* repeated to [Cape Race](#)?

Mr. LOWE.

I do not know, sir.

Senator SMITH.

Did you hear anything about it?

Mr. LOWE.

I know there was something about ice, but I do not know anything about it.

Senator SMITH.
Did you hear anything about it?

Mr. LOWE.
I remember there was a position there, on the chart, something about ice, but I do not remember what it was.

Senator SMITH.
Do you mean there was something indicated on the chart?

Mr. LOWE.
There was a slip that showed the position of the ice, the latitude and longitude; but who reported it, or anything else, I do not know anything about it.

Senator SMITH.
And you did not examine it carefully yourself?

Mr. LOWE.
No, sir.

Senator SMITH.
Can you tell me what that position was from recollection?

Mr. LOWE.
What position, sir?

Senator SMITH.
Of the ice described in the [chart room](#) on this memorandum.

Mr. LOWE.
No, I can not. It is useless for me to try.

Senator SMITH.
Was this an official memorandum, evidently?

Mr. LOWE.
What, sir?

Senator SMITH.
Was this memorandum that you say you saw in the chart room reported by some officer of the ship?

Mr. LOWE.
Yes, sir; I suppose it would have been. It could not have been put there by anybody else, because it was in our own chart room. The [captain](#) has a [chart room](#) of his own and we have one.

Senator SMITH.
Was it lying loose on the table?

Mr. LOWE.
No; it was stuck in the frame.

Senator SMITH.
You took it out of the frame?

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

Senator SMITH.
Did you go up to the frame?

Mr. LOWE.
The frame is just above the table, and I saw it there.

Senator SMITH.
Did you go up to it?

Mr. LOWE.
I saw it there casually.

Senator SMITH.
What did it say?

Mr. LOWE.
I do not know the words - something about 40 something - I do not remember now what it was.

Senator SMITH.
Was that the place where they kept those warnings?

Mr. LOWE.
The notice board. We have a notice board.

Senator SMITH.
A rack used for that purpose?

Mr. LOWE.
It is more prominent where this chit was, for the simple reason that you always face that direction when you are working on the tables.

Senator SMITH.
Were you working on a table?

Mr. LOWE.
Yes; I was working at the slip table.

Senator SMITH.
And as you were working at the slip table you could look up and see this report?

Mr. LOWE.
But I did not take any notice of it. It was only just the position, the latitude and longitude.

Senator SMITH.
Can you give that position?

Mr. LOWE.
And the word "ice" was above it.

Senator SMITH.
Can you give that position?

Mr. LOWE.
No, sir; I cannot. It is no good for me to try.

Senator SMITH.

You are unable to say whether that was a wireless communication or whether that information was written down by some officer on that ship?

Mr. LOWE.

When you come to think of it, it could not have been anything else but wireless.

Senator SMITH.

Then according to your impression, there was a wireless warning of that kind in the chart room, indicating the position in which ice might be expected at that hour or at that time?

Mr. LOWE.

That is my conclusion; yes.

Senator SMITH.

And you did not examine it carefully?

Mr. LOWE.

No. I just looked at it casually.

Senator SMITH.

What time of day was this?

Mr. LOWE.

That would be some time after 2, I suppose.

Senator SMITH.

On Sunday?

Mr. LOWE.

Two p. m., Sunday.

Senator SMITH.

Did you ever see that memorandum again?

Mr. LOWE.

No.

Senator SMITH.

Did you ever ask for it again?

Mr. LOWE.

No.

Senator SMITH.

Did anybody ever call your attention to it again?

Mr. LOWE.

No.

Senator SMITH.

Do you know whether it was signed by anyone?

Mr. LOWE.

No.

Senator SMITH.

Do you know whether the name of any ship was attached to it?

Mr. LOWE.

No. I expect it was a copy of just the position, on some message that we received. I do not know.

Senator SMITH.

No; I am not asking you whether you know all about that; or whether it was a copy or not. I am asking -

Mr. LOWE. (*interrupting*)

No; there was no signature or anything.

Senator SMITH.

There was none?

Mr. LOWE.

No.

Senator SMITH.

What did you assume that was put there for, in that rack?

Mr. LOWE.

For us to know that the Ice was there?

Senator SMITH.

Was it put there as a warning?

Mr. LOWE.

I suppose it was, in a way.

Senator SMITH.

Did it have that effect on you?

Mr. LOWE.

But I am powerless to do anything -

Senator SMITH.

I did not ask that. I asked if it affected you as a warning?

Mr. LOWE.

I can not say that it did. It simply said that the ice was there, and that is all I know about it.

Senator SMITH.

Did you communicate what you saw on that piece of paper to anyone else?

Mr. LOWE.

No, not that I remember.

Senator SMITH.

Do you know whether the ice referred to was on the track of your ship?

Mr. LOWE.

I think it was to the northward of our track.

Senator SMITH.

What makes you think so?

Mr. LOWE.

That is the idea I have. I do not know. I do not know what inferences - I thought it was to the north of us.

Senator SMITH.

You assume it was to the north because the icebergs were coming from the north? Is that the reason?

Mr. LOWE.

I do not know, sir.

Senator SMITH.

I will read to you a message that is reported to have been communicated by the [Amerika](#) to the [Titanic](#):

S. S. "AMERIKA" (VIA "TITANIC" AND CAPE RACE),
Newfoundland, April 14, 1912

HYDROGRAPHIC OFFICE,
Washington, D. C.:

Amerika passed two large icebergs M. 41.27, N. 50, 8 W., on the 14th of April.

KNUTH.

Was that the message you saw?

Mr. LOWE.

No, sir; I saw no message, only what I saw was that a chit was struck in the edge of the frame with the latitude and longitude down, and I saw no message whatever.

Senator SMITH.

Did you hear anything about any warning from the steamship [Californian](#) having been given?

Mr. LOWE.

No; no.

Senator SMITH.

Or from any other source?

Mr. LOWE.

No.

Senator SMITH.

Or from any other source?

Mr. LOWE.

No, sir.

Senator SMITH.

This is the only warning you saw?

Mr. LOWE.

I do not say I saw that, sir.

Senator SMITH.

And you did not take particular pains to familiarize yourself with that?

Mr. LOWE.

I did not say I saw that; sir I did not stipulate that I saw that, sir.

Senator SMITH.

I did not say you did. I am not saying you saw this.

Mr. LOWE.

I simply saw, as I tell you, a position, and the word "Ice" above it, and the position - latitude and longitude - stuck in the angle of a frame on the chart room wall, you might say, or side; and that is all I know about it.

Senator SMITH.

That was Sunday?

Mr. LOWE.

That was Sunday afternoon.

Senator SMITH.

Did that look like a recent or new paper on that rack?

Mr. LOWE.

It was not strikingly so, sir. There was nothing particular about it.

Senator SMITH.

If it had been there before -

Mr. LOWE.

It must have been new, because it had not been there before.

Senator SMITH.

Yes; you would have seen it had it been there before. One more question and I will let you go. Did you hear any pistol shots?

Mr. LOWE.

Yes.

Senator SMITH.

And by whom were they fired Sunday night?

Mr. LOWE.

I heard them, and I fired them.

Senator SMITH.

Where?

Mr. LOWE.

As I was going down the decks, and that was as I was being lowered down.

Senator SMITH.

In lifeboat -

Mr. LOWE.

Lifeboat [No. 14](#).

Senator SMITH.

What did you do?

Mr. LOWE.

As I was going down the decks I knew, or I expected every moment, that my boat would double up under my feet. I was quite scared of it, although of course it would not do for me to mention the fact to anybody else. I had

overcrowded her, but I knew that I had to take a certain amount of risk. So I thought, "Well, I shall have to see that nobody else gets into the boat or else it will be a case" -

Senator SMITH.

That was as it was being lowered?

Mr. LOWE.

Yes; I thought if one additional body was to fall into that boat, that slight jerk of the additional weight might part the hooks or carry away something, no one would know what. There were a hundred and one things to carry away. Then, I thought, well, I will keep an eye open. So, as we were coming down the decks, coming down past the open decks, I saw a lot of Italians, Latin people, all along the ship's rails - understand, it was open - and they were all glaring, more or less like wild beasts, ready to spring. That is why I yelled out to look out, and let go, bang, right along the ship's side.

Senator SMITH.

How far from the ships side was the lifeboat you were in?

Mr. LOWE.

I really do not know. I should say - oh, 3 or 4 feet.

Senator SMITH.

It cleared each deck 3 or 4 feet?

Mr. LOWE.

I mean to say she was about that much off the ship's side.

Senator SMITH.

Exactly.

Mr. LOWE.

She came down just like this (*indicating*), off the ship's side, 3 feet off.

Senator SMITH.

There was a space there of from 3 to 4 feet?

Mr. LOWE.

I will withdraw 4 feet and say 3 feet.

Senator SMITH.

There was a space of 3 feet between the side of the boat and the ship's side?

Mr. LOWE.

That is right.

Senator SMITH.

And as you went down you fired these shot's?

Mr. LOWE.

As I went down I fired these shots and without intention of hurting anybody and also with the knowledge that I did not hurt anybody.

Senator SMITH.

You are positive of that?

Mr. LOWE.

I am absolutely positive.

Senator SMITH.
How do you know?

Mr. LOWE.
How do I know? Because I looked where I fired.

Senator SMITH.
It was a dark night, was it not, to see?

Mr. LOWE.
Oh, but I could see where I was shooting. A man does not want to shoot over here and look over here (*indicating*), or to shoot here and look here (*indicating*), but to look where he shoots. I shot between the boat and the ship's side, so these people would hear and see the discharge.

Senator SMITH.
You shot this revolver through that 3-foot space?

Mr. LOWE.
Yes; I think I fired three times. There were three decks.

Senator SMITH.
How far were you below the boat deck where you were loading the passengers when you fired your first shot?

Mr. LOWE.
How far was I below the [boat deck](#)?

Senator SMITH.
Yes.

Mr. LOWE.
I was on the boat deck.

Senator SMITH.
When you fired the shots?

Mr. LOWE.
No; when I lowered the passengers.

Senator SMITH.
I know that. But how far were you below the boat deck when you fired?

Mr. LOWE.
There is the boat deck, 1 deck, and then 2 deck - that is, [A](#), [B](#), and [C](#).

Senator SMITH.
Were you below C deck when you fired?

Mr. LOWE.
No; I finished up at C.

Senator SMITH.
Were you below B deck when you fired?

Mr. LOWE.
Yes, sir.

Senator SMITH.

Do you mean to tell me that these Italians were crowding around the boat deck, A deck or B deck, glaring at you?

Mr. LOWE.

They were hanging around those open decks; with the windows open, because you do not want better proof than seeing them.

Senator SMITH.

You fired these shots up in that 3-foot space between the lifeboat you were coming down in and the *Titanic*?

Mr. LOWE.

Yes, sir.

Senator SMITH.

Were there any people on the rail or close to the edge of the top of the sun deck when your lifeboat was lowered?

Mr. LOWE.

Were there people on the sun deck?

Senator SMITH.

When your lifeboat was lowered?

Mr. LOWE.

No.

Senator SMITH.

Was [Mr. Ismay](#) there when your lifeboat was lowered?

Mr. LOWE.

Sun deck? There is no sun deck.

Senator SMITH.

Well the boat deck. Some of your officers call it the sun deck and some of them call it the boat deck. I mean the top deck, where the lifeboats were.

Mr. LOWE.

No, I did not fire it upward. I did not fire up.

Senator SMITH.

Where did you fire?

Mr. LOWE.

I fired horizontally.

Senator SMITH.

You only had a space of 3 feet.

Mr. LOWE.

Oh, no. I had more. I had the width of the boat. I was standing up in the after part of her. From the center line of the boat would give another 2 feet or so. That would be 5 feet.

Senator SMITH.

But if you had fired downward toward the water you would have been limited to that space?

Mr. LOWE.

Yes.

Senator SMITH.
If you fired upward you would fire along the ship's side?

Mr. LOWE.
Well I fired horizontally.

Senator SMITH.
Upward?

Mr. LOWE.
Horizontally.

Senator SMITH.
In what direction from the ship?

Mr. LOWE.
Along the ship

Senator SMITH.
You are positive you did not hit anybody?

Mr. LOWE.
I am absolutely positive I hit nobody. If you shoot at a man directly you can only see a round blur of the discharge, but if you shoot across him like that (*indicating*) you will see the length of it. I shot so for them to know that I was fully armed. That is the reason.

Senator SMITH.
And that you did not propose to have anybody else in your boat?

Mr. LOWE.
I did not; not a single soul more.

Senator SMITH.
Nobody in addition to those who were there?

Mr. LOWE.
That is all. I had quite enough.

Senator SMITH.
And in order that no one should make an attempt from any deck you fired how many shots?

Mr. LOWE.
I think it was three.

Senator SMITH.
What did you do with your revolver after that?

Mr. LOWE.
I have got it.

Senator SMITH.
Did you put it in your pocket?

Mr. LOWE.
I have not got it in my pocket now -

Senator SMITH.

You put it in your pocket after you fired those three shots?

Mr. LOWE.

Yes; I put in my pocket and put the safety catch on, because it is a Browning automatic. There were, I suppose, four more remaining.

Senator SMITH.

What we call a seven-shooter?

Mr. LOWE.

I do not know what you call it.

Senator SMITH.

Well, what do you call it?

Mr. LOWE.

It is an automatic. I think it carries eight.

Senator SMITH.

Did you have any occasion to use it afterwards?

Mr. LOWE.

None whatever, sir.

Senator SMITH.

And you did not use it afterwards?

Mr. LOWE.

I did not use it.

Day 15

Correspondence of Harold G. Lowe

This is to testify that I, [Harold Godfrey Lowe](#), of Penrallt Barmouth, fifth officer of the late steamship *Titanic*, in my testimony at the Senate of the United States stated that I fired shots to prevent Italian immigrants from jumping into my lifeboat.

I do thereby cancel the word "Italian" and substitute the words "immigrants belonging to latin races. In fact, I did not mean to infer that they were especially Italians, because I could only judge from their general appearance and complexion, and therefore I only meant to imply that they were of the types of the Latin races. In any case, I did not intend to cast any reflection on the Italian nation.

This is the real truth, and therefore I feel honored to give out the present statement.

H. G. LOWE, Fifth Officer late steamship "*Titanic*."

WASHINGTON, D. C., April 30, 1912.

[On the reverse.]

The declaration on the other side was made and confirmed this day by Harold Godfrey Lowe, fifth officer of the late Steamship Titanic, in my presence and in the presence of Signor Guido di Vincenzo, secretary of the legal office of the royal embassy.

Washington, this 30th day of April, 1912.

The Royal Ambassador of Italy,
[SEAL.] CUSANI

THE SECRETARY OF THE LEGAL OFFICE OF THE ROYAL EMBASSY,

G. D. VINCENZO.