

# British Wreck Commissioner's Inquiry

## Day 13

### Testimony of Joseph G. Boxhall

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

Examined by Mr. RAYMOND ASQUITH.

15305. Were you the fourth Officer of the "Titanic" at the time of this accident?

- I was.

15306. What certificate do you hold?

- Extra Master.

15307. You have held that, I think, for about 4 or 5 years?

- September, 1907.

15308. Have you been employed for five years by the White Star Company?

- Five years next November.

15309. And has most of your experience been in the Atlantic?

- Most of it, yes.

15310. On Sunday the 14th April, were you on watch from 4 to 6 in the evening?

- I was.

15311. Who else was on the bridge at that time?

- Mr. Wilde, the Chief Officer, and Mr. Moody, the sixth Officer.

15312. Can you say what the course of the ship was when you came on watch at 4 o'clock?

- No; I have forgotten the course.

15313. The course would be marked, I suppose, on a course board?

- Oh, yes, the course was there.

15314. You cannot say what it was?

- No, I cannot remember.

15315. Between 4 and 6, while you were on watch do you remember the course being altered?

- The course was altered at 5.50.

15316. Do you remember what it was altered to?

- I do not remember the compass course, but I remember the true course was S. 86 W.

15317. I think you worked that out yourself?

- Yes, I had stellar observations afterwards.

15318. At the time when you came on watch at 4 o'clock had you heard anything about ice being in the neighbourhood?

- Yes, I had seen reports of ice and put them on the chart.

15319. Reports which had been received earlier on the same day, do you mean?

- No, I cannot say from my own recollection that they were received on Sunday, but subsequently I have heard that some of them, or one of them that I put on the chart, was received on the Sunday, and that I put it on between 4

- and 6. All the ice marked on the Captain's chart I put down myself.
- 21 15320. Do you remember what these messages indicated with regard to ice?  
- Yes, it indicated the region of the ice.
- 22 15321. Do you remember what region it indicated; did it convey to your mind that you at 4 o'clock were somewhere in the neighbourhood of ice or not?  
- It conveyed to my mind that the ship would shortly be in the region of the ice.
- 23 15322. Did you make up your mind about what time that would happen?  
- No, I did not.
- 24 15323. Was the position of the ice marked upon the chart when you came up at 4 o'clock, I mean the position in which it might be expected?  
- Some of the positions were on the chart that I had put on previously.
- 25 15324. (*The Commissioner.*) But I do not know when it was that you marked the chart?  
- I do not remember myself, My Lord.
- 26 15325. But it was on the Sunday?  
- Well, subsequently I have heard it was on the Sunday, between 4 and 6, that I put some of the positions on.
- 27 The Solicitor-General:  
I fancy Mr. Boxhall has not been very well. I know your Lordship will allow him to sit down.
- 28 15326. (*The Commissioner.*) Certainly, sit down, if you wish?  
- I am quite right, My Lord, thank you.
- 29 15327. (*Mr. Raymond Asquith.*) You cannot recollect when it was you marked the position of the ice on the chart?  
- No. Some of the positions were from the "La Touraine." Well, that must have been a couple of days previously, I think.
- 30 15328. (*The Commissioner.*) And had they reference to ice?  
- Yes, ice and derelicts.
- 31 15329. (*Mr. Raymond Asquith.*) I understand your recollection is that during the period between 4 and 6 you did not make any additional mark on the chart?  
- To my recollection, I did not, but others say that I did.
- 32 15330. Do you remember whether, when you went off watch at 6 you noticed any marks on the chart with regard to ice which you had not noticed before?  
- No, I cannot say I noticed any.
- 33 15331. Then you went off watch at 6 o'clock, and came on again, I think, at 8 o'clock the same evening?  
- Yes.
- 34 15332. When you came up at 8 o'clock, was Mr. Lightoller on the bridge in charge?  
- Mr. Lightoller was there.
- 35 15333. Did you look at the chart then. Do you remember whether there was anything new about the ice marked on the chart at 8 o'clock?  
- I did not look at the chart when I came on at 8 o'clock.
- 36 15334. Your watch was from 8 to 12, was it not?  
- Yes.
- 37 15335. Do you remember during that period whether any messages were received with regard to ice, upon the bridge?  
- No, I do not recollect any.
- 38 15336. You have no recollection of a message from the "Californian" or the

..On first decks when im

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- "Antillian" being brought to the bridge?  
- No.
- 39 15337. Were you on the bridge, looking out, most of that time, or were you somewhere else making calculations?  
- I was inside the chart room working up stellar observations from 8 o'clock.
- 40 15338. We have heard it was a fine, clear cold night. Is that your recollection?  
- Yes, it was perfectly clear.
- 41 15339. Did you see anything in the nature of haze?  
- No, none whatever.
- 42 15340. Neither at 8 o'clock nor at any time during the night?  
- Whenever I was on the deck or at the compass I never saw any haze whatever.
- 43 15341. And did you think, when you came up at 8 that the ship was nearing the neighbourhood of ice?  
- It did not enter my mind.
- 44 15342. Was the first intimation that there was ice about the striking of the three bells, so far as you were concerned?  
- No, when we struck the berg; that was the first.
- 45 15343. Do you mean you felt the shock before you heard the bells?  
- No, I heard the bells first.
- 46 15344. Where were you at that time?  
- Just coming out of the Officers quarters.
- 47 15345. How soon after you heard the bells did you feel the shock?  
- Only a moment or two after that.
- 48 15346. Did you hear an order given by the first Officer?  
- I heard the first Officer give the order, "Hard-a-starboard," and I heard the engine room telegraph bells ringing.
- 49 15347. Was that before you felt the shock, or afterwards?  
- Just a moment before.
- 50 15348. (*The Commissioner.*) Let us be clear about that. The order, "Hard-a-starboard," came between the sound of the bells and the collision?  
- The impact, yes.
- 51 15349. (*Mr. Raymond Asquith.*) Did you go on to the bridge immediately after the impact?  
- I was almost on the bridge when she struck.
- 52 15350. Did you notice what the telegraphs indicated with regard to the engines?  
- "Full speed astern," both.
- 53 15351. Was that immediately after the impact?  
- Yes.
- 54 15352. Did you see anything done with regard to the watertight doors?  
- I saw Mr. Murdoch closing them then, pulling the lever.
- 55 15353. And did the Captain then come out on to the bridge?  
- The Captain was alongside of me when I turned round.
- 56 15354. Did you hear him say something to the first Officer?  
- Yes, he asked him what we had struck.
- 57 15355. What conversation took place between them?  
- The first Officer said, "An iceberg, Sir. I hard-a-starboarded and reversed the engines, and I was going to hard-a-port round it but she was too close. I could not do any more. I have closed the watertight doors." The Commander asked

- him if he had rung the warning bell, and he said "Yes."
- 58 15356. Did the Captain and the first Officer go to the starboard side of the bridge to see if they could see the iceberg?  
- Yes.
- 59 15357. Did you see it yourself?  
- I was not too sure of seeing it. I had just come out of the light, and my eyes were not accustomed to the darkness.
- 60 15358. What did you do next - did you leave the deck?  
- Yes, I went down forward, down into the third class accommodation, right forward on to the lowest deck of all with passenger accommodation, and walked along these looking for damage.
- 61 15359. That would be F deck, would it not?  
- Yes, F deck. I walked along there for a little distance just about where I thought she had struck.
- 62 15360. Did you find any signs of damage?  
- No, I did not.
- 63 The Commissioner:  
What deck is it?
- 64 Mr. Raymond Asquith:  
F deck, he says.
- 65 15361. (*The Commissioner.*) You say it is F deck?
- 66 The Witness:  
I am not quite sure, My Lord, but it was the lowest deck I could get to without going into the cargo space.
- 67 Mr. Raymond Asquith:  
The lowest deck on which there is passenger accommodation, he said.
- 68 The Commissioner:  
Is not that G?
- 69 Mr. Raymond Asquith:  
Yes, My Lord, I think it must be G.
- 70 The Commissioner:  
It is pointed out that he could not get along G deck, because there is no door in the bulkhead, and therefore it cannot have been G deck.
- 71 15362. (*Mr. Raymond asquith - To the witness.*) How did you get down to the lowest of these decks which you went to?  
- Through a staircase under the port side of the forecandle head which takes me down into D deck, and then walked along aft along D deck to just underneath the bridge, and down the staircase there on the port side, and then I am down on E deck near the deck doors, the working alleyway; and then you cross over to the starboard side of E deck and go down another accommodation staircase on to F deck. I am not sure whether I went lower. Anyhow, I went as low as I could possibly get.
- 72 15363. (*The Commissioner - To the witness.*) Just come round here?  
- Yes, My Lord. (*The witness explained plan to the Commissioner.*)
- 73 The Commissioner:  
He appears to have got to F deck. His first statement was right.
- 74 15364. (*Mr. Raymond asquith - To the witness.*) Did you then go up again through the other decks as far as C deck?  
- I came up the same way as I went down.
- 75 15365. Without noticing any damage?  
- I did not see any damage whatever.

- 76 15366. When you got to C deck did you see some ice there on the deck?  
- Yes, I took a piece of ice out of a man's hand, a small piece about as large as a small basin, I suppose; very small, anyhow; about that size (*Describing.*) He was going down again to the passenger accommodation, and I took it from him and walked across the deck to see where he got it. I found just a little ice in the well deck covering a space of about three or four feet from the bulwarks right along the well deck, small stuff.
- 77 15367. Did you then go and report to the Captain?  
- I went on to the bridge and reported to the Captain and First Officer that I had seen no damage whatever.
- 78 15368. Did the Captain then tell you to find the carpenter?  
- Yes, I think we stayed on the bridge just for a moment or two, probably a couple of minutes, and then he told me to find the carpenter and tell him to sound the ship forward.
- 79 15369. Did you find the carpenter?  
- I met the carpenter. I think it would be on the ladder leading from the bridge down to A deck, and he wanted to know where the Captain was. I told him he was on the bridge.
- 80 15370. Did the carpenter tell you anything about there being water?  
- Yes, he did; he said the ship was making water fast, and he passed it on to the bridge.
- 81 15371. What did you do?  
- I continued with the intention of finding out where the water was coming in, and I met one of the mail clerks, a man of the name of Smith.
- 82 15372. Did he say something?  
- He also asked for the Captain, and said the mail hold was filling. I told him where he could find the Captain and I went down to the mail room. I went down the same way as I did when I visited the third class accommodation previously. I went down as far as E deck and went to the starboard alleyway on E deck and the watertight door stopped me getting through.
- 83 15373. The watertight door on E deck was closed?  
- Yes. Then I crossed over and went into the working alleyway and so into the mail room.
- 84 15374. What did you find in the mail room?  
- I went down in the mail room and found the water was within a couple of feet of G deck, the deck I was standing on.
- 85 15375. The mail room is between the Orlop deck and G deck?  
- Yes, that is the mail hold.
- 86 15376. Was the water rising or stationary?  
- It was rising rapidly up the ladder and I could hear it rushing in.
- 87 15377. Did you go back and report that to the Captain on the bridge?  
- I stayed there just for a minute or two and had a look. I saw mail-bags floating around on deck. I saw it was no use trying to get them out so I went back again to the bridge. I met the second Steward, Mr. Dodd, on my way to the bridge - as a matter of fact in the saloon companion way - and he asked me about sending men down below for those mails. I said "You had better wait till I go to the bridge and find what we can do." I went to the bridge and reported to the Captain.
- 88 15378. We have been told that at some time you called the other Officers; both Mr. Lightoller and Mr. Pitman said you called them?  
- I did. That was after I reported to the Captain about the mail room.
- 89 15379. Could you form any opinion as to how long that was after the impact?  
- No, but as near as I could judge; I have tried to place the time for it, and the

nearest I can get to it is approximately 20 minutes to half-an-hour.

90 15380. I think those are the times which are given by Mr. Pitman and Mr. Lightoller. After calling those Officers did you go on to the bridge again?  
- Yes, I think I went towards the bridge, I am not sure whether it was then that I heard the order given to clear the boats or unlace the covers. I might have been on the bridge for a few minutes and then heard this order given.

91 15381. Had you a boat station of your own; did you know what it was?  
- I did not know what it was.

92 15382. We have been told it is customary for the third and Fourth Officers to be assigned to the emergency boats?  
- Yes, it is for emergency purposes.

93 15383. The third Officer was assigned to No. 1. Were you assigned to No. 2?  
- For emergency purposes I was assigned to No. 1 as a matter of fact, the starboard boat.

94 15384. When the order was given to clear the boats what did you do; did you go to any particular boat?  
- No, I went right along the line of boats and I saw the men starting, the watch on deck, our watch.

95 15385. Which side of the ship?  
- The port side, I went along the port side, and afterwards I was down the starboard side as well but for how long I cannot remember. I was unlacing covers on the port side myself and I saw a lot of men come along - the watch I presume. They started to screw some out on the afterpart of the port side; I was just going along there and seeing all the men were well established with their work, well under way with it, and I heard someone report a light, a light ahead. I went on the bridge and had a look to see what the light was.

96 15386. Someone reported a light ahead?  
- Yes; I do not know who reported it. There were quite a lot of men on the bridge at the time.

97 15387. Did you see the light?  
- Yes, I saw a light.

98 15388. What sort of light was it?  
- It was two masthead lights of a steamer. But before I saw this light I went to the chart room and worked out the ship's position.

99 15389. Is that the position we have been given already - 41 deg. 46 min. N., 50 deg. 14 min. W?  
- That is right, but after seeing the men continuing with their work I saw all the Officers were out, and I went into the chart room to work out its position.

100 15390. Was it after that you saw this light?  
- It was after that, yes, because I must have been to the marconi office with the position after I saw the light.

101 15391. You took it to the marconi office in order that it might be sent by the wireless operator?  
- I submitted the position to the Captain first, and he told me to take it to the marconi room.

102 15392. And then you saw this light which you say looked like a masthead light?  
- Yes, it was two masthead lights of a steamer.

103 15393. Could you see it distinctly with the naked eye?  
- No, I could see the light with the naked eye, but I could not define what it was, but by the aid of a pair of glasses I found it was the two masthead lights of a vessel, probably about half a point on the port bow, and in the position

- she would be showing her red if it were visible, but she was too far off then.
- 104 15394. Could you see how far off she was?  
- No, I could not see, but I had sent in the meantime for some rockets, and told the Captain I had sent for some rockets, and told him I would send them off, and told him when I saw this light. He said, "Yes, carry on with it." I was sending rockets off and watching this steamer. Between the time of sending the rockets off and watching the steamer approach us I was making myself generally useful round the port side of the deck.
- 105 15395. How many rockets did you send up about?  
- I could not say, between half a dozen and a dozen, I should say, as near as I could tell.
- 106 15396. What sort of rockets were they?  
- The socket distress signal.
- 107 15397. Can you describe what the effect of those rockets is in the sky; what do they do?  
- You see a luminous tail behind them and then they explode in the air and burst into stars.
- 108 15398. Did you send them up at intervals one at a time?  
- One at a time, yes.
- 109 15399. At about what kind of intervals?  
- Well, probably five minutes; I did not take any times.
- 110 15400. Did you watch the lights of this steamer while you were sending the rockets up?  
- Yes.
- 111 15401. Did they seem to be stationary?  
- I was paying most of my attention to this steamer then, and she was approaching us; and then I saw her sidelights. I saw her green light and the red. She was end-on to us. Later I saw her red light. This is all with the aid of a pair of glasses up to now. Afterwards I saw the ship's red light with my naked eye, and the two masthead lights. The only description of the ship that I could give is that she was, or I judged her to be, a four-masted steamer.
- 112 15402. Why did you judge that?  
- By the position of her masthead lights; they were close together.
- 113 15403. Did the ship make any sort of answer, as far as you could see, to your rockets?  
- I did not see it. Some people say she did, and others say she did not. There were a lot of men on the bridge. I had a Quartermaster with me, and the Captain was standing by, at different times, watching this steamer.
- 114 15404. Do you mean you heard someone say she was answering your signals?  
- Yes, I did, and then she got close enough, and I Morsed to her - used our Morse lamp.
- 115 15405. You began Morsing to her?  
- Yes.
- 116 15406. When people said to you that your signals were being answered, did they say how they were being answered?  
- I think I heard somebody say that she showed a light.
- 117 15407. Do you mean that she would be using a Morse lamp?  
- Quite probably.
- 118 15408. Then you thought she was near enough to Morse her from the "Titanic"?  
- Yes, I do think so; I think so yet.
- 119 15409. (*The Commissioner.*) What distance did you suppose her to be away?



..Women & Children fi

..Officers in charge

- I judged her to be between 5 and 6 miles when I Morsed to her, and then she turned round - she was turning very, very slowly - until at last I only saw her stern light, and that was just before I went away in the boat.
- 120 15410. (*Mr. Raymond Asquith.*) Did she make any sort of answer to your Morse signals?  
- I did not see any answer whatever.
- 121 15411. Did anyone else, so far as you know, see an answer?  
- Some people say they saw lights, but I did not.
- 122 15412. Did they think they saw them Morsing in answer to your Morse signals; did anyone say that?  
- They did not say she morsed, but they said she showed a light. Then I got the Quartermaster who was with me to call her up with our lamps, so that I could use the glasses to see if I could see signs of any answer; but I could not see any.
- 123 15413. You could not see any with the glasses?  
- No; and Captain Smith also looked, and he could not see any answer.
- 124 15414. He also looked at her through the glasses?  
- Yes.
- 125 15415. After a time you saw what you took to be the stern light of a ship?  
- It was the stern light of the ship.
- 126 15416. Did you infer from that that the ship was turned round, and was going in the opposite direction?  
- Yes.
- 127 15417. When you first saw her, I understand you to say she was approaching you?  
- She was approaching us, yes.
- 128 15418. For about how long did you signal before it seemed to you that she turned round?  
- I cannot say; I cannot judge any of the times at all.
- 129 15419. Do you know at all whether the "Titanic" was swinging at this time?  
- No, I do not see how it was possible for the "Titanic" to be swinging after the engines were stopped. I forget when it was I noticed the engines were stopped, but I did notice it; and there was absolutely nothing to cause the "Titanic" to swing.
- 130 15420. After sending up those signals for some time did you turn your attention to the boats?  
- I was sending the rockets up right to the very last minute when I was sent away in the boat.
- 131 15421. When you say right up to the last minute, can you give me any idea of what you mean by that?  
- Yes, right up to the time I was sent away in the boat.
- 132 15422. How long before the vessel sank were you sent away in the boat?  
- I cannot give the time, but I have approximated it nearly half-an-hour, as near as I could tell.
- 133 15423. What boat was it you were sent away in?  
- In the emergency boat No. 2.
- 134 The Commissioner:  
It would be about a quarter to 2.
- 135 15424. (*Mr. Raymond Asquith.*) Yes, My Lord. (*To the witness.*) Who was superintending the filling of that boat?  
- Mr. Wilde, or, I presume, Mr. Wilde was superintending the filling. The order was given to lower away when I was told to go in it and the boat was full; they





- had started the tackles when I got in.
- 136 15425. (*The Commissioner.*) What number was it?  
- Port No. 2.
- 137 15426. Did you notice what other boats there were on the port side at the time?  
- There was only one boat hanging there in the davits, No. 4.
- 138 15427. (*Mr. Raymond Asquith.*) That was the boat next to yours?  
- Yes.
- 139 15428. Can you say how many people were in that boat No. 2?  
- I endeavoured to count them, but I did not succeed very well. I judge between 25 and 30 were in her.
- 140 15429. Were they mostly women, or were they mixed men and women?  
- The majority were women. I know there were 3 crew, 1 male passenger, and myself.
- 141 15430. And you think the rest were women?  
- They were. There were several children in the boat.
- 142 We have had evidence about this boat from Johnson, the steward, at page 91, and his evidence exactly corresponds with this. It is from Question [3468](#) to about Question [3478](#). He says he thinks there were 23 or 25 people in the boat, and he afterwards says, "There was one male passenger and I think four members of the crew."
- 143 The Commissioner:  
This was an emergency boat.
- 144 15431. (*Mr. Raymond Asquith.*) Yes, My Lord. (*To the witness.*) Did you notice when the people were being put in that boat No. 2 whether there were many passengers on deck at the time, round about?  
- I did not notice the passengers being put into the boat. I was not taking any notice of the boat at all, until I was sent to her.
- 145 15432. Did you notice whether there were passengers on the deck at the time the boat was lowered?  
- Yes, there were passengers round the deck, but I noticed as I was being lowered that they were filling No. 4 boat.
- 146 15433. Were there any women about?  
- I did not see any women.
- 147 15434. I do not know whether you can say with regard to the starboard boats at all whether there were any starboard boats on the "Titanic" at this time, or whether they had all gone?  
- No, I cannot say. I know the starboard emergency boat had gone some time, and that they were working on the collapsible boats when I went, because I fired the distress signals from the socket in the rail just close to the bows of the emergency boat on the starboard side. Every time I fired a signal I had to clear everybody away from the vicinity of this socket, and then I remember the last one or two distress signals I sent off the boat had gone, and they were then working on the collapsible boat which was on the deck.
- 148 15435. Had you any lamp in your boat No. 2?  
- Yes.
- 149 15436. Had you put that in yourself or did you find it there?  
- There is always a lamp in the emergency boats.
- 150 15437. Lamps are always kept there?  
- They are lighted every night at 6 o'clock.
- 151 15438. Do you mean they are not kept in the other boats usually?  
- They were not kept in the other boats, no.

- 152 15439. Did you see any put in the other boats?  
- Yes.
- 153 15440. Was that by your orders?  
- Well, it was through my speaking to the Chief Officer about it. I mentioned to him that there were no lamps. That was earlier on, when they started to clear the boats. I mentioned to him the fact that there were no lamps in any of the boats, or compasses, and he told me to get hold of the lamp trimmer.
- 154 15441. (*The Commissioner.*) When did you notice this?  
- Oh, shortly after the orders were given to clear the boats.
- 155 15442. You said "in any of the boats." Did you examine all the boats?  
- Did I examine the boats after the accident?
- 156 15443. Yes?  
- No, I did not.
- 157 15444. Then you cannot speak from your knowledge?  
- I examined the boats on purpose. The lamps were in the lamp-room then.
- 158 15445. The lamps are in the lamp-room; the compasses are apparently kept in some locker; that is right, is it?  
- Yes.
- 159 15446. (*Mr. Raymond Asquith.*) Did you have the lamps taken up?  
- Yes. The Chief Officer told me to find the lamp trimmer. I did find him after a little trouble. I really forget where I found him. He was on the boat deck working amongst the men. I told him to take a couple of men down with him and fetch the lamps, and he was afterwards seen to bring the lamps along the deck and put them in the boats.
- 160 15447. Do you know how many lamps were put into how many boats?  
- No, I do not know.
- 161 15448. In your boat did you also put in some green lights?  
- Yes, there were some green lights lying in the wheelhouse. I told the Quartermaster or someone who was around there to put them in the boat.
- 162 15449. Was any order given to you when you were lowered with regard to what you should do when you got into the water?  
- No, I do not remember any.
- 163 15450. What did you do when you got into the water?  
- I pulled a little way from the ship, probably 100 feet away from the ship, and remained there for a while.
- 164 15451. How long did you remain there; did you remain there until the ship sank?  
- Oh, no, I did not. I did not remain there very long. I got the crew squared up and the oars out properly and the boat squared when I heard somebody singing out from the ship, I do not know who it was, with a megaphone, for some of the boats to come back again, and to the best of my recollection they said "Come round the starboard side," so I pulled round the starboard side to the stern and had a little difficulty in getting round there.
- 165 15452. Why was that, because you had not enough people to row?  
- I had not enough people; my boat was rather deep. I had only one man who seemed to understand boat orders. I was pulling the stroke oar and trying to steer the boat at the same time myself.
- 166 15453. There was only one seaman in your boat?  
- That is all.
- 167 15454. Do you know whether there was a man named Osman?  
- Yes, Osman or Osram, or something like that. [Frank Osman.]
- 168 15455. Who else rowed besides you and the seaman? You were rowing and

steering at the same time?  
 - Everybody was rowing with the exception of a male passenger. He did not seem to do much.

169 15456. You have told us there were two stewards or a steward and a sculleryman. They were both rowing?  
 - Oh, yes, they were rowing.

170 15457. With some difficulty you rowed round to the starboard side of the ship?  
 - Yes, round the stern.

171 15458. What did you do when you got round to the starboard side?  
 - Well, I stayed round on the starboard side, probably about 200 feet away from the ship. I found there was a little suction and I decided that it was very unwise to have gone back to the ship so I pulled away.

172 15459. A little suction?  
 - Yes, there was a little suction.

173 15460. Why was there suction at this time?  
 - The ship settling down badly, I suppose.

174 15461. Was it settling down rapidly. Could you see it settling down at this time?  
 - Yes, I could see her settling down; I was watching the lines of lights.

175 15462. (*The Commissioner.*) She was settling down by the head?  
 - She was settling down by the head, My Lord.

176 15463. Where were you at this time?  
 - Just a little, probably 200 feet, on the starboard beam of the ship, or probably a little abaft the starboard beam of the ship.

177 15464. Would there be any suction there?  
 - Well, I felt it; I saw it by the work we had pulling it round the ship's stern; seeing she was only a small boat, I judged there was quite a lot of suction.

178 15465. (*Mr. Raymond Asquith.*) Did you remain in that position, about 200 feet away from the ship, until she sank?  
 - No, I did not; I turned the boat away and pulled in a North-Easterly direction.

179 15466. You mean, you pulled further away from the ship?  
 - Yes.

180 15467. How far were you from the ship when she did sink?  
 - Approximately, half-a-mile.

181 15468. That means that you could not see what happened?  
 - No, I could not.

182 15469. After she sank, did you hear cries?  
 - Yes, I heard cries. I did not know when the lights went out that the ship had sunk. I saw the lights go out, but I did not know whether she had sunk or not, and then I heard the cries. I was showing green lights in the boat then, to try and get the other boats together, trying to keep us all together.

183 15470. Were there other boats round about near yours?  
 - I could not see any boats, not when I had got so far away as that. Some of them had gone in a more northerly direction than I had gone.

184 15471. Did you go back at all towards the ship, when you heard those cries?  
 - No, I did not.

185 15472. Was any suggestion made of going back?

- There was a suggestion made. I spoke about going back to the sailor-man that was in the boat - that was whilst I was pulling round the stern - about going back to the ship, and then I decided that it was very unwise to have attempted it. So we pulled away, and then we did not pull back at all.

186 15473. (The Commissioner.) What did you intend to go back to the ship for?

- I intended to go back to try and obey orders that I heard given through the megaphone.

187 15474. Was that to stand by the gangway door or what?

- I do not know whether it was to stand by the gangway door; I do not remember any gangway doors being open.

188 15475. What were the orders?

- Just simply to come round to the starboard side.

189 15476. Why was it dangerous to try to do that; was it the suction?

- The suction and the chance of the boat, by not being properly manned, being rushed and losing everybody in the boat. I did not think it was possible to get any more than three people in the boat.

190 15477. Three more people?

- Yes, I thought I could get about three more in, and that is all. I gave the men orders I intended to put the boat bow-on to the ship, and I gave orders to back water as soon as I told them.

191 15478. (Mr. Raymond Asquith.) So you did not go back?

- No.

192 15479. Did not you see anyone in the water at all?

- No, there was no one in the water at all.

193 15480. Did you see people in the water later?

- No, I did not see anyone in the water at all.

194 15481. You never picked anyone up?

- No, I did not.

195 15482. Did you meet with any of the other boats later on?

- I did not see any boat near us, although I was showing these green lights occasionally, with the intention of getting all the boats together. There was not a boat anywhere near us. I did not see any. I was the first boat picked up on board the "Carpathia."

196 15483. You were the first picked up?

- Yes; he saw our green lights and steamed down for them.

197 15484. Did you watch all the other boats being picked up after you got on board the "Carpathia"?

- I was down in the other boats. I suppose a good half-an-hour had elapsed before any of the other boats were there.

198 15485. Can you tell us how many boats were picked up by the "Carpathia"?

- No, I did not count them. They counted them, but all our boats were picked up with the exception of the one collapsible boat, where the crew were taken out of her in a sinking condition.

199 15486. One collapsible boat and two lifeboats, did you say?

- Yes.

200 15487. When I say picked up I do not mean taken on board. We

know 13 were taken on board, but I mean how many were accounted for?

- I really forget now how many were accounted for. I remember we turned some of them adrift.

201 15488. Did you see any ice when the day broke?

- Yes, I saw quite a lot of ice at daybreak.

202 15489. Large bergs, did you see?

- The first ice I saw, I saw it probably about half a mile on the port bow of the "Carpathia" just as I was approaching it, when I got about two ships' lengths away from her. Day was breaking then.

203 Examined by Mr. SCANLAN.

204 15490. I think after the disaster it was you who worked out the calculation as to the position of the "Titanic"?

- That is so.

205 15491. I understand that there is some dispute about the position, but had the position you worked out been checked in any way by any other Officer?

- Oh, no.

206 15492. You reckoned the position and you brought it to the notice of the captain?

- Yes.

207 15493. He asked you to go down to the wireless operators' room and give it to him?

- Yes.

208 15494. It was that statement of the position that went out from the wireless to give intimation of the collision?

- Yes.

209 15495. And you say the position was accurate?

- Yes, I am quite certain of that. I am quite confident the position was quite correct.

210 15496. After the collision I understand that you and some other Officers went on the bridge to look at the iceberg. Is that so?

- That is so. Yes.

211 15497. And you saw the iceberg?

- Well, I was not quite sure of seeing it.

212 15498. What length of time was this after the collision?

- Only a couple of minutes afterwards.

213 15499. What distance from you did the iceberg appear to be then?

- I do not think it would be a couple of minutes afterwards. It appeared to me, what I fancy I saw, about a ship's length away from the ship's bridge.

214 15500. Now, you were examined in America in regard to the appearance which the iceberg presented at that distance?

- Yes.

215 15501. Would you give your impression of it to my Lord?

- Yes, I said I fancied I saw a black mass, a low-lying black mass on the quarter.

216 15502. Was it difficult to discern what the object was even at that

short distance, a ship's length?  
 - That is only an approximate distance you understand; it might have been more.

217 15503. It might have been three ship's lengths?  
 - It might have been three ship's lengths.

218 15504. Would that be the outside - three ship's lengths?  
 - No, I am not sure. You must understand I had just come out of the light into the darkness and my eyes were not accustomed to it.

219 15505. I also recollect that we have been told in the evidence that after the collision you went astern?  
 - The engines were going full speed astern for quite a little time.

220 15506. Did you go forward after that?  
 - Not that I know of.

221 15507. So that from the place where the collision occurred you had not moved much up to the time you went on the bridge to look for this iceberg?  
 - No, I do not think the ship could have gone so very far.

222 15508. So that you were within a few ships' lengths of her probably?  
 - Yes.

223 15509. Is it your evidence that even at that distance it was very difficult to make out that this was an iceberg - to make out what it was?  
 - To make out what it was, yes.

224 15510. Was that on account of the weather conditions or the condition of the atmosphere?  
 - I think it was due to the conditions that were then prevailing at the time, a calm oily sea.

225 The Commissioner:  
 It appears to me to be more due to the fact that he had come out of the light room.

226 15511. (Mr. Scanlan.) Yes, My Lord. (To the witness.) Besides you who else were on the bridge?  
 - Mr. Murdoch and Captain Smith.

227 15512. They had not been in the lighted chart room up to that time?  
 - Not that I know of. Mr. Murdoch and Captain Smith were on the bridge as far as I know when I went there.

228 15513. Was Mr. Murdoch standing with you while you were observing the iceberg?  
 - Yes, he pointed at it - like that.

229 15514. How long were you watching it?  
 - That I cannot say. It was not very long because I went down below into the passengers' accommodation.

230 15515. A couple of minutes?  
 - I am not going to stick to minutes; I do not know what it was.

231 From the impression you got as to the difficulty of seeing objects that night, did it occur to you -

232 The Commissioner:

You must not put it in that way; the difficulty was a personal one, it was not due to the night; it was because his eyes were not accustomed to the darkness, coming from the light.

233 15516. (Mr. Scanlan - To the witness.) Before you took your eyes off this iceberg had you been there a sufficient length of time to accustom your eyes to the difference in light from the chart room to the bridge?

- No, I do not say so; I do not think so.

234 15517. You have had experience of ships with searchlights, I understand?

- Yes; I have been on board of ships with them, but, as a matter of fact, I have not seen them used.

235 15518. (The Commissioner.) Is that the only experience you have had with them, that you have been on board with them, but never seen them used?

- That is all, My Lord.

236 15519. That does not seem to me to be very valuable?

- It does not.

237 15520. (Mr. Scanlan.) You have been in the Navy for some time?

- Yes.

238 15521. Were you an Officer?

- Yes.

239 15522. Do all of those ships carry searchlights?

- Yes, to the best of my recollection most of them do, or all of them that I have noticed.

240 15523. Are they used at night for the purpose of discovering any object ahead of you?

- I do not know; I have never seen them used. I have never been on board when they have been used.

241 15524. Have you formed any opinion as to whether or not a searchlight, if you had had one, on this Sunday night of the disaster, would have helped to discover the iceberg sooner?

- No, I have not formed that opinion at all; I have not formed any opinion about it.

242 15525. Were you asked about this in America before the American Court, and did you say on that occasion that searchlight might have called attention sooner to the iceberg, I mean as an opinion. Did you express that as an opinion to Senator Smith?

- I do not know whether I did or not.

243 The Commissioner:  
You need not go into that with this Witness.

244 Mr. Scanlan:  
This was on the special question before your Lordship as to the use of searchlights.

245 The Commissioner:  
I know. I do not mean to say it is not a proper subject for enquiry, but the evidence of a man who has so little experience of searchlights as this gentleman appears to have is to my mind of little value.



246 15526. (Mr. Scanlan - To the witness.) I understood you to state to my friend that all the ice that was marked on the Captain's chart had been put down by you?  
 - That is so - yes.

247 15527. On the Sunday, was that the state of the chart on the Sunday night?  
 - Yes, as far as I know.

248 15528. Your watches were in the morning from 8 till noon and again from 4 till 6 and then from 8 o'clock until the time of the disaster?  
 - Yes.

249 15529. When you were asked if you had marked down ice on the Sunday, I understood you to say - I may be wrong - that you were not speaking from your own recollection, but from what other people had told you since the accident. Is that so?  
 - Yes, that is so. I distinctly remember putting down some positions from the "La Touraine," but that must have been a couple of days previously, to the best of my recollection.

250 15530. You do not recollect having put down any positions for ice on the Captain's chart on the Sunday?  
 - I do not remember that.

251 You were asked at the American Enquiry [April 22nd, page 223] with regard to this: - "(Senator Smith.) Did you know you were in the vicinity of icebergs that night? - (Mr. Boxhall.) I did not know we were in the vicinity of icebergs. (Senator Smith.) Did not the second or First Officer apprise you of the fact that they had information that they were in the vicinity of icebergs? (Mr. Boxhall.) I knew we had had information. They did not apprise me that evening of it. (Senator Smith.) When did they apprise you? (Mr. Boxhall.) As a matter of fact they did not mention it to me. (Senator Smith.) Has it never been mentioned to you? - (Mr. Boxhall.) Oh, yes, the Captain mentioned it. (Senator Smith.) The Captain mentioned it to you? (Mr. Boxhall.) Yes. (Senator Smith.) When? - (Mr. Boxhall.) I do not know whether it was the day before or two days before. He gave me some positions of icebergs, which I put on the chart. (Senator Smith.) Which you put on the chart? (Mr. Boxhall.) On his chart. (Senator Smith.) Did the Captain tell you that the 'Californian' had wired the 'Titanic' that they were in the vicinity of icebergs? (Mr. Boxhall.) No. The Captain gave me some wireless messages from Southampton, I think that we had had before we had sailed, and asked me to put these positions on the chart. (Senator Smith.) Did you know whether a wireless had been received from the 'Amerika' that the 'Titanic' was in the vicinity of icebergs?"

252 The Commissioner:  
 From the "Amerika"?

253 Mr. Scanlan:  
 Yes, My Lord. I think the information is that it was sent from the "Amerika."

254 The Solicitor-General:

I am putting it together; I am going into that question.

255 15531. (Mr. Scanlan.) "(Mr. Boxhall.) No, I could not say. (Senator Smith.) Do you want us to understand that you had no knowledge of the proximity of this ship to icebergs immediately preceding the - (Mr. Boxhall.) I had no knowledge. (Senator Smith.) One moment (Continuing.) Immediately preceding the collision, or during the hours of your watch from eight o'clock until the collision occurred. (Mr. Boxhall.) I did not realise the ship was so near the ice-field." When you refer to the ice-field, you just mean the general ice-field marked down on all charts? - No, the region covering these wireless messages.

256 15532. Now about the region; you were examined twice before the American Commission. I have been quoting your evidence from the evidence you gave on the 22nd of April. Then you were examined a week later on this same point. I suppose this is a correct note of your evidence? - I suppose so. It should be.

257 15533. I mean you have heard what I have read? - Yes; to the best of my recollection it is quite correct.

258 15534. A week later, on the 29th April, you were examined by Senator Burton. He said [29th April, p. 930]: "I understand you have testified before the full Committee about the radiograms relating to ice? (Mr. Boxhall.) Yes, Sir. I have stated upstairs, or in Senator Smith's presence, this afternoon that I did not hear of any ice reports the day of the accident. (Senator Burton.) None were reported to you? (Mr. Boxhall.) I did not hear any. There were none reported to me. I do not think any were reported during my watch on deck, or I should have heard it. (Senator Burton.) When was your watch on deck? (Mr. Boxhall.) I was on deck on Sunday morning from eight o'clock until noon, and I was on again from four o'clock until six, and then I was on again from eight until the time of the accident. (Senator Burton.) You made an entry on the chart as to ice of which you had received information, did you not? (Mr. Boxhall.) Yes. (Senator Burton.) When was that? (Mr. Boxhall.) I cannot get the day, but it was probably a couple of days before, when we had a radiogram from the Captain of 'La Touraine,' giving his position at 7 o'clock Greenwich time, and I worked out our position at 7 o'clock Greenwich time, and wrote out the time for Captain Smith." So you made it quite clear to the American Commission that no ice had been reported to you on the Sunday, and that you had marked no ice positions on the chart that day? - Yes, but now I wish to add this that since that American Inquiry I have had some one read to me the wireless message sent. I remember we had one from the "Caronia," and since then that message has been read over to me which I recognise and I know now that the message was sent on Sunday morning.

259 15535. You are satisfied you received a message on Sunday morning. Did you receive any message on Sunday later? - No. Not that I know of.

260 15536. I daresay you would remember if you had?  
 - Well, the messages do not come to me first, but I think if there had been any wireless messages come during my watch on deck I should have seen or heard something of them.

261 15537. If any message had come from 8 to 12 you would have heard of it?  
 - Yes, I think so; that is the usual thing.

262 15538. Would it be in the ordinary course of the working of the "Titanic" that if a message were received, say, at 7.30 giving the latitude and longitude in which ice was - of a ship reporting ice, its position would be marked down in the chart?  
 - Yes, I think so; that is the usual thing.

263 15539. At all events, from 8 to 12 you were engaged practically constantly all the time in the chart room?  
 - Yes.

264 15540. And you were the Officer who would have to work out the position?  
 - Well, the sixth Officer might have worked out that position, but the Captain generally gave the messages to me to put in the positions he had to put on the charts. He seemed to give them to me when I was on deck.

265 15541. Can you tell me if the sixth Officer or any other Officer put any ice position on the Captain's chart from 8 to 12?  
 - Not that I know of.

266 15542. And you certainly did not yourself?  
 - No, I did do them from 8 to 12.

267 15543. Was there any indication to you on the chart that any ice positions had been marked in the intermediate watch, that is from 6 to 8?  
 - I do not remember.

268 15544. It is a thing that would have struck you, is it not, if it had been marked there?  
 - I do not remember even looking at the chart at 8 o'clock.

269 15545. Did you have occasion to look at the chart at all from 8 o'clock to 12?  
 - Well, as near as I can remember I went to the chart room with the Captain, but the Captain put down the star position when I gave it him, somewhere about 10 o'clock. He put the position on, and I was standing close to him, but I did not take that much notice whether any other positions were put on or not.

270 15546. Was that for the course?  
 - That was our star position, putting down the ship's position at 7.30. But this was about 10 o'clock.

271 15547. (The Solicitor-General.) I cannot hear what you say happened at 10 o'clock?  
 - The Captain plotted the star position of the ship at 7.30; he put that down on his chart at about 10 o'clock.

272 15548. (Mr. Scanlan.) Do you know what that position was?  
 - No, I do not, but the position you have in the Court is worked from that position.

273 15549. The position in which the collision occurred was worked  
by you?

- Yes.

274 15550. From the position indicated by the Captain at 10, I mean  
the Captain worked out his position at 10. At 10 o'clock he  
worked out the position he had been in at 7.30. Is that so?

- No, he put down the ship's position at 7.30.

275 15551. (The Commissioner.) I understood that the Captain at 10  
o'clock marked the chart with the position which the witness  
ascertained at 7.30. Is that right?

- He put down the ships 7.30 position on his chart.

276 15552. At 10 o'clock?

- Approximately 10 o'clock.

277 15553. I understand at 10 o'clock the Captain put down on the  
chart the position of the ship as you had ascertained it at 7.30?

- Yes.

278 15554. Had you both latitude and longitude?

- Yes, we had three stars for latitude, and I think three or four for  
longitude.

279 15555. (Mr. Scanlan.) Who was on watch from 8 to 12, till the  
collision happened. There was Mr. Murdoch, I know?

- The Junior Officers were the fourth and Sixth. Mr. Lightoller  
was on till 10 o'clock.

280 15556. From 10 till 11.40 who were on?

- The fourth and Sixth Officers and Mr. Murdoch.

281 15557. Mr. Lowe is one of those Officers?

- No; Mr. Moody, who is the sixth Officer.

282 15558. Who is the fourth?

- I am the fourth.

283 15559. Then you had some duty for watching from 8 till 11.40. It  
was part of your duty as well as making out calculations in the  
chart room to take the watch on the bridge. Is that so?

- My duty was to do what I was told by the senior Officer on the  
watch.

284 15560. Is it part of the duty you were told to do?

- No, I was not told to do it.

285 15561. Were you told to watch at all that night?

- No, I was not.

286 15562. In point of fact, you were not on watch that night?

- I was on watch. I was on duty, but I was not on the bridge. I  
was not on the look out, if that is what you mean.

287 15563. That is exactly what I want to know. At no time that night  
were you keeping the look-out on the bridge?

- No.

288 15564. Who besides Mr. Murdoch was keeping the look-out on  
the bridge?

- Nobody. Mr. Murdoch was keeping the look-out himself.

289 15565. And there were no extra look-outs?

- Not that I know of. I did not hear of any.

290 Examined by Mr. ROCHE.

..Informed through crew/

- 291 15566. Just tell me about a few matters, if you can. When you came from where you had been making those observations, you heard the order "Hard-a-starboard," and you felt the shock of the collision?  
- Yes; there was not much of a shock to feel.
- 292 15567. But you felt the collision?  
- Yes.
- 293 15568. And you knew the engines were reversed, full speed astern?  
- I heard the bells ring, but I did not know what the movement was until I got to the bridge.
- 294 15569. And then you knew that the collision bulkheads were closed because you heard the bell ring?  
- No, I did not hear the bell ring; I saw Mr. Murdoch pulling the lever.
- 295 15570. I thought you told my Lord that you heard the warning bell ring?  
- No.
- 296 15571. You heard the Captain ask?  
- I heard the Captain ask.
- 297 15572. Whether the warning bell had been rung?  
- Yes.
- 298 15573. You had already got that knowledge. Now you left the bridge to go down below to see what damage was done?  
- To see if I could find any damage.
- 299 15574. When you left do you know if the engines were still reversing or had they stopped?  
- I cannot say.
- 300 15575. Perhaps you can tell us in this way. Was steam blowing off then?  
- No, I cannot tell you that either.
- 301 15576. When you came back was steam blowing off?  
- Yes, it was when I came back.
- 302 15577. How long were you away, do you think?  
- I could not say.
- 303 15578. A quarter of an hour or 20 minutes?  
- Oh, no.
- 304 15579. Less? You can give us an idea - ten minutes?  
- I do not think I should be ten minutes.
- 305 15580. Something less than ten minutes; five minutes?  
- Somewhere between five and ten minutes.
- 306 15581. Now, having come back, then you were on the bridge obeying orders and letting off rockets?  
- I went down to the mail room after that.
- 307 15582. Yes, you went down again?  
- Yes.
- 308 15583. How long before you went down to the mail room again, 5 or 10 minutes?  
- Almost immediately.
- 309 15584. And then you came up again on to the bridge?

- Yes.

310 15585. Not having been away very long, I suppose?

- No, I had not been down in the mail room very long. I spent a little more time there than when I went down the first time.

311 15586. And then you came up and reported to the Commander?

- Yes.

312 15587. What did he say?

- He walked away and left me. He went off the bridge, as far as I remember.

313 15588. He did not say anything to you that was fixed in your memory?

- No.

314 15589. Now do you know if anything was done in regard to the collision bulkheads after that?

- No, the last movement that I saw was the first Officer closing them.

315 15590. And you know nothing more about them after that?

- Nothing further.

316 15591. Now I want to ask you one or two other matters. Certain orders were given with regard to getting up women and children, and so forth, between that time and the sinking of the vessel?

- Yes.

317 15592. Did you know those orders were being given?

- I cannot say that I heard them. I never heard an order for any boat to be lowered, or even for women to be put in. The only order I heard was clearing the boats, and then I was employed the greater part of my time with these rockets on the bridge. I know very little about it.

318 15593. Except the order for clearing the boats, which came very early in the proceedings?

- Yes. I knew one of the boats had gone away, because I happened to be putting the firing lanyard inside the well-house after sending off a rocket, and the telephone bell rang. Somebody telephoned to say that one of the starboard boats had left the ship, and I was rather surprised.

319 15594. At their doing it so quickly?

- No; I was rather surprised. I did not know the order had been given even to fill the boats. I reported it to the Commander.

320 15595. You had only heard the order, "Clear away," and the next thing was a telephone message that the starboard boat had left the ship?

- Yes; the starboard after boat.

321 15596. Do you know anything about any other general order that was given except the order, "Clear away"?

- No.

322 The Commissioner:  
What is this?

323 Mr. Roche:  
It is to find out what information we can, or whether any orders were given to the engine room. Some evidence has been given by

one witness - I think it was the baker - that at some stage an order was given that all hands were to look after themselves.

324 15597. (The Commissioner.) Did you ever hear that order?

- No, I did not.

325 15598. (Mr. Roche.) I do not think you heard any general order after the one you heard for clearing the boats?

- No.

326 15599. It was directed to finding out whether the engineers were doing their duty at the time of the sinking or not. Did you see any of the engineers on deck at all when you were attending to your boat?

- No.

327 15600. Not one?

- No.

328 Examined by Mr. HARBINSON.

329 15601. Did you see Mr. Ismay about that night?

- Yes.

330 15602. Where was he?

- Quite close to the bridge.

331 15603. At what time?

- I did not look at my watch.

332 15604. About what time?

- I do not know what time it was at all. Time was flying.

333 15605. Was it after the collision?

- Certainly it was after the collision. It was before I left the ship.

334 15606. Did you see him earlier that day on the bridge?

- No; that is the first time I saw Mr. Ismay since we left Southampton.

335 15607. Did you see Mr. Andrews that night at all?

- I did.

336 15608. That was after the collision?

- Yes.

337 15609. Did you hear him say anything to the Captain?

- No, I did not hear him say anything.

338 15610. Did you hear the Captain say anything to anybody about the ship being doomed?

- The Captain did remark something to me in the earlier part of the evening after the order had been given to clear the boats. I encountered him when reporting something to him, or something, and he was inquiring about the men going on with the work, and I said, "Yes, they are carrying on all right." I said, "Is it really serious?" He said, "Mr. Andrews tells me he gives her from an hour to an hour and a half." That must have been some little time afterwards. Evidently Mr. Andrews had been down.

339 15611. Can you tell us how long it was after the collision that the Captain said that?

- No, I have not the slightest idea.

340 15612. Did you say as a matter of fact in America that it was about 20 minutes after the collision?

- No, I do not think so.



341 15613. You could not fix the time?  
 - I cannot fix the time; I have tried, but I cannot.

342 Examined by Mr. HOLMES.

343 15614. In addition to the difficulties you had to contend with  
 which you have spoken of, the lack of proper crew and the  
 suction, had you also a number of foreigners in your boat?  
 - Yes, there was a foreign family.

344 The Commissioner:  
 Do you regard them necessarily as difficulties?

345 Mr. Holmes:  
 The foreigners, My Lord?

346 The Commissioner:  
 Do you?

347 Mr. Holmes:  
 I have not completed my question.

348 The Commissioner:  
 I thought you said in addition to the difficulties had he that  
 further difficulty?

349 15615. (Mr. Holmes.) I said as to foreigners, and I am going to  
 put a further question. (To the witness.) Had you a number of  
 foreigners in your boat?  
 - Yes, there was a foreign family I knew of, that were close to the  
 afterpart of the boat, where I was standing.

350 15616. (The Commissioner.) Were they a foreign family that  
 could understand English?  
 - No, they did not seem to be able to speak English or understand  
 English.

351 15617. (Mr. Holmes.) Did you find they were people totally  
 incapable of understanding any orders you might give to them?  
 - They were.

352 15618. And if you had had to manoeuvre the boat to get more  
 people in, it would have added to your difficulties?  
 - Yes, I think so.

353 Examined by Mr. COTTER.

354 15619. You stated that lamps were put into the emergency boat  
 and lit at 6 o'clock every night?  
 - Yes.

355 15620. Do you remember if they were lit that night and put into  
 the emergency boat?  
 - Yes, they were.

356 15621. So that there would be a light in the emergency boat No.  
 1?  
 - I am not going to be driven to say that. I do not think they were  
 exactly in the boat. They were hanging in the wheelhouse or in  
 the bridge, covered over with a canvas cover - not exactly in the  
 boat.

357 15622. You do not know whether they were in the boat that  
 night?  
 - No, I do not remember.

358 15623. Did you hear any order given for the firemen off duty to

muster?

- No, I did not.

359 15624. Did you see them mustered anywhere?

- I saw several firemen round the bridge.

360 15625. Did you see any considerable number of them mustered together?

- Well, I saw quite sufficient to enable me to know that the firemen had been called out.

361 Examined by Mr. LAING.

362 15626. As to the stellar observations that were worked up for the 7.30 position, did you work them up?

- Yes.

363 15627. Did you get them from Mr. Lightoller?

- Mr. Lightoller took the observations at half-past 7, before I went on deck.

364 15628. That is what he told us; he took the observations and gave them to you, and you worked them out?

- Yes.

365 15629. And the Captain put the position at 7.30 on the chart at about 10?

- Yes.

366 15630. If you can recollect, can you test your memory at all as to the position of the ice that was reported by the "La Touraine"?

- Yes; I cannot give you the exact position, but, judging by the position he gave us shortly after he left New York, when he encountered a derelict, and then from the ice positions he gave us, when I put them down on the chart, I found out he had crossed the banks, and it was too far north to be of any use to us. They were absolutely out of the way.

367 15631. It was away far north of your position?

- Oh, yes, Miles north.

368 15632. You told us you thought you recalled the "Caronia" Marconigram?

- Yes.

369 15633. Do you remember whether you marked that on the chart or not?

- Well, they say I did mark that.

370 15634. You do not remember it?

- The "Caronia" Marconigram, I think, I must have marked, and probably that is the one that has been put down between 4 and 6, which they say was put down. I was on watch between 4 and 6 and it is quite likely I did it.

371 The Solicitor-General:  
I want to put one or two questions about these messages, in view of what is now being asked.

372 The Commissioner:  
There are one or two questions I want to ask, but I will wait till you have finished.

373 (After a short adjournment.)

374 Re-examined by the SOLICITOR-GENERAL.

375 15635. You have been giving some answers which make it necessary to ask you about the plotting of ice on the Captain's chart. Just tell me this first of all. When the "Titanic" struck of course it was necessary to ascertain her position in order that the distress messages might be sent out?  
- Just so.

376 15636. Who was it who did ascertain her position after she struck?  
- I did.

377 15637. And in order to do that you would have to calculate from some ascertained position at an earlier time?  
- Yes, that is right.

378 15638. And as I understand, the position had been ascertained and marked on the Captain's chart at 7.30?  
- At 7.30 the position, yes.

379 15639. So that what you had to do after the disaster had occurred would be to take the position on the chart at 7.30, take your course, take your speed and calculate where you would be?  
- Yes, from the 7.30 position I allowed a course and distance which gave the position. I worked it out for 11.46 as a matter of fact.

380 15640. You worked out what the position ought to have been at 11.46?  
- That is right.

381 15641. And it was that position that was sent out with the C.Q.D. messages, which we know about?  
- Yes.

382 15642. And that is the position, 41° 46' N., 50° 14' W.?  
- Yes.

383 15643. Can you tell me what speed you assumed as between the 7.30 position and the time you struck?  
- Twenty-two knots.

384 15644. Twenty-two knots?  
- Yes.

385 The Commissioner:  
Is that right?

386 15645. (The Solicitor-General.) I will ask him, My Lord. (To the witness.) Why did you take 22 knots?  
- I thought the ship was doing 22 knots.

387 15646. Was it an estimate you formed on any materials as to revolutions or as to the patent log?  
- No, I never depend on the patent log at all. It was an estimate that I had arrived at from the revolutions, although I had had no revolutions that watch; but, taking into consideration that it was smooth water and that there ought to have been a minimum of slip, I allowed 22 knots.

388 15647. As far as you remember, was there any discussion as to whether 22 knots would be right, or did you do it on your own?  
- I did it on my own; there was no discussion at all.

389 15648. And do you think now that you formed a proper estimate?

390 15649. (The Commissioner.) Did you ask the Captain as to the speed?  
 - No, I did not.

391 15650. (The Solicitor-General.) I follow you had been on duty with the senior Officer from 8 to 12?  
 - Yes.

392 15651. So you were on duty at that time?  
 - Yes.

393 15652. And had been on duty for 3 1/2 hours when the accident happened?  
 - Yes.

394 15653. You thought 22 knots was the proper average speed during that time?  
 - Yes, I allowed 22 knots, and I thought that was about correct.

395 15654. (The Commissioner.) Do you know what the speed was in the log?  
 - No, I do not.

396 15655. (The Solicitor-General.) We have been told that reports are sent up from the engine room from time to time as to the number of revolutions being made?  
 - That is true; every four hours.

397 15656. Have you any recollection of any report of that during this watch from 8 till 12?  
 - No, I have no immediate recollections of what the revolutions were at 8 o'clock. I do not remember them. As a matter of fact, I never received them. The sixth Officer, when we went on watch, generally took them from the telephone.

398 15657. Is that Mr. Moody?  
 - Yes.

399 15658. As far as you know now, as far as you see now from the information you have, and had, is 22 knots about right?  
 - Yes, I feel pretty easy on that.

400 15659. You would have to take the speed and of course you would have to take the course?  
 - Yes.

401 15660. Which you have told us was S. 86 W.?  
 - Yes.

402 15661. Am I right in thinking that the course as marked on the chart is S. 85 W. when you take your turn. I believe it is about S. 85 W.?  
 - Yes.

403 15662. So that as I follow, the "Titanic" had run on, you say for 50 minutes longer than she otherwise would?  
 - Did I say that?

404 15663. I thought you said 5.50?  
 - I have not said that so far, but I wish to say it now. I wish to explain it. The night order book was written out and there was an order for the course to be altered at 5.50.

405 15664. You saw that in the order book?

- Yes, I saw it and I remarked to the Chief Officer between 4 o'clock and 6 o'clock that I considered the course ought to have been altered some considerable time before 5.50 - that is, if it was meant to be altered at the corner, 42 N., 47 W. Whether we spoke to the Captain about it or not I do not know. I just remarked that to the Chief Officer, and the course was altered at 5.50. I consider that the ship was away to the southward and to the westward of that 42 N. 47 W. position when the course was altered.

406 15665. Perhaps you will take the chart in your hand. I want to ask you a question or two about it?

- Yes.

407 (The chart was handed to the witness.)

408 15666. We have all noticed there is a point on the course, as marked on the chart, where a westbound ship turns, what you call the corner, is that what you refer to as 42 N. 47 W.?

- That is so.

409 15667. And then your view is that the ship, when she turned on her new course at 5.50 had run beyond that corner?

- Yes.

410 15668. And, therefore, was to the south of it?

- Yes, to the south and to the westward of it.

411 15669. Then when she is put on her new course, her new course you tell me was S. 86 W.?

- S. 86. W.

412 15670. Though your impression is that as it is marked on the chart the course there marked is S. 86 W.?

- I think it is about S. 84  $\frac{3}{4}$  W. as a matter of fact.

413 15671. The effect would be she would have run a little bit further on the old course and then on the new course she is gradually making back to the line?

- That is my impression of the idea which Captain Smith had in altering that course and setting it to that time.

414 15672. If she was going 22 knots and ran past the corner for 50 minutes that means she?

- I did not say 50 minutes.

415 15673. No, I know you did not?

- I do not remember what time it was but it was some considerable time; the difference I make between my time and the time that was given in the book - well there was such a big difference that I considered it worth mentioning to the senior Officer of the watch.

416 15674. That is all right. Now we come back to the ice chart. When you looked at the 7.30 position as marked on the Captain's chart, would you say whether there was any mark of ice on the chart?

- I do not remember looking at the Captain's position on the chart. I was standing by the door when he put it on. I could see my work on the chart in the distance, but I do not remember examining the thing closely.

417 15675. He put it on himself as representing his 7.30 position?  
- Yes.

418 15676. Then for the purpose of working out what your position  
was when the collision occurred did you actually have recourse  
to the chart?  
- None whatever. I had the 7.30 position in my work book.

419 15677. You had a note of it?  
- Yes.

420 15678. You would not have to return to look at the chart after the  
accident?  
- No, I had used that same position two or three times after  
giving it to the Captain, and that same course I used two or three  
times after giving it to the Captain as well, between 10 o'clock  
and the time of the collision, for the purpose of working up  
stellar deviations.

421 15679. That is to say checking where you were?  
- No, checking the compass error.

422 15680. Did I understand you to tell one of my friends that it was  
you who had marked upon the Captain's chart the position of ice  
as reported?  
- Yes.

423 15681. I am going to ask the Court to allow me to read to them in  
order of time some messages which we can prove got to your  
ship, and I will ask you if you remember them. First of all, you  
remember the "La Touraine" message?  
- Yes.

424 15682. Which was two days before I think, on the 12th?  
- I do not remember the date exactly, but I think it was about a  
couple of days previous.

425 15683. Then do you remember the "Caronia" message?  
- I remember the "Caronia" message; I remember having that,  
and I pinned that on the board.

426 15684. Do you remember any other message about ice or  
whether there was any ice?  
- There were others, but I cannot remember, and I cannot fix the  
place.

427 15685. Let us be careful about this. Did you say there were  
others?  
- Yes, there were others.

428 15686. Do you mean there were more than three; I mean there  
was the "La Touraine," and the "Caronia"?  
- There were some positions we had and I fancy we got them  
leaving Queenstown or got them leaving Southampton.

429 15687. I mean after "La Touraine"?  
- Yes, there was another one, but I cannot remember what it was  
after "La Touraine."

430 15688. That is the extent of your recollection. And as far as the  
messages were brought to your attention did you plot them out  
on the chart and mark them?  
- Yes.

431 15689. (The Solicitor-General.) Now, My Lord, I think the thing which is clearest for your Lordship to follow is to read the messages in order of date while this Witness is here. The first one we have got a check of is the 12th of April. That is the Friday in the evening, sent from "La Touraine" to the "Titanic." May I just read the message as I have it before me? "From 'Touraine' to Captain 'Titanic.' My position, 7 p.m., G.M.T., lat. 49.28, long. 26.28 W. Dense fog since this night. Crossed thick ice-field lat. 44.58, long. 50.40' Paris'; saw another ice-field and two icebergs lat. 45.20, long. 45.09 'Paris'; saw a derelict 40.56 long. 68.38, 'Paris.' Please give me your position. Best regards and bon voyage." That is signed "Caussin." I suppose that is the Captain. And that is acknowledged?

- There is one thing I want to ask about that message. You allude to "Paris." Does that "Paris" mean the ship "Paris," or does it mean the longitude given as from the meridian of Paris?

432 15690. I think, inasmuch as it follows two longitudes, it must mean the longitude of Paris?

- That is what I think.

433 15691. It is evidently the longitude of Paris?

- Yes, and that is what we allowed. We had some discussion on board the ship - the Captain, Mr. Wilde, and myself. I forget the difference in longitude between Paris and the British meridian, but we allowed for that.

434 15692. Do you know what the allowance is?

- I do not remember. I believe it is something like 54 minutes, but I am not sure. You can soon find out from the tables.

435 15693. That calls it to your mind that that message was received, and you had to make that correction?

- Yes.

436 15694. The only one of those messages which would seem to be material, as I make it out, is the first one which says, "Crossed thick ice-field, latitude 44° 58, longitude 50° 40, Paris?"

- Yes, if you look at your chart you will find that position is on the outward bound tracks ships follow between August and January which is right directly across the banks.

437 15695. I agree. It is just underneath the words "Great Bank of Newfoundland," is it not?

- No, it is above that word. All these positions were away to the northward and by dotting them down from the derelict which was the first to be reported, the westernmost report, and dotting all the positions he gave - he gave some icebergs beside field ice I believe - it showed he had taken the northerly track, and it was not worth considering, although I put it on the chart.

438 15696. You worked it out and found those right to the northward?

- Yes.

439 15697. I am going to take the next one as I have it in order of time. The next one is the "Caronia," and that is to be found in the evidence of Captain Barr at page 273. It is question 12307. Will you listen to the message and see if that is what you recollect.



"Westbound steamers report bergs, growlers, and field ice in 42 N. from 49 to 51 W." The Captain of the "Caronia" says that message was sent to the "Titanic" on the Sunday morning?

440 - Westbound steamers report that?  
15698. Yes?

441 - Yes, I seem to recollect that message.  
15699. Now you have the chart before you?

442 - Yes.  
15700. Let us take the latitude first - latitude 42 N. That is the same latitude as your turning-point, is it not?

443 - Just the same latitude.  
15701. What I mean is that the turning-point marked on the chart, not the place where you turned, but the turning-point on the chart is 42 N.?

444 - Yes. I understood you to mean that. It is 42 N.  
15701a. I do not know whether your Lordship has marked on your chart the 49 to 51 W.

445 The Commissioner:  
Yes.

446 15702. (The Solicitor-General.) Of course, it is in exactly the same line as regards latitude as the latitude of the turning-point. Is it your recollection that you marked the chart in accordance with the message?

- Yes, I fancy so. I am not perfectly sure, but I seem to recognise the "Caronia's" message.

447 15703. *You seem to recognise it?*  
- Yes.

448 15704. *And if you got the message you are sure you marked it?*  
- Yes, I think that I should put that on the chart.

449 15705. *That is the second one. I am taking them in order of time. That you notice is sent at 9 o'clock in the morning, and there is a reply at 9.44 a.m., the "Caronia's" ship time; so that at any rate it is in the morning sometime?*  
- Yes.

450 15706. *I am going to take the next one in order of time, as far as I have a record of it. The next one I have a record of - we are going to call the marconi gentleman about it - is a message from a ship called the "Amerika." May I just read it? "Amerika Office. 14th April, 1912. Time sent 11.45 a.m." That is, of course, New York time. It is actually sent to the Hydrographic Office, Washington, and this is the message: "'Amerika' passed two large icebergs in 41° 27' N., 50° 8' W., on the 14th of April." Our information is - a gentleman from the marconi Company will come and prove what they know about it - that that message would go through the "Titanic" to the Hydrographic Office. That message, sent from the "Amerika" to the Hydrographic Office would be sent through the "Titanic." Of course, this gentleman does not remember that?*  
- I do not remember that message at all.

451 15707. *The latitude and longitude is 41° 27' N. by 50° 8' W. I do*

not know whether your Lordship's calculation is the same as mine. As I make it out on the chart before me, that point lies just above the first "u" in the word "August" on that dotted line, "icebergs had been seen within this line in July and August." It is south of the place of the disaster. (To the witness.) Would you like to have a pair of dividers?

- Yes, please. (The same were handed to the witness.)

452 The Commissioner:  
I am informed that it would be slightly north of the top of the first U.

453 15708. (The Solicitor-General.) That is just what I mean, slightly north of the top of the first "u" in the word "August"?

- Yes.

454 15709. That is right, is it not?

- Yes.

455 15710. As far as your memory serves you. I understand that message was not brought to your notice?

- I never heard anything about it.

456 15711. I have not proved that it got to the "Titanic"; I am only telling the Court what I am informed. That, your Lordship sees, is 11.45. Now I will take the next one that comes from the "Baltic." The "Baltic" says that the message was sent and acknowledged by the "Titanic" at 1 p.m., to this effect, that a number of steamships have passed ice and bergs in positions varying from 49° 9' W. longitude to 50° 20' W. longitude on the outward southern track. You have the outward southern track before you as marked on the chart?

- Yes.

457 15712. That is to say, after the corner as it were. Will you mark on that approximately 49° 9' W. longitude to 50° 20' W. longitude?

- Yes.

458 15713. Now, just observe. Take the second of those longitudes. You know the longitude of the "Titanic" when she struck was, according to your calculation, 50° 14' W.?

- Yes.

459 15714. That is within six minutes of the same longitude?

- Yes.

460 15715. Now, have you any recollection of that message from the "Baltic" at one o'clock on the Sunday?

- No, I have not.

461 15716. Or of plotting out any icebergs on the southern track?

- No; all the ice I remember plotting out was to the northward of the track. If it had been on the track or to the southward I should have seen fit then to call the Captain's special attention to it at the time I put it on. But I just merely remarked to him that I had put down the ice we had had reported; whenever I did put it on the chart, I remarked to him that I had done so. But if it had been so close to the track as that I should have thought it an immediate danger to the ship. I should have pointed it out

462 specially to him, and I never had reason to do that.  
 15717. Supposing that message from the "Baltic" was received  
 and it had reference to icebergs on the southern track, your ship  
 was only just a little to the south of that?  
 - Yes.  
 463 15718. And are you clear that, as far as you are concerned, your  
 attention was not called to any messages about icebergs on the  
 southern track in that neighbourhood?  
 - No, I do not remember anything about any ice on the track. I do  
 not recognise that message either.  
 464 15719. You said if it had been so you would have called the  
 Captain's special attention to it. I want to follow what the method  
 is. Would the Captain get the message and ask you to plot it out,  
 or would you get the message and tell the Captain when you had  
 plotted it out?  
 - On one or two occasions, as to anything to be plotted on the  
 chart, he has just left it there with a note for me, or left it in the  
 hands of some one else to give to me to put down on the chart. I  
 have never seen fit to go and find the Captain and tell him I had  
 done it. I took the first opportunity I had of seeing him to tell him  
 I had carried out his instructions.  
 465 15720. You are the fourth Officer?  
 - Yes.  
 466 15721. Was it your duty in particular to plot on the chart things  
 of that sort?  
 - No, I do not think so, but I just seemed to be the one that he told  
 to do it each time.  
 467 15722. That who told you to do it?  
 - The Captain.  
 468 15723. But the Captain could not tell you unless he knew the  
 message was there?  
 - Oh, no, certainly not.  
 469 15724. To whom did the message go; how did you get your  
 orders?  
 - On one occasion I remember he gave something - I do not know  
 whether it was a derelict - there was a message about a tank  
 steamer drifting around on the track, that was it. And he  
 mentioned it to one of the Officers and told him to tell me to put  
 its position on the chart.  
 470 15725. Suppose that a message came at 1 o'clock in the  
 afternoon of that Sunday to say that icebergs were on the  
 southern track which you were close to, would the news come to  
 you or would it go to the Captain first?  
 - To the Captain.  
 471 15726. And then what would he do about it?  
 - I should think he would take it to the senior Officer; or probably  
 the Captain would put it on the chart himself.  
 472 15727. At any rate, you know nothing about this message at 1  
 o'clock?  
 - No, and I was not on deck at 1 o'clock either.

473 15728. The next one in order of time is from the "Californian," and your Lordship will find that at page 201 of the shorthand notes the questions running from 8939 down to 8947. The actual message is 8943, and the "Titanic" when it was offered the message said that it had overheard it. (To the witness.) Perhaps you will kindly plot it for me?

- Yes.

474 15729. The message was, they said they were in latitude  $42^{\circ} 3' N.$  and in longitude  $49^{\circ} 9' W.$ , and there were three large bergs five miles to the southward of them. What change will you have to make in  $42^{\circ} 3' N.$  to get five miles to the south?

- I should think  $42^{\circ} N.$  would be near enough.

475 15730. Let us take it?

- It is near enough for this small scale chart.

476 15731. Take it, if you will, latitude  $42^{\circ} N.$  and longitude  $49^{\circ} 9' W.$  I am going to ask the Court to look at your calculation to see if it is what they understand. You have been good enough to mark on that chart the place of ice as indicated by the "Caronia," the "Amerika," the "Baltic," and the "Californian"?

- I have got the "Amerika," the "Californian" and the "Baltic." I did not put down the "Caronia."

477 15732. The "Caronia," as we know, is  $49^{\circ}$  to  $51^{\circ}$ ?

- Yes, and  $42^{\circ} N.$

478 15733. Now have you any recollection of the "Californian" message reaching you or being plotted?

- No, I have not.

479 15734. That message, as we see from the evidence, was sent at 7.30 "Californian" ship's time, and the "Californian" on any view was not very far from you. You were on duty from eight till twelve. As far as you know until I called your attention to it, had you ever plotted that message on any chart?

- No.

480 15735. Now that is not the last. I came to another which the Court has not heard of yet. It is a message that was sent from the "Mesaba" to the "Titanic" and all east-bound ships.

481 The Commissioner:  
East-bound ships?

482 The Solicitor-General:  
It was sent to the "Titanic," and it was sent to east-bound ships, and according to the information we have from the marconi people it was acknowledged by the "Titanic." Of course, that I shall have to prove. This is the message: "Ice report. In lat.  $42^{\circ} N.$  to  $41.25^{\circ} N.$  long.  $49^{\circ} W.$  to long.  $50.30^{\circ} W.$  Saw much heavy pack ice, and great number large icebergs, also field ice. Weather good, clear."

483 The Commissioner:  
When is that?

484 The Solicitor-General:  
That is sent at 7.50 p.m., New York time, and if one allows for the difference of two hours - one hour and fifty-five minutes, we were

told - that would bring it practically to a quarter to ten that night, about two hours before the accident.

485 15736. Would you like to have some parallels?  
- Yes.

486 (The same are handed to the witness.)

487 15737. The message gives you an oblong, a parallelogram, does it not? I want you to make the parallelogram?  
- From 42 north and 49 west to 41.25 and 50.30.

488 The Commissioner:  
Am I right in supposing - I have not heard of this message at all - that she was running to a place which was bounded by icebergs on the north and the south. Is that so?

489 15738. (The Solicitor-General.) According to this message it is. I do not know if I might show you and ask your Lordship's Assessors to see it, but I have marked the oblong on that plan and hatched it in pencil. (Showing to his Lordship.) (To the witness.) Have you got the mark there?  
- I have only the two positions from the "Mesaba," the one position 42 north and 49 west, and the other position, "Mesaba," 41.27 north and 50.30 west.

490 15739. Let me read it again. The message really gives you, as I understand, an oblong, a parallelogram: "In latitude 42 north to 41.25 north" - in two lines like that (Showing.); "and longitude 49 west to 50.30 west." The message mentions ice there. That means that you want to make an oblong on your chart, does it not? May I show you mine for a moment, because I am anxious to be sure that you do it right. (Showing chart to Witness.) I have given you my chart, and I want you to check it. You notice I have made an oblong on the chart, and I have sketched it in with pencil?  
- Yes.

491 15740. Just check it and see if I am not right, that that oblong is latitude 42 N. to 41.25 N., and longitude 49 W. to 50.3 W.?  
- Yes; that is about right.

492 15741. In that space the message is "Saw much heavy pack ice and great number large icebergs, also field ice"?  
- Yes.

493 . Is the space that was referred to by the "Baltic" within that oblong - the southern track between the two longitudes?  
- What are the two longitudes again?

494 15743. 49.9 to 50.20?  
- Yes, that is inside.

495 15744. The "Baltic's" position is inside that oblong?  
- Yes.

496 15745. Is the position that is indicated by the "Caronia," a position that is inside that oblong?  
- Yes.

497 15746. Is the position that is indicated by the "Amerika" inside that oblong?  
- Yes, it is.

498 15747. Is the position that is indicated by the "Californian" inside that oblong?  
- Yes.

499 15748. And is the space where the disaster happened inside that oblong?  
- Yes.

500 15749. (The Commissioner.) Then to sum it up, if these messages were received and were in the terms that have been stated by the Solicitor-General, this steamer was steaming a course through an oblong space, having received warning that there were icebergs on the north of her and icebergs on the south of her?  
- Yes, you are quite right in saying that the steamer sunk in that position. She sunk in that position.

501 15750. But she steamed through it did not she for some time, until she met with her doom?  
- Yes, she must have done.

502 15751. Of course, the whole thing is assumption at present, because we have not had some of these messages proved, but can you give me any explanation of why such navigation should exist?  
- I do not think for a moment that we had those messages, My Lord.

503 15752. I am asking you to assume that you did. I said that they have not been proved yet, but we are told they are going to be proved. Assuming that they are proved can you explain how the "Titanic" was allowed to find her way into such a region?  
- No, Sir, I cannot.

504 The Commissioner:  
There are one or two other questions I want to ask you. I do not think, Sir John, the witness had better leave, because we may want him again after you have proved the messages to which you have referred.

505 The Solicitor-General:  
Yes, My Lord. As regards two of them Mr. Boxhall has a recollection.

506 15753. (The Commissioner.) They are proved sufficiently already, but there are others about which he knows something. (To the witness.) There are two or three questions I wanted to ask you, not on this point at all but on another point. You remember telling us that you first went down after the collision to F deck?  
- Yes.

507 15754. Did you when you went down to F deck get to bulkheads C and D - you had better look at the plan. You see the bulkheads marked there do not you?  
- Yes, I see them marked. Yes, I think I did, Sir.

508 15755. And when you got there you saw no damage?  
- No, Sir.

509 15756. There are doors in those bulkheads C and D?  
- Yes, Sir; on the port side.

510 15757. Can you tell us whether those doors were closed?



- Not then, My Lord.  
511 15758. Not when you were there?  
- No, that is shortly after the collision.  
512 15759. They were not closed?  
- No.  
513 15760. You say they were not closed then? Were they closed later on?  
- That I cannot say. I was not down below later on.  
514 15761. Then you have told us all about that. Is there a door at the forward end of the starboard alleyway?  
- Yes, on E deck.  
515 15762. Is that a watertight door?  
- I did not stop to look, but the thing was closed against me. I think it is a watertight door myself. I presume so.  
516 15763. But you do not know?  
- No.  
517 The Commissioner:  
I daresay, Sir Robert, someone can tell us whether that door is a watertight door. Can you tell us what it is? It is a door at the forward end of the starboard alleyway on E deck.  
518 Sir Robert Finlay:  
No, My Lord, it is an iron door, not watertight. Perhaps your Lordship would show Mr. Wordingham the particular door referred to on the plan so that there may be no mistake about it.  
519 15764. (The Commissioner.) Certainly. (Mr. Wordingham looked at the plan.) We are told it is not a watertight door. (To the witness.) Did you go into the space between bulkheads C and D on F deck?  
- I am not certain about that, My Lord.  
520 15765. At all events, you saw no water between d and C?  
- I saw no damage whatever, and no water either.  
521 15766. Are we to understand from that that when you went on to F deck on this occasion you saw no damage of any kind?  
- No damage whatever, and I went right to the ship's side - to the thwartship alleyways leading out to the ship's side.  
522 (The Witness withdrew.)  
523 Day 14  
524 Testimony of Joseph G. Boxhall, recalled  
525 Further examined by Sir ROBERT FINLAY.  
526 16907. You gave evidence the other day. Were you present when Mr. Lowe gave his evidence after you had been called?  
- Not all the time.  
527 16908. Did you hear him speak about this chit on the chart room table?  
- No, I have not heard it till just now.  
528 16909. You have heard of it today?  
- Yes, just this moment.  
529 16910. Had you read his evidence?  
- No.  
530 16911. Is it only today, just now, that you have got to know about



the chit, with "ice" and the position marked?

531 - That is all that I have heard of it, just this moment.  
16912. Can you tell us anything about that chit?

- Yes. The mentioning of it has refreshed my memory, and I remember writing it out.

532 16913. (The Commissioner.) You wrote it?

- Yes, and it is the position of the "Caronia's" ice. I copied it off the notice board to save taking the telegram itself down. I copied it on a chit and took it into the Captain's chart room, and put it on the chart, and that is the ice that I must have put down between 4 and 6 in the evening.

533 16914. (Sir Robert Finlay.) You have heard, I daresay, of the message sent from the "Amerika" to the "Titanic" for transmission to Cape Race?

- Only since I have read the evidence - that is all I had not heard of it before.

534 16915. Did you ever hear anything of any such message?

- Not- on board the ship.

535 16916. It is only in the evidence, since that you have heard of it?

- Yes, I think reading over some of the Washington evidence or some of the telegrams that were read over in Washington was the first I heard of it.

536 16917. The evidence in America?

- Yes.

537 16918. Now, with regard to the "Mesaba" message, you were on the 8 to 12 watch, I think?

- Yes.

538 16919. Did any message from the "Mesaba" ever come to your knowledge, or did you ever hear anything about it?

- I never heard anything of the "Mesaba's" message until the night we arrived in New York on the "Carpathia," and someone who had been talking to the Captain of the "Mesaba" had heard him say, or he told them that his ship had warned us that night; that was the first of the "Mesaba's" message that I heard.

539 16920. The "Mesaba's" message would have reached you about 10 o'clock, if it was transmitted to the "Titanic"?

- Yes.

540 16921. You were on duty then?

- Yes.

541 16922. You never heard about it?

- No, I never heard a word about the ship.

542 16923. Was there any message during the time you were on duty, from 8 to 12 received by any of the Officers on the bridge?

- Not to my knowledge.

543 16924. You know of none. Was Captain Smith on and off the bridge during your watch?

- Frequently.

544 16925. At what intervals did he come on the bridge?

- The first that I remember seeing of Captain Smith was somewhere in the vicinity of 9 o'clock, but from 9 o'clock to the

time of the collision, Captain Smith was around there the whole of the time; I was talking to him on one or two occasions.

545 16926. Were you talking to him on the bridge?

- Sometimes in the Officers' chart room and sometimes at his chart room door.

546 16927. What were you talking about?

- I was discussing some stellar bearings I had had. I was also standing at his chart room door while he pricked off the 7.30 stellar position of the ship.

547 16928. Was anything ever said by the Captain about any such message as that that the "Mesaba" sent?

- No, none whatever.

548 16929. You know what the message was?

- Yes, I have read it this morning.

549 16930. It is a message of a somewhat startling character?

- Yes, it is.

550 16931. It is a message that would have been mentioned in conversation if it had been received?

- Undoubtedly.

551 16932. Was the position of the vessel pricked off?

- Yes, the Captain pricked the position.

552 16933. At what time?

- It would be pretty nearly 10 o'clock, I should think.

553 The Solicitor-General:  
He did it then, but it was the position found at 7.30.

554 16934. (Sir Robert Finlay.) Yes, he pricked it off at 10 o'clock, but it was the position the ship was in at- 7.30?

- Yes, the stellar position at 7.30.

555 16935. The observations having been taken at 7.30?

- Yes.

556 16936. In the absence of the Commander, would it have been your duty to open any message sent to the bridge?

- I would have taken it to the senior Officer of the watch, and let him open it. Very often on dark nights they tell us to take them inside, and we open them inside and tell them the contents of the message.

557 16937. But you have never heard of any such message from the "Mesaba"?

- No, nothing at all.

558 Examined by the SOLICITOR-GENERAL.

559 16938. You were one of the Junior Officers?

- Yes.

560 16939. You are called the fourth Officer. Do the Chief and First and Second Officers count as Senior Officers?

- Yes.

561 16940. And one or other of those three, as I understand, is always responsible on the bridge?

- Yes.

562 16941. So that you or any other Junior Officers would merely be there as subordinate to them?

- That is true.

563 16942. You would never be in charge, I mean?

- No, not at any time.

564 16943. Now I put to you the same question as I put to Mr. Lightoller. Can you tell us whether you know of more than one ice message?

- Yes, the messages that I can recall are the "Caronia's," the "La Touraine," and there was another ice message which came shortly after the "La Touraine." I pricked the two of them off at the same time, but I cannot think where it was from.

565 16944. (The Commissioner.) "I recall the 'La Touraine' and another shortly after the 'La Touraine'?"

- Yes.

566 16945. "And the 'Caronia'?"

- And the "Caronia." They are the only three messages that I can remember.

567 16946. Now can you remember anything about the message shortly after the "La Touraine"?

- No, only this, that the ice positions which it gave were to the north of the track; they were in all three cases.

568 The Commissioner:  
I am told the "La Touraine" was far away north.

569 16947. (The Solicitor-General.) I asked this Witness the question before. Yes, it was a long way off. (To the witness.) But you do not suggest that the "Caronia" message was so far away from your track as to be unimportant?

- No, but it was to the north of the track.

570 16948. You say it was latitude 42, and latitude 42 is your turning point?

- Yes, but that is longitude 47; that is two degrees east.

571 The Commissioner:  
That would be 10 miles, would it not, north of the track?

572 16949. (The Solicitor-General.) As I make out, about that. (To the witness.) But we have been told, Mr. Boxhall, that this ice tends to set from north to south?

- Yes, with the Labrador current.

573 16950. So that it is coming down from the north in a southerly direction, and this is a message of ice in latitude 42?

- Latitude 42, yes.

574 16951. About 10 miles north of the track you were going?

- Yes.

575 16952. And a message is sent in respect of ice in that position two days before?

576 The Commissioner:  
Is there to be any evidence as to the speed at which these bergs go south?

577 The Solicitor-General:  
I do not know, My Lord. I daresay Mr. Boxhall can help us about it a little.

578 16953. (The Commissioner - To the witness.) Have you any

notion how quickly these bergs travel when there is no wind?  
 - No, I have not. I cannot remember any details of the set of the current just at present.  
 579 16954. (The Solicitor-General.) We will see if we can get any information, My Lord. (To the witness.) Is it a question of wind or a question of current?  
 - It is a question of current.  
 580 16955. (The Solicitor-General.) It is not wind, your Lordship sees. (To the witness.) Whether there is a wind or no wind, the current will flow?  
 - Yes, but invariably we find a strong easterly set there; very often we find that the Gulf stream -  
 581 16956. (The Commissioner.) The current changes?  
 - Yes.  
 582 16957. It is not constant?  
 - No, it is not; we can tell that by the temperature of the water.  
 583 16958. (The Solicitor-General.) No doubt we can get the current chart- and show you, but I should like to put to you this. You say you saw the "Caronia" message?  
 - Yes.  
 584 16959. The "Caronia" message was a message that said there was this ice in latitude 42 on 12th April. Do you realise that?  
 - I do not remember the date of it.  
 585 16960. But it is important, is it not?  
 - Yes.  
 586 16961. And you were going to pass about 10 miles south of that spot two days later?  
 - Yes.  
 587 The Commissioner:  
 That does not convey much to me, unless I know how the ice would have moved in the meantime.  
 588 16962. (The Solicitor-General.) I cannot prove all that at once, of course (To the witness.) But as you understood the matter and understand it now, does that ice tend to be moved by the current southerly?  
 - No, it did not strike me that it would be moving southerly. I have never heard of ice so far south as that before, and I have invariably found that the Gulf Stream is much stronger there than the Labrador stream is, as far south as that.  
 589 16963. Have you ever heard of ice as far south as 42 degrees before?  
 - No, I cannot say that I recollect ice being down as far south as 42 degrees.  
 590 16964. (The Solicitor-General.) I want to put two or three questions to you, in order because I want you to follow what I am suggesting. You say you know of some reports of ice, and that you examined them. Is that right?  
 - Yes, that is true.  
 591 16965. Now, did you or did you not gather from any of those reports that the ship would soon be in the region of the ice?

- No, I cannot say that I had paid particular attention to the ship's position that night; I had been too busy working it out, and I did not look it out on the chart; I did not realise the ship was so near the region of the ice.

592 16966. Up to the time of the accident had you seen several reports about ice?

- I have seen the reports I have told you about.

593 16967. Had any of those reports that you had seen conveyed to your mind that your ship would soon be in the region of the ice?

- Yes, they did convey that to my mind.

594 16968. Now, which of them?

- The whole lot of them.

595 16969. Do you mean the message from "La Touraine" showing ice on the bank of Newfoundland?

- No, with the exception of "La Touraine." She was too far north, of course.

596 16970. Then it was not the "La Touraine" message?

- No.

597 16971. Then if it was not the "La Touraine" message that conveyed to your mind that the ship would soon be in the region of the ice, what was it?

- It must have been the "Caronia's" message.

598 The Commissioner:  
It was the only one that I know of that he had which would indicate ice in that neighbourhood, because I do not know what this middle message was, the one that came after the "La Touraine."

599 16972. (The Solicitor-General.) Then it was your view that the "Caronia" message did not show that there would be ice to the north of you, but that you would get to the region of that ice?

- The positions from the "Caronia" message when I plotted them on the chart were all to the north of the track.

600 The Commissioner:  
They were, but that is not the question.

601 16973. (The Solicitor-General.) Let me put it to you again. I do not want to treat you in any way but quite fairly. We will leave the "La Touraine" out?

- Yes.

602 16974. Did any of the messages that you saw about ice convey to your mind that your ship would shortly be in the region of the ice?

- Yes.

603 16975. Which one?

- This "Caronia" message.

604 The Commissioner:  
According to his evidence, the "Caronia" message was the only one which was of any significance. There was "La Touraine" and then another one after the "La Touraine," about which we know nothing - I know nothing.

605 The Solicitor-General:

I cannot trace that at all.

606 The Commissioner:  
And then comes the "Caronia" and that is all.

607 16976. (The Solicitor-General.) Are messages about ice, so far as they are material to the ship, put up on a notice board?

- Yes, as a Rule.

608 16977. Was that done on this occasion?

- Yes, I particularly remember now seeing the "Caronia's" message on the notice board.

609 16978. Do you remember seeing any other message except the "Caronia's" message on the notice board?

- No, none that I remember - no other ice reports or other messages that I remember. I must add that there was a message which has come from somewhere or other about a tank steamer. I think we had two or three reports of a German tank steamer that was drifting about on the track without coal.

610 16979. (The Commissioner.) But not about ice?

- No.

611 16980. (The Solicitor-General.) Listen to this message. I am going to read it to you and see if it reminds you of anything. "A German oil tank steamer 'Deutschland,' Stettin to Philadelphia, not under control"?

- Yes, I had that in my mind.

612 16981. Do you know that is part of the message from the "Baltic" about ice?

- Yes, I have seen that message today, or heard it read out.

613 16982. Does your recollection serve you now to show that the message I am referring to is a message that was on the notice board?

- No, it does not.

614 16983. (The Commissioner.) You said you remembered seeing a message about a tank steamer on the notice board?

- Yes, but this message on the notice board about the tank steamer had been there two or three days, and this "Baltic's" message I find today was only received on the Sunday.

615 Sir Robert Finlay:  
There were other messages about the tank steamer, My Lord.

616 16984. (The Solicitor-General.) Perhaps Sir Robert will prove that. (To the witness.) The "Baltic" message - which, of course, was a message to you about ice in this very neighbourhood?

- Yes.

617 16985. Does also happen to contain a reference to a tank steamer?

- Yes.

618 16986. Now I am not speaking about tank steamers, but messages about ice. Just give us your recollection. In your recollection was there one message or more than one message about ice on the notice board?

- There is only one message I can recall and that is the "Caronia's" message.

619 16987. Do you mean that, so far as you remember, there was no other message, or that you cannot remember the terms of more than one?  
 - I cannot remember any more than the one.

620 16988. The one message?  
 - That is all.

621 16989. I must call your attention to the answer which you gave on the 22nd May, on page 354, Question 15318. You are asked by Mr. Asquith this question, "At the time when you came on watch at 4 o'clock" - that is 4 o'clock in the afternoon of Sunday?  
 - Yes.

622 16989a. ". had you heard anything about ice being in the neighbourhood? - (A.) Yes, I had seen reports of ice, and put them on the chart." Is that right?

623 Sir Robert Finlay:  
 I think if you read the next question and answer -

624 16990. (The Solicitor-General.) I am going on. Is that right?

625 The Witness:  
 Yes.

626 16991. Had you received more reports than one and put more than one report on the chart?  
 - Yes.

627 16992. About ice?  
 - Yes.

628 16993. Then the next question was, "Reports which had been received earlier on the same day, do you mean?  
 - (A.) No, I cannot say from my own recollection that they were received on Sunday, but subsequently I have heard that some of them, or one of them, that I put on the chart was received on the Sunday, and that I put it on between 4 and 6. All the ice marked on the Captain's chart I put down myself." What I want to know is, your recollection serving you candidly, do you remember whether there were on the notice board more than one report about ice?  
 - There must have been more reports on there, because I spoke about reports yesterday that we had had on leaving Southampton or leaving Queenstown about the ice, and those undoubtedly would be on the notice board.

629 16994. (The Commissioner.) Are these reports not taken down from time to time; do they remain on the notice board?  
 - The reports received for the ensuing voyage are kept there all the voyage.

630 16995. (The Solicitor-General.) That is the best you can tell us about it?  
 - That is the best I can tell you.

631 The Commissioner:  
 This passage you have read does not appear to be perfectly clear, because it may refer, reading the whole of it, to reports about ice on an earlier date.

632 16996. (The Solicitor-General.) Of course it may be. As I gather



from the witness, whatever be the period to which they refer, it does show there was more than one report about ice on the notice board. That is how it stands, does it not?

- Yes.

633 16997. Now there is another matter. You say that it was you who wrote out this chit of paper?

- Yes.

634 16998. Now, do not hurry about it. Just think a minute, because I have a reason for asking. What was the message from which you got that position?

- Something about west-bound steamers reporting ice from latitude 42° to longitude 49° to 51°.

635 16999. That is the "Caronia" message?

- That is the "Caronia" message.

636 17000. Are you sure?

- Yes, I feel pretty sure of that.

637 17001. Then just follow this. We will just test it. If that is the case, then you would already reach the eastern boundary of the danger zone some time before the collision?

- Yes.

638 17002. Do you know that another of your Officers looked at that chit, and made a calculation in respect of it?

- No, I did not know.

639 17003. (The Solicitor-General.) It is so, My Lord; there is a reference to it.

640 The Witness:

Yes, I have heard that just now. That is what reminded me of this chit. I have heard that only a moment or two ago.

641 17004. Now what I am referring to. Mr. Lowe says he saw this chit, which you speak of, and he says he made calculations. 'I ran this position through in 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 6 to 8.' Do you still think it was the "Caronia" message?

- Oh, yes, I feel perfectly confident that it was the "Caronia" message.

642 17005. Because you mean the "Caronia" message would show reaching the place at some time like half-past 9?

- I did not calculate it out; I had not the slightest idea when she would reach the region of the ice or of the "Caronia's" position rather.

643 17006. How could that be; I thought you told us the other day that it was you who had worked out these positions and marked them on the chart?

- There is no need to work them out at all; you just prick them off on the chart.

644 17007. Did you do that?

- Yes, I pricked them off.

645 17008. This particular message?

- Yes.

646 17009. Then that would mean you would mark the line on the  
chart?  
- No, that is not necessary to mark a line, just mark the positions,  
the two longitudes, the boundaries of the ice.  
647 17010. Do you remember what time it was you wrote this chit?  
- No, I cannot recall that, but I have been told I did it between 4  
and 6 in my watch on deck.  
648 17011. Who told you that?  
- Some of the other Officers - I do not remember who. They said  
the ice was marked down there in the 4 to 6 watch. I know there  
was no one else did it on my watch on deck but me, from 4 to 6.  
649 17012. Then, as I understand it, after that, as far as you are  
concerned, your attention was not called to any other message  
about ice?  
- No, none whatever.  
650 17013. Not to the "Californian" message at half-past 7?  
- No.  
651 17014. Were you on duty then?  
- No, I was not on duty until 8 o'clock.  
652 17015. You came on at 8?  
- Yes.  
653 17016. You did not hear about that?  
- No.  
654 17017. And not the "Mesaba" message, which, if it came, came  
later?  
- No, I never heard anything at all about the "Mesaba" message.  
655 (The Witness withdrew.)

## 656 United States Senate Inquiry

657 Source : [http://www.titanicinquiry.org/USInq/  
AmInq01Indxa.php](http://www.titanicinquiry.org/USInq/AmInq01Indxa.php)

### 658 Day 3

#### 659 Testimony of Joseph G. Boxhall

660 *(The witness was sworn by the chairman.)*

661 Senator SMITH.  
Where do you reside?

662 Mr. BOXHALL.  
Hull, England.

663 Senator SMITH.  
What is your vocation?

664 Mr. BOXHALL.  
Mariner.

665 Senator SMITH.  
How old are you?

666 Mr. BOXHALL.

Twenty-eight years old.

667 Senator SMITH.  
What experience have you had in marine employment?

668 Mr. BOXHALL.  
Thirteen years experience at sea.

669 Senator SMITH.  
Of what has your experience consisted?

670 Mr. BOXHALL.  
The first four years as an apprentice and the remainder of the time as an officer.

671 Senator SMITH.  
On what ships?

672 Mr. BOXHALL.  
I served in William Thomas's in Liverpool, and was then an officer on the Wilson Line of Hull; and after that on the White Star Line.

673 Senator SMITH.  
How long have you been with the White Star Line?

674 Mr. BOXHALL.  
Five years next November.

675 Senator SMITH.  
In what capacity have you served?

676 Mr. BOXHALL.  
As junior officer.

677 Senator SMITH.  
All of the time?

678 Mr. BOXHALL.  
All of the time while on the White star Line.

679 Senator SMITH.  
Were you especially educated in marine service before you entered the employ of the companies you have named?

680 Mr. BOXHALL.  
Yes. I had 12 months training in a navigation school.

681 Senator SMITH.  
Where?

682 Mr. BOXHALL.  
In Hull, England.

683 Senator SMITH.  
What did that training consist of?

684 Mr. BOXHALL.  
Navigation and nautical astronomy.

685 Senator SMITH.  
Please state for the information of the committee what positions you have filled on the White Star Line. Please state that again.

686 Mr. BOXHALL.  
As junior officer, ranking fifth and sixth officer, and third officer; and then fourth officer on the last ship.

687 Senator SMITH.  
Tell the committee, so that our records may be complete, the duties performed in each of these different employments.

688 Mr. BOXHALL.  
To generally assist the senior officer of the watch in all cases.

689 Senator SMITH.  
When was this duty assigned to you?

690 Mr. BOXHALL.  
When the [Titanic](#) left Belfast Lough. His duty is assigned to a man when he is assigned to his ship, and he grows up with it. He learns the different duties he has to perform in whatever rank is on board ship.

691 Senator SMITH.  
Did you join the ship at Belfast Lough?

692 Mr. BOXHALL.  
Yes; at Belfast.

693 Senator SMITH.  
Were you with her when the training tests were made?

694 Mr. BOXHALL.  
Yes, sir.

695 Senator SMITH.  
Can you tell the committee of what those tests consisted?

696 Mr. BOXHALL.  
No, sir.

697 Senator SMITH.  
Why?

698 Mr. BOXHALL.  
Because I do not know what those tests were for. There were the builder's men on board, and I was just there to keep lookout and do anything I was told to do.

699 Senator SMITH.  
Were you on board during the maneuvers of this ship in Belfast Lough?

700 Mr. BOXHALL.  
Yes.

701 Senator SMITH.  
On what deck?

702 Mr. BOXHALL.  
On the bridge deck.

703 Senator SMITH.  
On the [bridge](#)?

704 Mr. BOXHALL.  
When on duty; yes.

705 Senator SMITH.  
Do you know how much time was spent in those maneuvers, turning and in a straight course, the day these tests were made?

706 Mr. BOXHALL.  
I can tell you, approximately.

707 Senator SMITH.  
Do so.

708 Mr. BOXHALL.  
We left Belfast about noon, and we steamed -

709 Senator SMITH.  
On what day?

710 Mr. BOXHALL.  
I have forgotten the date.

711 Senator SMITH.  
The 4th of April or the 5th or 6th of April?

712 Mr. BOXHALL.  
I do not know, sir. I would tell you if I knew.

713 Senator SMITH.  
Or the day of the week?

714 Mr. BOXHALL.  
It was on a Tuesday.

715 Senator SMITH.  
Go ahead.

716 Mr. BOXHALL.  
And we steamed until about between 7 and 8 o'clock at night. We finally left  
Belfast about 8 o'clock at night..

717 Senator SMITH.  
Where were you headed for?

718 Mr. BOXHALL.  
For Southampton.

719 Senator SMITH.  
What time did you reach Southampton?

720 Mr. BOXHALL.  
Thursday about midnight.

721 Senator SMITH.  
What was the condition of the weather on your [trip](#) from Belfast to  
Southampton?

722 Mr. BOXHALL.  
The weather was fine until about 2 o'clock in the morning.

723 Senator SMITH.  
Of what day?

724 Mr. BOXHALL.  
Thursday; I should say Wednesday morning, until about 2 o'clock. I want to  
correct that.

725 Senator SMITH.  
What happened then; that is, how did you distinguish between the conditions  
of the weather?

726 Mr. BOXHALL.  
When I came on duty at 4 o'clock in the morning it was foggy.

727 Senator SMITH.  
Was there any sea?

728 Mr. BOXHALL.  
No; there was practically no sea, and little wind.

729 Senator SMITH.  
And when you say that the weather was not good you mean that it was foggy?

730 Mr. BOXHALL.  
Yes.

731 Senator SMITH.  
All the way?

732 Mr. BOXHALL.

No; it cleared up about 6 o'clock in the morning.

733 Senator SMITH.  
When you went on at 4 o'clock it was foggy?

734 Mr. BOXHALL.  
Yes.

735 Senator SMITH.  
And the fog lifted about 6 o'clock?

736 Mr. BOXHALL.  
About 6.

737 Senator SMITH.  
And you proceeded to Southampton without any change in the weather?

738 Mr. BOXHALL.  
Yes; without any change in the weather.

739 Senator SMITH.  
And the water, the sea -

740 Mr. BOXHALL.  
Was smooth all the way.

741 Senator SMITH.  
What did you do when you reached Southampton?

742 Mr. BOXHALL.  
I kept my usual watch on board the ship. I really do not remember what watch I did keep until the time of sailing.

743 Senator SMITH.  
You did not leave the ship?

744 Mr. BOXHALL.  
Oh yes; oh, yes.

745 Senator SMITH.  
Where did you go when you left the ship?

746 Mr. BOXHALL.  
Well, I went around the town. I went ashore.

747 Senator SMITH.  
After your watch?

748 Mr. BOXHALL.  
When my watch was over.

749 Senator SMITH.  
And when did you return to the *Titanic*, with reference to the hour of her departure?

750 Mr. BOXHALL.  
The last time I was ashore I returned the night previous to sailing, about 11 o'clock, I suppose.

751 Senator SMITH.  
Were there others with you at the time?

752 Mr. BOXHALL.  
No; I do not think so.

753 Senator SMITH.  
Other officers or crew?

754 Mr. BOXHALL.  
No.

755 Senator SMITH.

In the performance of your duty while at Southampton did you have any authority over the men; and if so, over whom?

756 Mr. BOXHALL.  
When I was on duty on board ship whilst at Southampton during the daytime there was always a senior officer along with me; so that any questions that were to be asked could be answered by him, or if anything was to be found out I would always refer to him, to the senior officer. At nighttime the two junior officers were in charge of the ship, with men on watch with them.

757 Senator SMITH.  
You say there was always a senior officer on duty?

758 Mr. BOXHALL.  
And a junior officer, in port.

759 Senator SMITH.  
But you did not give any orders -

760 Mr. BOXHALL.  
No.

761 Senator SMITH.  
Because there were senior officers on board all the time up to the time of sailing? Who were those officers?

762 Mr. BOXHALL.  
Sometimes the first, sometimes the chief, and sometimes the second.

763 Senator SMITH.  
Who was the first officer?

764 Mr. BOXHALL.  
[Mr. Lightoller](#) was the first officer until the day before the ship sailed.

765 Senator SMITH.  
Who became first officer then?

766 Mr. BOXHALL.  
[Mr. Murdoch](#).

767 Senator SMITH.  
Had he been first officer before?

768 Mr. BOXHALL.  
No, sir; he had been chief officer.

769 Senator SMITH.  
But, he superseded Mr. Lightoller the night before sailing?

770 Mr. BOXHALL.  
Yes, sir.

771 Senator SMITH.  
At the time of departure Mr. Murdoch was first officer?

772 Mr. BOXHALL.  
That is so.

773 Senator SMITH.  
What were his duties?

774 Mr. BOXHALL.  
His duties were, as officer of the watch, to keep a lookout for the ship and see that the junior officers did whatever he required to carry out the captain's orders.

775 Senator SMITH.  
Was it a part of his duty to have drills and inspections?



776 Mr. BOXHALL.  
No. The [captain](#) arranged all the drills and inspections.

777 Senator SMITH.  
Were there any drills or inspections to your knowledge, from the time the ship landed at Southampton until her departure?

778 Mr. BOXHALL.  
Yes; there were inspections and drills the morning of sailing.

779 Senator SMITH.  
Of what did they consist?

780 Mr. BOXHALL.  
The crew were mustered and when the names were called the boats were lowered in the presence of the Board of Trade surveyors.

781 Senator SMITH.  
When you say "boats," you refer to [lifeboats](#)?

782 Mr. BOXHALL.  
The lifeboats were lowered in the presence of the Board of Trade surveyors.

783 Senator SMITH.  
This occurred the day you sailed?

784 Mr. BOXHALL.  
Yes, sir; within an hour or a couple of hours of the ship's sailing.

785 Senator SMITH.  
Can you recall just who was present at that inspection?

786 Mr. BOXHALL.  
The captain, all the officers, the marine superintendent, and the Board of Trade surveyors, and the Board of Trade doctor.

787 Senator SMITH.  
Was there anyone else present?

788 Mr. BOXHALL.  
Not that I know of - not an official.

789 Senator SMITH.  
Were any other officers or directors of the company present besides the ones you have named?

790 Mr. BOXHALL.  
I could not say; I do not remember.

791 Senator SMITH.  
Was [Mr. Ismay](#) present?

792 Mr. BOXHALL.  
I do not remember.

793 Senator SMITH.  
Were all the lifeboats lowered?

794 Mr. BOXHALL.  
No, sir.

795 Senator SMITH.  
Why not?

796 Mr. BOXHALL.  
Because they do not require all the boats to be lowered so far as I know.

797 Senator SMITH.  
The regulations do not require it? How many boats were lowered?

798 Mr. BOXHALL.

Two boats were lowered, I believe.

799 Senator SMITH.  
One on each side?

800 Mr. BOXHALL.  
No; they could not lower them on each side. The ship was laid alongside of the quay.

801 Senator SMITH.  
So they were lowered on one side?

802 Mr. BOXHALL.  
Yes.

803 Senator SMITH.  
Which side; the starboard or the port?

804 Mr. BOXHALL.  
On the starboard side.

805 Senator SMITH.  
Can you give the numbers of those lifeboats?

806 Mr. BOXHALL.  
I can not.

807 Senator SMITH.  
In lowering these lifeboats, did the gear work satisfactorily?

808 Mr. BOXHALL.  
As far as I know. I was not there when they were lowered.

809 Senator SMITH.  
You were not there?

810 Mr. BOXHALL.  
No, I was in another part of the ship.

811 Senator SMITH.  
And you did not yourself see them lowered?

812 Mr. BOXHALL.  
I saw them in the water, but I was not actually on the spot when they were lowered.

813 Senator SMITH.  
In lowering the lifeboats, can you tell us just what was done.

814 Mr. BOXHALL.  
First the boat had to be cleared. After the boats are cleared the chocks are knocked down, or dropped down by patent levers, and the boat is hanging free. Then the davits are screwed out and the boat is suspended over the ship's side all ready for lowering away.

815 Senator SMITH.  
Assuming that these lifeboats are on the boat deck, how far could they be swung off the side before they reached their proper position for lowering?

816 Mr. BOXHALL.  
Far enough to clear the ship's side, right away down, and allow the boat to touch the water.

817 Senator SMITH.  
The boat deck or sun deck is narrower than the A deck or B deck; is it not?

818 Mr. BOXHALL.  
No; oh, no.

819 Senator SMITH.

No narrower?

820 Mr. BOXHALL.  
No narrower. I never noticed it to be narrower.

821 Senator SMITH.  
The same width?

822 Mr. BOXHALL.  
Yes; it all seems to me to be the same width.

823 Senator SMITH.  
But these lifeboats are swung out -

824 Mr. BOXHALL.  
Absolutely clear of the ship's side.

825 Senator SMITH.  
Absolutely clear of the ship's side - how far?

826 Mr. BOXHALL.  
I could not say how far.

827 Senator SMITH.  
Before they are swung out, are they supposed to be occupied?

828 Mr. BOXHALL.  
No.

829 Senator SMITH.  
In case of trouble?

830 Mr. BOXHALL.  
No; oh, no.

831 Senator SMITH.  
After they are swung out are they supposed to be loaded from the boat deck?

832 Mr. BOXHALL.  
That is a matter of opinion.

833 Senator SMITH.  
If possible and other things being equal, is that the usual course?

834 Mr. BOXHALL.  
Yes; I think it is.

835 Senator SMITH.  
In other words, they are not suspended, then run to the decks below and there filled?

836 Mr. BOXHALL.  
We always lower the boat to the level of the rail or the level of the deck, so the people can step in.

837 Senator SMITH.  
Yes; but to the level of the deck, where it is swung out?

838 Mr. BOXHALL.  
Where it is swung out.

839 Senator SMITH.  
So that the upper deck or boat deck is really the loading deck for the lifeboats under ordinary circumstances?

840 Mr. BOXHALL.  
Yes.

841 Senator SMITH.  
Did you say whether the lifeboats that you saw lowered were lowered promptly and without any interference?

842 Mr. BOXHALL.  
I did not see them lowered. I saw them when they were in the water.

843 Senator SMITH.  
Did you see them when they were brought back to the deck?

844 Mr. BOXHALL.  
I afterwards saw them on the voyage. I was not standing there when they were raised.

845 Senator SMITH.  
You did not see them when they were raised to the deck?

846 Mr. BOXHALL.  
No, sir.

847 Senator SMITH.  
And you did not see them lowered?

848 Mr. BOXHALL.  
No; I did not see them lowered.

849 Senator SMITH.  
Who was officer of the watch that day?

850 Mr. BOXHALL.  
All officers were on duty.

851 Senator SMITH.  
Did you see Mr. Murdoch there at this time?

852 Mr. BOXHALL.  
Yes; and [Mr. Wilde](#), the chief officer.

853 Senator SMITH.  
Were there any lifeboats on the *Titanic* that were not securely fastened in position to be lowered in the ordinary method of attaching that equipment?

854 Mr. BOXHALL.  
All the boats on the *Titanic* seemed to me to be in a very good position to be lowered.

855 Senator SMITH.  
How many were there?

856 Mr. BOXHALL.  
There were 14 lifeboats, 2 sea boats, and 4 collapsible boats.

857 Senator SMITH.  
The lifeboats were in position?

858 Mr. BOXHALL.  
Yes, sir.

859 Senator SMITH.  
Did they appear to be new?

860 Mr. BOXHALL.  
They were new.

861 Senator SMITH.  
Did you notice whether the name *Titanic* was upon every boat?

862 Mr. BOXHALL.  
Yes; on every boat. I will not swear to the collapsible boats.

863 Senator SMITH.  
What are the three types of boat that you have just referred to?

864 Mr. BOXHALL.  
First of all, the lifeboats; then the two sea boats -

865 Senator SMITH.  
One moment. Take the lifeboats. Were they in good condition?

866 Mr. BOXHALL.  
Perfectly good.

867 Senator SMITH.  
How many people under ordinary circumstances, would a lifeboat of the size carried on the *Titanic* carry in such weather as you experienced?

868 Mr. BOXHALL.  
They were supposed to carry 65 persons.

869 Senator SMITH.  
Why do you say they were supposed to carry 65?

870 Mr. BOXHALL.  
The Board of Trade testify to that.

871 Senator SMITH.  
Is that a part of the certificate of the British Board of Trade?

872 Mr. BOXHALL.  
I suppose that is a part of the regulations. The cubical capacity is on the boats.

873 Senator SMITH.  
How many seats are there in a lifeboat of that character?

874 Mr. BOXHALL.  
I am sure I could not say. I never have counted them.

875 Senator SMITH.  
How many oars are there?

876 Mr. BOXHALL.  
I really forget how many oars there were, but there are always two extra ones; there are always two extra oars in the boat.

877 Senator SMITH.  
Can you not think how many there were?

878 Mr. BOXHALL.  
No; I can not think; because I can not remember how many thole pins there were.

879 Senator SMITH.  
Where were the oars, generally? Under the seats?

880 Mr. BOXHALL.  
On the top of the seats.

881 Senator SMITH.  
On top of the seats; and you say there were always two extra oars?

882 Mr. BOXHALL.  
Always two extra oars in the boats.

883 Senator SMITH.  
But the compliment you do not know? You can not say what that was?

884 Mr. BOXHALL.  
No; I really can not.

885 Senator SMITH.  
What else is required in those lifeboats, under the regulations of the British Board of Trade?

886 Mr. BOXHALL.  
Boat hooks, water, water breakers, bread tanks, dippers for the water breakers, balers for the boats, mast and sail, compass. I think that is all.

887 Senator SMITH.  
Lights?

888 Mr. BOXHALL.  
Oh, yes; lights and a can of oil. A lamp and a can of oil.

889 Senator SMITH.  
Do you know whether these articles required under the regulations of the British Board of Trade were in each of these lifeboats as required?

890 Mr. BOXHALL.  
All the gear was in the boats when we left Belfast; I know that. All the gear was in the boats, because I went around -

891 Senator SMITH.  
Provisions and water?

892 Mr. BOXHALL.  
Everything that the Board of Trade requires was in the boats in Belfast.

893 Senator SMITH.  
In Belfast?

894 Mr. BOXHALL.  
Yes.

895 Senator SMITH.  
Do you know whether these provisions were in the boats when the *Titanic* left Southampton?

896 Mr. BOXHALL.  
I could not say. The provisions were, I know, because the provisions are built in with the boat. They are in a tank that is built in the boat.

897 Senator SMITH.  
You are speaking now of your own knowledge?

898 Mr. BOXHALL.  
Yes.

899 Senator SMITH.  
Were you ever in one of these lifeboats?

900 Mr. BOXHALL.  
Yes.

901 Senator SMITH.  
Prior to the collision?

902 Mr. BOXHALL.  
Not in the water in one; I was not in the water with the boats.

903 Senator SMITH.  
Where were you in the boats?

904 Mr. BOXHALL.  
In Belfast, going through them to see that all the equipment was complete.

905 Senator SMITH.  
You made an inspection?

906 Mr. BOXHALL.  
Yes.

907 Senator SMITH.  
And you desire the committee to understand that all of the requirements with reference to the equipment of lifeboats were in these boats when the *Titanic* left Belfast?

908 Mr. BOXHALL.

Yes; I do not know about when she left Belfast, but it was two or three days before we left that I went through these boats and saw all the equipment complete.

909 Senator SMITH.  
Mr. Boxhall, you described a few moments ago the weather from Belfast to Southampton. Did the weather continue pleasant and the sea unruffled during the voyage from Southampton to the place of this catastrophe?

910 Mr. BOXHALL.  
Yes.

911 Senator SMITH.  
In such weather how many people would a lifeboat such as you have described carry safely?

912 Mr. BOXHALL.  
That I would not like to say.

913 Senator SMITH.  
You would not like to say because you do not know?

914 Mr. BOXHALL.  
No; a lot depends on the people who get in the boats.

915 Senator SMITH.  
And their condition of mind?

916 Mr. BOXHALL.  
And their condition of mind.

917 Senator SMITH.  
Assuming that they were in great peril and submissive to the directions of those in charge of the boats, how many would one of those lifeboats safely carry?

918 Mr. BOXHALL.  
I should think that providing they did as they were told, they would carry the 65, the complement.

919 Senator SMITH.  
Sixty-five comfortably?

920 Mr. BOXHALL.  
No; the complement, I said, of 65.

921 Senator SMITH.  
What about the collapsible boats?

922 Mr. BOXHALL.  
I know very little of the collapsible boats. I do not know what they are supposed to hold.

923 Senator SMITH.  
You have seen them?

924 Mr. BOXHALL.  
I have seen them; yes.

925 Senator SMITH.  
I wish you would describe, that we may have the record complete, what they are made of; how they are constructed.

926 Mr. BOXHALL.  
The lower part of the boat is wood, and these boats when they are loaded do not seem to me to have very much freeboard except for the canvas which, is pulled up before these boats are lowered.

927 Senator SMITH.



Is this framework fitted into the canvas, or the canvas to the framework?

928 Mr. BOXHALL.  
No; it is the bottom of the boat, and it is rather a shallow boat with a canvas to it which pulls up and forms a kind of protection around the people sitting in the boat.

929 Senator SMITH.  
From what point in the boat's construction does this canvas appear; from the extreme upper part?

930 Mr. BOXHALL.  
Yes; I think it is from the extreme upper part, from what I remember of them. I never have been in one.

931 Senator SMITH.  
But the canvas is not intended to float the boat?

932 Mr. BOXHALL.  
Oh, no; oh, no.

933 Senator SMITH.  
How does it differ from the lifeboat in its security and strength?

934 Mr. BOXHALL.  
I do not quite understand what you mean?

935 Senator SMITH.  
Do you regard the collapsible boat as safe, well constructed, and suitable as the ordinary lifeboat for the purposes for which they are intended?

936 Mr. BOXHALL.  
I do not think it would stand so much knocking about as a lifeboat. I do not know what they would behave like in a seaway.

937 Senator SMITH.  
Do you think that they are as well suited to resist the sea?

938 Mr. BOXHALL.  
No; I should not think so.

939 Senator SMITH.  
Then, according to your judgment, they do not exactly answer the same purpose and requirement as the lifeboats?

940 Mr. BOXHALL.  
I can not say from experience, but I do not think that they would stand the water or the knocking about as a lifeboat would in a seaway.

941 Senator SMITH.  
Are they as easily lowered and kept in position?

942 Mr. BOXHALL.  
No; I do not think so. I prefer the lifeboats.

943 Senator SMITH.  
Are they as accessible to people in peril on shipboard as the lifeboats?

944 Mr. BOXHALL.  
It depends upon in what position they are kept.

945 Senator SMITH.  
Where are they kept?

946 Mr. BOXHALL.

The ones on the [Titanic](#) - there was one of them exactly underneath the sea boats davits on either side, on the same level on the boat deck as the lifeboats.

947 Senator SMITH.  
And as securely fastened to the davits?

948 Mr. BOXHALL.  
No; she was not securely fastened to the davits. She was not fastened to the davits at all. After the sea boats were lowered, then would come the collapsible boats.

949 Senator SMITH.  
Where were they? Were they lying about on the deck?

950 Mr. BOXHALL.  
They were on the deck.

951 Senator SMITH.  
Unattached?

952 Mr. BOXHALL.  
Unattached - unattached to the davits.

953 Senator SMITH.  
How many of these boats were there?

954 Mr. BOXHALL.  
Four.

955 Senator SMITH.  
You described another type of boat. What is that?

956 Mr. BOXHALL.  
The sea boat or emergency boat.

957 Senator SMITH.  
What kind of a boat is that?

958 Mr. BOXHALL.  
It is the same as a lifeboat, only smaller and lighter built. It is always kept swung out.

959 Senator SMITH.  
Is it built in the same general manner?

960 Mr. BOXHALL.  
Just so.

961 Senator SMITH.  
And of the same material as the lifeboat?

962 Mr. BOXHALL.  
Of the same material, but smaller.

963 Senator SMITH.  
Smaller?

964 Mr. BOXHALL.  
Smaller.

965 Senator SMITH.  
How much smaller?

966 Mr. BOXHALL.  
I could not say how much smaller. I do not know the size.

967 Senator SMITH.  
Give us your best judgment about it.

968 Mr. BOXHALL.  
It is a boat that is built to be swung out all the time, the

emergency boat, so that it can be lowered quickly at a moments notice in case anyone falls over the side.

969 Senator SMITH.  
Is it a boat between the size of an ordinary row boat and a lifeboat?

970 Mr. BOXHALL.  
It is considerably larger than an ordinary rowboat.

971 Senator SMITH.  
Yes; I understand that.

972 Mr. BOXHALL.  
It is a good, seaworthy boat.

973 Senator SMITH.  
How many people will one of those boats hold?

974 Mr. BOXHALL.  
I should say about between 25 and 30; probably 30 at the most.

975 Senator SMITH.  
Are these boats equipped in the same manner as the lifeboats?

976 Mr. BOXHALL.  
Yes, sir; just the same.

977 Senator SMITH.  
And all under the regulations of the British Board of Trade?

978 Mr. BOXHALL.  
Yes.

979 Senator SMITH.  
As to inspection and equipment?

980 Mr. BOXHALL.  
Yes.

981 Senator SMITH.  
Mr. Boxhall, these were all the lifeboats and these were the three types on the Titanic?

982 Mr. BOXHALL.  
Yes.

983 Senator SMITH.  
When she sailed?

984 Mr. BOXHALL.  
Just so.

985 Senator SMITH.  
How many people will the collapsible boat carry?

986 Mr. BOXHALL.  
I could not say.

987 Senator SMITH.  
About how many?

988 Mr. BOXHALL.  
I do not know; I would not say; I would not like to form an opinion.

989 Senator SMITH.  
Why is it called collapsible? Can it fold up?

990 Mr. BOXHALL.  
The upper structure of the boat is collapsible.

991 Senator SMITH.

But the lower part is -  
992 Mr. BOXHALL.  
The lower part is the bottom of the boat.  
993 Senator SMITH.  
Can you not tell us about how many people those boats will hold?  
994 Mr. BOXHALL.  
They seemed to be pretty well packed, those that came alongside of the [Carpathia](#). I did not count the people, but there seemed to be quite a lot of people. I should think they would hold more than one of the emergency boats or about the same number.  
995 Senator SMITH.  
Which one of these three type of boats were you in?  
996 Mr. BOXHALL.  
The emergency boat.  
997 Senator SMITH.  
The emergency boat?  
998 Mr. BOXHALL.  
Yes, sir.  
999 Senator SMITH.  
Did you see Officer Murdoch, Officer Lightoller, Officer Lowe, and Officer Pitman aboard the Titanic?  
1000 Mr. BOXHALL.  
Yes, sir.  
1001 Senator SMITH.  
The day this inspection was made?  
1002 Mr. BOXHALL.  
Yes, sir.  
1003 Senator SMITH.  
Can you state whether they were all present, at that time?  
1004 Mr. BOXHALL.  
All the officers were on board the ship doing various duties. I can not say whether they were present when these boats were lowered, but they were all there on board.  
1005 Senator SMITH.  
So far as you know did each perform his particular duty?  
1006 Mr. BOXHALL.  
Yes.  
1007 Senator SMITH.  
After leaving Southampton until the catastrophe occurred?  
1008 Mr. BOXHALL.  
Yes, sir.  
1009 Senator SMITH.  
Do you know the habits of these men?  
1010 Mr. BOXHALL.  
Only what I have seen since I joined the ship. I had never seen them before, except Mr. Lightoller.  
1011 Senator SMITH.  
And what can you say as to their habits?  
1012 Mr. BOXHALL.

Good, steady, reliable men.

1013 Senator SMITH.  
What about your own habits?

1014 Mr. BOXHALL.  
You had better ask some one else.

1015 Senator SMITH.  
You must be cognizant of your own habits.

1016 Mr. BOXHALL.  
Pardon me?

1017 Senator SMITH.  
You may be too modest to describe them, but you know whether  
you are a temperate man or not.

1018 Mr. BOXHALL.  
Yes.

1019 Senator SMITH.  
Are you?

1020 Mr. BOXHALL.  
Yes.

1021 Senator SMITH.  
Are you a man of family?

1022 Mr. BOXHALL.  
No, sir.

1023 Senator SMITH.  
Between Southampton and the place where the Titanic sank were  
you frequently thrown in contact with your superior officers?

1024 Mr. BOXHALL.  
Oh, yes.

1025 Senator SMITH.  
Did you see the captain frequently?

1026 Mr. BOXHALL.  
Yes.

1027 Senator SMITH.  
Had you sailed with him before?

1028 Mr. BOXHALL.  
No; never.

1029 Senator SMITH.  
Did your duties necessitate your being near his customary place  
on the ship?

1030 Mr. BOXHALL.  
Yes.

1031 Senator SMITH.  
As a matter of fact, did you render any service at any time from  
the bridge? Did you have the right to go on the bridge?

1032 Mr. BOXHALL.  
Oh, yes.

1033 Senator SMITH.  
Was it your duty to go there?

1034 Mr. BOXHALL.  
Yes; it was my duty. When I was on watch I was always on the  
bridge - on the bridge or inside of the chart room.

1035 Senator SMITH.  
How often did you see the captain between Southampton and the  
place where the ship sank?

1036 Mr. BOXHALL.  
Whenever I was on duty I saw him.

1037 Senator SMITH.  
And you were on duty how much of the time?

1038 Mr. BOXHALL.  
Every other four hours after we left Southampton.

1039 Senator SMITH.  
Every other four hours after you left Southampton?

1040 Mr. BOXHALL.  
Every other four hours.

1041 Senator SMITH.  
When did you go on duty Sunday?

1042 Mr. BOXHALL.  
Eight p. m.

1043 Senator SMITH.  
The day of the accident?

1044 Mr. BOXHALL.  
Eight p.m.

1045 Senator SMITH.  
Where was your station?

1046 Mr. BOXHALL.  
I had no particular station.

1047 Senator SMITH.  
On the bridge deck?

1048 Mr. BOXHALL.  
Upon what deck?

1049 Senator SMITH.  
Were you on the bridge deck?

1050 Mr. BOXHALL.  
Yes, sir.

1051 Senator SMITH.  
Where was the bridge deck with reference to the boat deck and  
the A deck and the B deck?

1052 Mr. BOXHALL.  
The bridge deck and the boat deck were all one.

1053 Senator SMITH.  
All one?

1054 Mr. BOXHALL.  
Yes.

1055 Senator SMITH.  
The boat deck extended forward?

1056 Mr. BOXHALL.  
It was all one deck.

1057 Senator SMITH.  
It completed the bridge?

1058 Mr. BOXHALL.  
Yes, sir.

1059 Senator SMITH.  
You say you went on watch, and that was your post Sunday evening at what hour?

1060 Mr. BOXHALL.  
Eight p. m.

1061 Senator SMITH.  
Eight p. m.?

1062 Mr. BOXHALL.  
Yes, sir.

1063 Senator SMITH.  
And you were required to remain how long?

1064 Mr. BOXHALL.  
Until midnight.

1065 Senator SMITH.  
Did you spend all of that time that night at your post, on duty?

1066 Mr. BOXHALL.  
Yes, sir.

1067 Senator SMITH.  
Were you on the bridge all that time?

1068 Mr. BOXHALL.  
No, sir.

1069 Senator SMITH.  
What proportion of that time?

1070 Mr. BOXHALL.  
Most of the time I was on the bridge.

1071 Senator SMITH.  
Most of the time?

1072 Mr. BOXHALL.  
The greater part of the watch.

1073 Senator SMITH.  
Do you know whether the customary officers were at their posts of duty at the forward end of that boat deck?

1074 Mr. BOXHALL.  
They were, sir.

1075 Senator SMITH.  
During your watch?

1076 Mr. BOXHALL.  
They were.

1077 Senator SMITH.  
Give their names; if you can; and just what their service consisted of.

1078 Mr. BOXHALL.  
Mr. Lightoller was on the bridge when I went up there along with the sixth officer at 8 o'clock - along with sixth officer Moody.

1079 Senator SMITH.  
A little louder, please.

1080 Mr. BOXHALL.  
Mr. Lightoller was on watch on the bridge when I went on watch at 8 o'clock with sixth officer Moody. Mr. Lightoller was relieved at 10 o'clock by Mr. Murdoch. Mr. Murdoch was on watch until



the accident happened.

1081 Senator SMITH.  
Who else was forward on that deck or on the bridge?

1082 Mr. BOXHALL.  
Mr. Moody, the sixth officer.

1083 Senator SMITH.  
Where was the crow's nest with reference to the bridge?

1084 Mr. BOXHALL.  
The crow's-nest was up the foremast.

1085 Senator SMITH.  
How far forward of the bridge?

1086 Mr. BOXHALL.  
I should say about 120 feet.

1087 Senator SMITH.  
How high above the bridge?

1088 Mr. BOXHALL.  
I could not say what height it was, but the plan will give it to you there.

1089 Senator SMITH.  
Can you not say approximately?

1090 Mr. BOXHALL.  
No; I would not like to say.

1091 Senator SMITH.  
What is the crow's-nest?

1092 Mr. BOXHALL.  
The crow's-nest is the lookout box.

1093 Senator SMITH.  
How high up on the mast?

1094 Mr. BOXHALL.  
I could not say.

1095 Senator SMITH.  
Is it a part of the mast?

1096 Mr. BOXHALL.  
Yes.

1097 Senator SMITH.  
Who occupied the crow's-nest during your watch Sunday night?

1098 Mr. BOXHALL.  
The lookout men.

1099 Senator SMITH.  
What is that?

1100 Mr. BOXHALL.  
The lookout men.

1101 Senator SMITH.  
Who were they?

1102 Mr. BOXHALL.  
Fleet and Leigh [Lee] were the lookout men at the time. I can not say who were the lookout men before 10 o'clock.

1103 Senator BURTON.  
How do you spell that first name?

1104 Mr. BOXHALL.

F-l-e-e-t.  
1105 Senator BOURNE.  
How do you spell Leigh?  
1106 Mr. BOXHALL.  
L-e-i-g-h.  
1107 Senator SMITH.  
Two men were at the crow's-nest?  
1108 Mr. BOXHALL.  
Yes sir.  
1109 Senator SMITH.  
Did you see them there?  
1110 Mr. BOXHALL.  
You could not see them from the bridge.  
1111 Senator SMITH.  
How do you know they were there?  
1112 Mr. BOXHALL.  
Because they answered the bells from the bridge.  
1113 Senator SMITH.  
Did they both answer the bells?  
1114 Mr. BOXHALL.  
Yes.  
1115 Senator SMITH.  
How do you know they both answered?  
1116 Mr. BOXHALL.  
You could hear them.  
1117 Senator SMITH.  
How could you distinguish between one answer and the other?  
1118 Mr. BOXHALL.  
Different voices.  
1119 Senator SMITH.  
And from that you are satisfied that they were both at their posts?  
1120 Mr. BOXHALL.  
Yes.  
1121 Senator SMITH.  
Who was on the lookout? Who was on the lookout, if anyone,  
besides these two men?  
1122 Mr. BOXHALL.  
On the bridge?  
1123 Senator SMITH.  
Yes; on the bridge.  
1124 Mr. BOXHALL.  
The first officer.  
1125 Senator SMITH.  
Mr. Murdoch?  
1126 Mr. BOXHALL.  
Yes; Mr. Murdoch.  
1127 Senator SMITH.  
Anyone else?  
1128 Mr. BOXHALL.  
Not that I know of.

1129 Senator BURTON.  
I understood you were there.

1130 Mr. BOXHALL.  
Yes. I was not on the lookout, though.

1131 Senator BURTON.  
You were not on the lookout there, forward?

1132 Mr. BOXHALL.  
No; I was there if I was called.

1133 Senator SMITH.  
One moment. I will get along to that. Was the ordinary  
complement of officers at their posts of duty-

1134 Mr. BOXHALL.  
The ordinary complement of officers?

1135 Senator SMITH. (continuing)  
At the forward end of that boat., in the crow's-nest, and on the  
bridge?

1136 Mr. BOXHALL.  
Yes, sir.

1137 Senator SMITH.  
If this lookout had been increased on that night you would have  
known it?

1138 Mr. BOXHALL.  
No; I do not know. I am not sure whether they were increased or  
not.

1139 Senator SMITH.  
You say there were two men in the crow's-nest?

1140 Mr. BOXHALL.  
There were two men in the crow's-nest; yes.

1141 Senator SMITH.  
Do you know of any increased vigilance?

1142 Mr. BOXHALL.  
I do not know. I did not hear of it.

1143 Senator SMITH.  
You did not hear of it?

1144 Mr. BOXHALL.  
I did not hear of it, but possibly there were extra men on the  
lookout.

1145 Senator SMITH.  
Were these men that were on the lookout the men who performed  
that service customarily?

1146 Mr. BOXHALL.  
Yes.

1147 Senator SMITH.  
That was their special position?

1148 Mr. BOXHALL.  
That was their special position.

1149 Senator SMITH.  
Was there anyone up in the eyes, so-called?

1150 Mr. BOXHALL.  
I do not know.

1151 Senator SMITH.  
Did you see anyone there?

1152 Mr. BOXHALL.  
I did not see anyone there.

1153 Senator SMITH.  
Where are the eyes?

1154 Mr. BOXHALL.  
On the forecastle head.

1155 Senator SMITH.  
That is out forward?

1156 Mr. BOXHALL.  
As far forward as they can possibly get.

1157 Senator SMITH.  
Forward of the bridge, and in the bow?

1158 Mr. BOXHALL.  
As far as they can possibly get, sir, forward.

1159 Senator SMITH.  
You say that you do not know whether there was anyone in the eyes, so-called?

1160 Mr. BOXHALL.  
No, sir; I do not know.

1161 Senator SMITH.  
Once more, for the information of my colleague, will you state the location of the eyes on this particular boat?

1162 Mr. BOXHALL.  
It is the stemhead, we usually term it. The stemhead is as far forward on board the ship as you can possibly go - the forward extremity of the ship.

1163 Senator SMITH.  
It is not in advance of the ship's bow?

1164 Mr. BOXHALL.  
No, sir.

1165 Senator SMITH.  
But as far forward as -

1166 Mr. BOXHALL.  
As the taffrail will allow you to go, and the deck extends.

1167 Senator SMITH.  
Would the occupants of that point on the boat have been visible to you if they had been there that night?

1168 Mr. BOXHALL.  
No, sir.

1169 Senator SMITH.  
Why?

1170 Mr. BOXHALL.  
Because I was not looking for it. I was not looking for them.

1171 Senator SMITH.  
Could you have looked ahead and not seen them?

1172 Mr. BOXHALL.  
If I had looked ahead I should have seen them.

1173 Senator SMITH.

Do you mean that you did not look ahead?

1174 Mr. BOXHALL.  
I did not notice them. I was in the chart room working out positions, most of the evening - working navigation.

1175 Senator SMITH.  
Sunday night?

1176 Mr. BOXHALL.  
Sunday night.

1177 Senator SMITH.  
But you said you were frequently at the bridge that night.

1178 Mr. BOXHALL.  
Just so.

1179 Senator SMITH.  
During the time that you were at the bridge, or on the forward deck, you did not see anyone -

1180 Mr. BOXHALL.  
I did not look to see them.

1181 Senator SMITH. (continuing)  
At the eyes? Well, answer my question. I want you to answer in your own way, of course.

1182 Mr. BOXHALL.  
Just so.

1183 Senator SMITH.  
You did not see anyone there?

1184 Mr. BOXHALL.  
No, sir.

1185 Senator SMITH.  
And you did not look to see?

1186 Mr. BOXHALL.  
No, sir.

1187 Senator SMITH.  
Did you know you were in the vicinity of icebergs that night?

1188 Mr. BOXHALL.  
No; I did not know we were in the vicinity of icebergs.

1189 Senator SMITH.  
Did not the second or first officer apprise you of the fact that they had information that you were in the vicinity of icebergs?

1190 Mr. BOXHALL.  
I knew we had had information. They did not apprise me that evening of it.

1191 Senator SMITH.  
When did they apprise you?

1192 Mr. BOXHALL.  
As a matter of fact they did not mention it to me.

1193 Senator SMITH.  
Had it never been mentioned to you?

1194 Mr. BOXHALL.  
Oh, yes; the captain mentioned it.

1195 Senator SMITH.  
The captain mentioned it to you?

1196 Mr. BOXHALL.  
Yes.

1197 Senator SMITH.  
When?

1198 Mr. BOXHALL.  
I do not know whether it was the day before or two days before  
he gave me some positions of icebergs, which I put on the chart.

1199 Senator SMITH.  
Which you put on the chart?

1200 Mr. BOXHALL.  
On his chart.

1201 Senator SMITH.  
Did the captain tell you that the [Californian](#) had wired the [Titanic](#)  
that they were in the vicinity of icebergs?

1202 Mr. BOXHALL.  
No. The captain gave me some wireless messages from  
Southampton, I think, that we had had before we had sailed, and  
asked me to put these positions on the chart.

1203 Senator SMITH.  
Did you know whether a wireless had been received from the  
[Amerika](#) that the Titanic was in the vicinity of icebergs?

1204 Mr. BOXHALL.  
No; I could not say.

1205 Senator SMITH.  
Do you want us to understand that you had no knowledge of the  
proximity of this ship to icebergs immediately preceding the -

1206 Mr. BOXHALL.  
I had no knowledge.

1207 Senator SMITH.  
One moment. (continuing) Immediately preceding the collision,  
or during the hours of your watch from 8 o'clock until the  
collision occurred?

1208 Mr. BOXHALL.  
I did not realize the ship was so near the ice field.

1209 Senator SMITH.  
You knew you were in the vicinity of the Grand Banks?

1210 Mr. BOXHALL.  
I knew we were in the vicinity of the Grand Banks.

1211 Senator SMITH.  
What was the weather at that time?

1212 Mr. BOXHALL.  
Very fine and clear.

1213 Senator SMITH.  
Cold?

1214 Mr. BOXHALL.  
Yes; very cold.

1215 Senator SMITH.  
Unusually cold?

1216 Mr. BOXHALL.  
No; not for that time of year.

1217 Senator SMITH.  
Did you realize that you were out of the particular influence of  
the Gulf Stream?

1218 Mr. BOXHALL.  
No, sir.

1219 Senator SMITH.  
Do you know that the water was taken from the sea frequently  
that night?

1220 Mr. BOXHALL.  
I knew the water and the temperature of the air was taken every  
two hours after the ship left port.

1221 Senator SMITH.  
Was the temperature of the water taken at any time to your  
knowledge?

1222 Mr. BOXHALL.  
Every two hours after the ship left the port. I do not know what it  
was.

1223 Senator SMITH.  
No; I do not think you understood me. You say that water was  
taken from the sea and the temperature of the air was taken every  
two hours after you left port?

1224 Mr. BOXHALL.  
Yes.

1225 Senator SMITH.  
I asked you whether you know the temperature of the water taken  
from the sea every two hours was tested?

1226 Mr. BOXHALL.  
Yes, sir.

1227 Senator SMITH.  
You do know it?

1228 Mr. BOXHALL.  
Yes.

1229 Senator SMITH.  
How do you know it?

1230 Mr. BOXHALL.  
Because the sailor men and the quartermaster took this  
temperature, and I would see them doing it, sometimes.

1231 Senator SMITH.  
Was it reported anywhere?

1232 Mr. BOXHALL.  
Yes; it was reported. It was reported to the junior officer.

1233 Senator SMITH.  
To the junior officer?

1234 Mr. BOXHALL.  
Yes.

1235 Senator SMITH.  
What was his name?

1236 Mr. BOXHALL.  
Mr. Moody.

1237 Senator SMITH.



Did he survive the wreck?  
1238 Mr. BOXHALL.  
No, sir.  
1239 Senator SMITH.  
Was it reported to any other officer?  
1240 Mr. BOXHALL.  
No; but their book was always there for him to see.  
1241 Senator SMITH.  
Did the log contain any reference to these tests?  
1242 Mr. BOXHALL.  
Yes, sir.  
1243 Senator SMITH.  
How do you know?  
1244 Mr. BOXHALL.  
Because it was the junior officer's duty to see that the log did  
contain it.  
1245 Senator SMITH.  
That was his duty?  
1246 Mr. BOXHALL.  
Yes.  
1247 Senator SMITH.  
And you think that was done because that was his duty?  
1248 Mr. BOXHALL.  
Yes, sir.  
1249 Senator SMITH.  
Did you yourself take the temperature of the water?  
1250 Mr. BOXHALL.  
No, sir.  
1251 Senator SMITH.  
At any time during that voyage?  
1252 Mr. BOXHALL.  
No, sir.  
1253 Senator SMITH.  
Do you know whether that water Sunday night was colder than it  
was Monday night?  
1254 Mr. BOXHALL.  
No, I did not know.  
1255 Senator SMITH.  
I mean preceding.  
1256 Mr. BOXHALL.  
No.  
1257 Senator SMITH.  
Wednesday night?  
1258 Mr. BOXHALL.  
No.  
1259 Senator SMITH.  
Do you of your own knowledge know the temperature of that  
water?  
1260 Mr. BOXHALL.  
No; I do not.

1261 Senator SMITH.  
Were you in the water-

1262 Mr. BOXHALL. (interrupting)  
No, sir.

1263 Senator SMITH. (continuing)  
After the collision?

1264 Mr. BOXHALL.  
No, sir.

1265 Senator SMITH.  
At no time?

1266 Mr. BOXHALL.  
At no time at all.

1267 Senator SMITH.  
You do not know of your own knowledge how cold it was?

1268 Mr. BOXHALL.  
No, sir; I do not.

1269 Senator SMITH.  
But you are willing to say it was a very cold night?

1270 Mr. BOXHALL.  
Oh, yes; it was very cold.

1271 Senator SMITH.  
Do you know Mr. Bride, the wireless operator of the Titanic?

1272 Mr. BOXHALL.  
Yes, sir.

1273 Senator SMITH.  
Do you know whether his feet were frozen after the accident occurred and before he reached the [Carpathia](#)?

1274 Mr. BOXHALL.  
I knew his feet were bad, but I did not know what was the matter with them. I did not know whether they were frozen.

1275 Senator SMITH.  
You do not know whether they were frozen or not?

1276 Mr. BOXHALL.  
I could not say.

1277 Senator SMITH.  
Did anyone die aboard the boat you were on between the scene of the sinking - the place of the sinking - of the Titanic and the Carpathia?

1278 Mr. BOXHALL.  
No, sir.

1279 Senator SMITH.  
Do you know of others dying in these lifeboats?

1280 Mr. BOXHALL.  
I do not know of any dying in the lifeboats.

1281 Senator SMITH.  
Do you know whether Mr. Phillips died in a lifeboat?

1282 Mr. BOXHALL.  
Only what I have heard, that Mr. Phillips died after he was pulled on the - whether he was pulled on or whether he scrambled on the upturned collapsible boat, I could not say. It is only hearsay.

1283 Senator SMITH.  
He died?

1284 Mr. BOXHALL.  
Yes, sir; he died.

1285 Senator SMITH.  
He was the wireless operator who was the chief of Mr. Bride?

1286 Mr. BOXHALL.  
Yes, sir.

1287 Senator SMITH.  
But so far as you know of your own knowledge you are unable to say what the temperature test of this water in the vicinity of the Grand Banks, where this accident occurred, would show?

1288 Mr. BOXHALL.  
I am unable to say what it was.

1289 Senator SMITH.  
Were there any additional officers or members of the crew stationed in the bows or on the deck Sunday night after you went on watch?

1290 Mr. BOXHALL.  
I do not know about any additional members.

1291 Senator SMITH.  
The assignments were the permanent assignments; and so far as you know, that is all?

1292 Mr. BOXHALL.  
Just the usual staff, I knew they would be; but whether there were any additional men there I could not say.

1293 Senator SMITH.  
Did you see the captain frequently Sunday night?

1294 Mr. BOXHALL.  
I saw him frequently during the watch, sir.

1295 Senator SMITH.  
During the watch?

1296 Mr. BOXHALL.  
Yes, sir.

1297 Senator SMITH.  
From 8 o'clock on?

1298 Mr. BOXHALL.  
Up to the time of the accident.

1299 Senator SMITH.  
Up to the time the Titanic sank?

1300 Mr. BOXHALL.  
Yes, sir.

1301 Senator SMITH.  
How frequently?

1302 Mr. BOXHALL.  
On and off, most of the watch.

1303 Senator SMITH.  
Where was he when you saw him at these times?

1304 Mr. BOXHALL.  
Sometimes out on the outer bridge. I would go out and report. I

was working observations out, if you understand, most of that watch working out different calculations and reporting to him; and that is how it was I came in contact with him so much.

1305 Senator SMITH.  
Where was he at the times when you saw him?

1306 Mr. BOXHALL.  
Sometimes in his chart room and sometimes on the bridge, and sometimes he would come to the wheelhouse, inside of the wheelhouse.

1307 Senator SMITH.  
How do you know he would go to the wheelhouse?

1308 Mr. BOXHALL.  
I would see him pass through.

1309 Senator SMITH.  
You would see him passing through?

1310 Mr. BOXHALL.  
Yes.

1311 Senator SMITH.  
Would you see him frequently in the wheelhouse?

1312 Mr. BOXHALL.  
Frequently, sir.

1313 Senator SMITH.  
Was the captain on deck or on the bridge or in the wheelhouse when you assumed your watch at 8 o'clock?

1314 Mr. BOXHALL.  
I could not say where he was. I do not remember seeing him at 8 o'clock.

1315 Senator SMITH.  
How soon after you took your watch did you see him?

1316 Mr. BOXHALL.  
As near as I can tell, I saw him about 9 o'clock.

1317 Senator SMITH.  
About 9 o'clock?

1318 Mr. BOXHALL.  
Yes.

1319 Senator SMITH.  
For the first time?

1320 Mr. BOXHALL.  
Yes. I did not say for the first time.

1321 Senator SMITH.  
As nearly as you can recollect?

1322 Mr. BOXHALL.  
No; but a particular incident recalls to me that I did see him about 9 o'clock.

1323 Senator SMITH.  
When you say you saw him about 9 o'clock, do you mean just before 9 or just after 9?

1324 Mr. BOXHALL.  
You are trying to drive me down to the minute, and I can not state.

1325 Senator SMITH.  
I just want to get it as accurately as you can give it. Would you  
think it was before or after?

1326 Mr. BOXHALL.  
I could not say.

1327 Senator SMITH.  
About 9 o'clock?

1328 Mr. BOXHALL.  
About 9 o'clock, sir.

1329 Senator SMITH.  
Was anyone with him when you saw him at that time?

1330 Mr. BOXHALL.  
That is another thing that is hard to say. I do not remember  
whether I saw him on the bridge or in the wheelhouse when I  
reported some positions that I had worked out.

1331 Senator SMITH.  
Did you see Mr. Ismay?

1332 Mr. BOXHALL.  
No, sir.

1333 Senator SMITH.  
With the captain?

1334 Mr. BOXHALL.  
No, sir.

1335 Senator SMITH.  
On the bridge, in the wheelhouse, or on the deck that night?

1336 Mr. BOXHALL.  
No, sir.

1337 Senator SMITH.  
After you took your watch?

1338 Mr. BOXHALL.  
No, sir; not until after the accident.

1339 Senator SMITH.  
Not until after the accident?

1340 Mr. BOXHALL.  
No, sir.

1341 Senator SMITH.  
Did you talk with the captain Sunday night?

1342 Mr. BOXHALL.  
Yes, sir.

1343 Senator SMITH.  
How frequently?

1344 Mr. BOXHALL.  
I could not say how frequently.

1345 Senator SMITH.  
Do you know what time he dined that night?

1346 Mr. BOXHALL.  
No, sir.

1347 Senator SMITH.  
Or with whom he dined?

1348 Mr. BOXHALL.

No, sir.

1349 Senator SMITH.  
Or where he dined?

1350 Mr. BOXHALL.  
No, sir.

1351 Senator SMITH.  
But you do know that about 9 o'clock you saw him on the deck,  
on the bridge, and in the wheelhouse at various times. Would you  
say all of the time, in one of those three places after that?

1352 Mr. BOXHALL.  
I did not know that the captain was anywhere away from the  
bridge the whole watch. I mean to say from the bridge taking the  
whole bridge together; all the chart rooms, and the open bridge.  
They are all practically on one square, and I do not think the  
captain was away from that altogether.

1353 Senator SMITH.  
When did you last see the captain?

1354 Mr. BOXHALL.  
When he told me to go away in the boat.

1355 Senator SMITH.  
How long was that after the collision?

1356 Mr. BOXHALL.  
I do not know what time I left the ship. I have been trying to find  
the time or trying to calculate, but I can not think what time it  
was.

1357 Senator SMITH.  
Where were you when the collision took place?

1358 Mr. BOXHALL.  
I was just approaching the bridge.

1359 Senator SMITH.  
On the port or the starboard side?

1360 Mr. BOXHALL.  
Starboard side.

1361 Senator SMITH.  
Did the collision occur on the port or the starboard side?

1362 Mr. BOXHALL.  
On the starboard side, sir.

1363 Senator SMITH.  
And you were on deck at that time?

1364 Mr. BOXHALL.  
On the deck, sir.

1365 Senator SMITH.  
Approaching the bridge?

1366 Mr. BOXHALL.  
Just approaching the bridge.

1367 Senator SMITH.  
Could you see what had occurred?

1368 Mr. BOXHALL.  
No, sir; I could not see what had occurred.

1369 Senator SMITH.

Did you know what had occurred?

1370 Mr. BOXHALL.  
No, not at all. I heard the sixth officer [Moody] say what it was.

1371 Senator SMITH.  
What did he say that it was?

1372 Mr. BOXHALL.  
He said we had struck an iceberg.

1373 Senator SMITH.  
Was there any evidence of ice on any of the decks, to your knowledge, after that collision?

1374 Mr. BOXHALL.  
Just a little on the lower deck. On the open deck I saw just a little, not much.

1375 Senator SMITH.  
Do you know whether anyone was injured by that impact?

1376 Mr. BOXHALL.  
No, I do not know; I never heard.

1377 Senator SMITH.  
Did you continue to go toward the bridge after the impact?

1378 Mr. BOXHALL.  
Yes, sir.

1379 Senator SMITH.  
How far did you go?

1380 Mr. BOXHALL.  
At the time of the impact I was just coming along the deck and almost abreast of the captain's quarters, and I heard the report of three bells.

1381 Senator SMITH.  
What kind of a report? Describe it.

1382 Mr. BOXHALL.  
The lookout's report.

1383 Senator SMITH.  
What was said?

1384 Mr. BOXHALL.  
Three bells were struck.

1385 Senator SMITH.  
Three bells?

1386 Mr. BOXHALL.  
That signifies something has been seen ahead. Almost at the same time I heard the first officer give the order "Hard astarboard," and the engine telegraph rang.

1387 Senator SMITH.  
What did the order mean?

1388 Mr. BOXHALL.  
Ordering the ship's head to port.

1389 Senator SMITH.  
Did you see this iceberg at that time?

1390 Mr. BOXHALL.  
Not at that time.

1391 Senator SMITH.



Did it extend above the deck that you were on?

1392 Mr. BOXHALL.  
Oh, no, sir, it did not extend there.

1393 Senator SMITH.  
A little lower?

1394 Mr. BOXHALL.  
Yes, sir.

1395 Senator SMITH.  
Do you know whether it struck the bow squarely?

1396 Mr. BOXHALL.  
It seemed to me to strike the bluff of the bow.

1397 Senator SMITH.  
Describe that.

1398 Mr. BOXHALL.  
It is in the forward part of the ship, but almost on the side.

1399 Senator SMITH.  
On which side?

1400 Mr. BOXHALL.  
It is just where the ship begins to widen out on the starboard side.

1401 Senator SMITH.  
How far would that be from the front of the ship?

1402 Mr. BOXHALL.  
I do not know.

1403 Senator SMITH.  
About how far?

1404 Mr. BOXHALL.  
I could not say in feet.

1405 Senator SMITH.  
How far would it be from the eyes?

1406 Mr. BOXHALL.  
I do not know. I could not say.

1407 Senator SMITH.  
You could not describe that?

1408 Mr. BOXHALL.  
No; you could measure it on the plans, though.

1409 Senator SMITH.  
About how far?

1410 Mr. BOXHALL.  
I could not say how many feet. I have no idea of the number of feet.

1411 Senator SMITH.  
But it was not a square blow on the bow of the ship?

1412 Mr. BOXHALL.  
No, sir.

1413 Senator SMITH.  
In ordinary parlance, would it be a glancing blow?

1414 Mr. BOXHALL.  
A glancing blow.

1415 Senator SMITH.  
Was the blow felt immediately?

1416 Mr. BOXHALL.  
A slight impact.

1417 Senator SMITH.  
How slight?

1418 Mr. BOXHALL.  
It did not seem to me to be very serious. I did not take it seriously.

1419 Senator SMITH.  
Slight enough to stop you in your walk to the bridge?

1420 Mr. BOXHALL.  
Oh, no, no, no.

1421 Senator SMITH.  
Heavy enough to stop you, I mean?

1422 Mr. BOXHALL.  
No, sir.

1423 Senator SMITH.  
So slight that you did not regard it as serious?

1424 Mr. BOXHALL.  
I did not think it was serious.

1425 Senator SMITH.  
Did you proceed to the bridge?

1426 Mr. BOXHALL.  
Yes, sir.

1427 Senator SMITH.  
Whom did you find there?

1428 Mr. BOXHALL.  
I found the sixth officer and the first officer and captain. [Moody, Murdoch and Captain Smith]

1429 Senator SMITH.  
The sixth officer, the first officer and the captain?

1430 Mr. BOXHALL.  
Yes, sir.

1431 Senator SMITH.  
All on the bridge together?

1432 Mr. BOXHALL.  
Yes, sir.

1433 Senator SMITH.  
What, if anything, was said by the captain?

1434 Mr. BOXHALL.  
Yes, sir. The captain said, "What have we struck?" Mr. Murdoch, the first officer, said, "We have struck an iceberg."

1435 Senator SMITH.  
Then what was said?

1436 Mr. BOXHALL.  
He followed on to say - Mr. Murdoch followed on to say, "I put her hard astarboard and run the engines full astern, but it was too close; she hit it."

1437 Senator FLETCHER.  
That was before she struck?

1438 Mr. BOXHALL.

No; after.

1439 Senator SMITH.  
That was after she struck?

1440 Mr. BOXHALL.  
Yes.

1441 Senator SMITH.  
He said that he put her hard astarboard?

1442 Mr. BOXHALL.  
Yes, sir.

1443 Senator SMITH.  
But it was too late?

1444 Mr. BOXHALL.  
Yes, sir.

1445 Senator SMITH.  
And he hit it?

1446 Mr. BOXHALL.  
Yes, sir.

1447 Senator SMITH.  
What did the captain say?

1448 Mr. BOXHALL.  
Mr. Murdoch also said, "I intended to port around it."

1449 Senator SMITH.  
"I intended to port around it"?

1450 Mr. BOXHALL.  
"But she hit before I could do any more."

1451 Senator SMITH.  
Did he say anything more?

1452 Mr. BOXHALL.  
"The watertight doors are closed, sir."

1453 Senator SMITH.  
What did the captain say?

1454 Mr. BOXHALL.  
Mr. Murdoch continued to say, "The watertight doors are closed, sir."

1455 Senator SMITH.  
Mr. Murdoch continued to say, "Are they closed"?

1456 Mr. BOXHALL.  
No; "They are closed."

1457 Senator SMITH.  
"The watertight doors are closed"?

1458 Mr. BOXHALL.  
"Are closed."

1459 Senator SMITH.  
Do you understand by that that he had applied the -

1460 Mr. BOXHALL. (interrupting)  
I saw him close them.

1461 Senator SMITH.  
He had applied the electricity?

1462 Mr. BOXHALL.  
Yes, sir.

1463 Senator SMITH.  
And by that had closed the watertight compartments?

1464 Mr. BOXHALL.  
Yes, sir; and the captain asked him if he had rung the warning bell.

1465 Senator SMITH.  
What did he say?

1466 Mr. BOXHALL.  
He said, "Yes, sir."

1467 Senator SMITH.  
What is the warning bell?

1468 Mr. BOXHALL.  
It is a small electric bell which rings at every watertight door.

1469 Senator SMITH.  
And he said that that had been done?

1470 Mr. BOXHALL.  
Yes, sir.

1471 Senator SMITH.  
What else did he say?

1472 Mr. BOXHALL.  
We all walked out to the corner of the bridge then to look at the iceberg.

1473 Senator SMITH.  
The captain?

1474 Mr. BOXHALL.  
The captain, first officer, and myself.

1475 Senator SMITH.  
Did you see it?

1476 Mr. BOXHALL.  
I was not very sure of seeing it. It seemed to me to be just a small black mass not rising very high out of the water, just a little on the starboard quarter,

1477 Senator SMITH.  
How far out of the water should you judge?

1478 Mr. BOXHALL.  
I could not judge the size of it, but it seemed to me to be very, very low lying.

1479 Senator SMITH.  
Did it extend up to B deck?

1480 Mr. BOXHALL.  
Oh, no; the ship was past it then. It looked to me to be very, very low in the water.

1481 Senator FLETCHER.  
Give us an idea; do not leave it there.

1482 Senator SMITH.  
How far do you think it was above the water?

1483 Mr. BOXHALL.  
That is hard to say. In my own opinion I do not think the thing extended above the ship's rail.

1484 Senator SMITH.

Above the ship's rail?  
1485 Mr. BOXHALL.  
No.  
1486 Senator SMITH.  
And how far was this rail above the water's edge?  
1487 Mr. BOXHALL.  
Probably about 30 feet.  
1488 Senator SMITH.  
About 30 feet?  
1489 Mr. BOXHALL.  
No; hardly 30 feet.  
1490 Senator SMITH.  
The distance from the water's edge to the boat deck was how far?  
1491 Mr. BOXHALL.  
I could get that measurement from the plan.  
1492 Senator SMITH.  
About 70 feet, was it not?  
1493 Mr. BOXHALL.  
From the boat deck it was about 70 feet to the water's edge. The  
boat deck is one deck above A. This rail I mean is on the C deck.  
1494 Senator SMITH.  
You say this looked like a black object?  
1495 Mr. BOXHALL.  
Yes.  
1496 Senator SMITH.  
Were the stars shining that night?  
1497 Mr. BOXHALL.  
The stars were shining,  
1498 Senator SMITH.  
And the moon?  
1499 Mr. BOXHALL.  
No moon.  
1500 Senator SMITH.  
No moon?  
1501 Mr. BOXHALL.  
No.  
1502 Senator SMITH.  
Was it clear?  
1503 Mr. BOXHALL.  
Clear.  
1504 Senator SMITH.  
And yet you wish to be understood as saying that, standing in the  
bow of the ship as far forward as you could get, and looking over  
directly at this obstacle, you were unable to determine exactly  
what it was?  
1505 Mr. BOXHALL.  
I was not standing in the bow of the ship, sir; I was standing on  
the bridge.  
1506 Senator SMITH.  
On the bridge?

1507 Mr. BOXHALL.  
Yes.

1508 Senator SMITH.  
But you could see this object, could you?

1509 Mr. BOXHALL.  
I am not sure of seeing it; that is what I say, I would not swear to  
seeing it. But I fancied seeing this long-lying growler.

1510 Senator SMITH.  
And that it looked dark?

1511 Mr. BOXHALL.  
It looked to me as if it was very, very low.

1512 Senator SMITH.  
And dark?

1513 Mr. BOXHALL.  
Yes.

1514 Senator SMITH.  
Did the captain seem to know what you had struck?

1515 Mr. BOXHALL.  
No.

1516 Senator SMITH.  
Did Mr. Murdoch?

1517 Mr. BOXHALL.  
Mr. Murdoch saw it when we struck it.

1518 Senator SMITH.  
Did he say what it was?

1519 Mr. BOXHALL.  
Yes, sir.

1520 Senator SMITH.  
What did he say it was?

1521 Mr. BOXHALL.  
He said it was an iceberg.

1522 Senator SMITH.  
After these signals were turned in, what was done?

1523 Mr. BOXHALL.  
I do not know what was done, because I left the bridge then.

1524 Senator SMITH.  
Where did you go?

1525 Mr. BOXHALL.  
I went right down below, in the lowest steerage, as far as I could  
possibly get without going into the cargo portion of the ship, and  
inspected all the decks as I came up, in the vicinity of where I  
thought she had struck.

1526 Senator SMITH.  
What did you find?

1527 Mr. BOXHALL.  
I found no damage. I found no indications to show that the ship  
had damaged herself.

1528 Senator SMITH.  
On the inside?

1529 Mr. BOXHALL.

On the inside.

1530 Senator SMITH.  
Did you say you went to the steerage?

1531 Mr. BOXHALL.  
I went down to the steerage.

1532 Senator SMITH.  
But found no evidence of injury there?

1533 Mr. BOXHALL.  
No, sir.

1534 Senator SMITH.  
Then where did you go?

1535 Mr. BOXHALL.  
Then I went on the bridge and reported to the captain that I could not see any damage.

1536 Senator SMITH.  
One moment. Did you look farther, beyond the steerage?

1537 Mr. BOXHALL.  
I looked in all the decks. I worked my way up to the top deck.

1538 Senator SMITH.  
Looking at all of them in the forward part?

1539 Mr. BOXHALL.  
In the forward part of the ship; that is, abreast of No. 2 and 3 hatches.

1540 Senator SMITH.  
Then what did you do?

1541 Mr. BOXHALL.  
I came right up to the bridge and reported that I could find no damage.

1542 Senator SMITH.  
What did the captain say?

1543 Mr. BOXHALL.  
He said, "Go down and find the carpenter and get him to sound the ship."

1544 Senator SMITH.  
Did you do so?

1545 Mr. BOXHALL.  
I was proceeding down, but I met the carpenter. [J. Maxwell or J. Hutchinson]

1546 Senator SMITH.  
What did you say to him?

1547 Mr. BOXHALL.  
I said, "The captain wants you to sound the ship." He said, "The ship is making water," and he went on the bridge to the captain, and I thought I would go down forward again and investigate; and then I met a mail clerk, a man named Smith, and he asked where the captain was. I said, "He is on the bridge." He said, "The mail hold is full" or "filling rapidly." I said, "Well, you go and report it to the captain and I will go down and see," and I proceeded right down into the mail room.

1548 Senator SMITH.



What did you find there?

1549 Mr. BOXHALL.  
I went down as far as the sorting room deck and found mail clerks down there working.

1550 Senator SMITH.  
Doing what?

1551 Mr. BOXHALL.  
Taking letters out of the racks, they seemed to me to be doing.

1552 Senator SMITH.  
Taking letters out of the racks and putting them into pouches?

1553 Mr. BOXHALL.  
I could not see what they were putting them in.

1554 Senator SMITH.  
You could not see what disposition they were making of them?

1555 Mr. BOXHALL.  
I looked through an open door and saw these men working at the racks, and directly beneath me was the mail hold, and the water seemed to be then within 2 feet of the deck we were standing on.

1556 Senator SMITH.  
What did you do in that situation?

1557 Mr. BOXHALL. (continuing)  
And bags of mail floating about. I went right on the bridge again and reported to the captain what I had seen.

1558 Senator SMITH.  
What did he say?

1559 Mr. BOXHALL.  
He said all right, and then the order came out for the boats.

1560 Senator SMITH.  
You mean the order was given to man or lower the lifeboats?

1561 Mr. BOXHALL.  
To clear the lifeboats.

1562 Senator SMITH.  
Do you know anything about what the carpenter did after you left him?

1563 Mr. BOXHALL.  
No, sir; I never saw him any more.

1564 Senator SMITH.  
Do you know anything about the wireless?

1565 Mr. BOXHALL.  
No, sir.

1566 Senator SMITH.  
Or what the captain or any other officer did regarding it?

1567 Mr. BOXHALL.  
No, sir.

1568 Senator SMITH.  
When the order was given to clear the lifeboats, what did you do?

1569 Mr. BOXHALL.  
I went around the decks and was clearing the lifeboats; helping take the covers off.

1570 Senator SMITH.  
Covers off?

1571 Mr. BOXHALL.  
Covers off of the boats, and clearing them generally.

1572 Senator SMITH.  
Were they all covered?

1573 Mr. BOXHALL.  
Yes, sir, except the sea boats; and assisting generally around the decks. Then I went into the chart room and worked out the ship's position. I was clearing boats for a little while, and then went in and worked the position out.

1574 Senator SMITH.  
Did you report her position?

1575 Mr. BOXHALL.  
I submitted her position to the captain.

1576 Senator SMITH.  
What did he say?

1577 Mr. BOXHALL.  
He said, "Take it to the Marconi room."

1578 Senator SMITH.  
Did you do so?

1579 Mr. BOXHALL.  
Yes, sir.

1580 Senator SMITH.  
Did you find the operator in charge?

1581 Mr. BOXHALL.  
I found the two operators there.

1582 Senator SMITH.  
Who?

1583 Mr. BOXHALL.  
Phillips and Bride.

1584 Senator SMITH.  
What did you do with your information?

1585 Mr. BOXHALL.  
There was too much noise of the steam escaping, so I wrote the position down for them and left it.

1586 Senator SMITH.  
You simply wrote the position down?

1587 Mr. BOXHALL.  
Yes.

1588 Senator SMITH.  
And handed it to the operator?

1589 Mr. BOXHALL.  
Left it on his table there. He saw it. He made a call, and he was listening, and I did not interrupt him.

1590 Senator SMITH.  
Did you remain to see what disposition was made of it?

1591 Mr. BOXHALL.  
No.

1592 Senator SMITH.

Did you keep a copy of that, or do you know exactly what that showed?

1593 Mr. BOXHALL.  
That position?

1594 Senator SMITH.  
Yes.

1595 Mr. BOXHALL.  
Yes; I have the position.

1596 Senator SMITH.  
Have you a memorandum of it?

1597 Mr. BOXHALL.  
No; I have it in my head.

1598 Senator SMITH.  
Give it to the reporter.

1599 Mr. BOXHALL.  
Forty-one, forty-six; fifty, fourteen.

1600 Senator BURTON.  
Give that again.

1601 Mr. BOXHALL.  
Forty-one, forty-six, north; fifty, fourteen west.

1602 Senator SMITH.  
Was that the last time the ship's position was taken?

1603 Mr. BOXHALL.  
That is the position I worked out.

1604 Senator SMITH.  
Was that the last time it was taken so far as you know?

1605 Mr. BOXHALL.  
Yes; that was the position at the time she struck.

1606 Senator SMITH.  
Was that where she sank, do you know?

1607 Mr. BOXHALL.  
I do not know. She would just drift a little way farther on, probably half a mile or so.

1608 Senator SMITH.  
What did you do after you left the operator's room?

1609 Mr. BOXHALL.  
Went around the decks assisting to clear the decks and send distress signals off.

1610 Senator SMITH.  
What do you mean by clearing the decks?

1611 Mr. BOXHALL.  
Clearing the boats, I should say.

1612 Senator SMITH.  
At that time were passengers on these decks?

1613 Mr. BOXHALL.  
Yes.

1614 Senator SMITH.  
Men and women?

1615 Mr. BOXHALL.  
Men and women, yes, coming up.

1616 Senator SMITH.  
What were they doing?

1617 Mr. BOXHALL.  
I was too busy to take notice, as a matter of fact.

1618 Senator SMITH.  
Did they have life preservers on, or lifebelts?

1619 Mr. BOXHALL.  
Yes; I think all of them had life preservers that I saw.

1620 Senator SMITH.  
Would you be willing to say that, so far as your observation went  
--

1621 Mr. BOXHALL.  
They all had them, I should say, as far as my observation went.

1622 Senator SMITH.  
Men and women?

1623 Mr. BOXHALL.  
Yes, sir.

1624 Senator SMITH.  
Children?

1625 Mr. BOXHALL.  
I was around the bridge most of the time.

1626 Senator SMITH.  
I want to get your best information about it.

1627 Mr. BOXHALL.  
I was around the bridge most of the time, sending off distress  
signals and endeavoring to signal to a ship that was ahead of us.

1628 Senator SMITH.  
Taking the signals from the captain?

1629 Mr. BOXHALL.  
No, sir.

1630 Senator SMITH.  
Carrying them yourself to the operator?

1631 Mr. BOXHALL.  
No; distress signals - rockets.

1632 Senator SMITH.  
On the ship?

1633 Mr. BOXHALL.  
Yes, sir.

1634 Senator SMITH.  
Did you return again to the wireless room?

1635 Mr. BOXHALL.  
No.

1636 Senator SMITH.  
You say these passengers were gathered about on all decks?

1637 Mr. BOXHALL.  
I did not leave the boat deck after that.

1638 Senator SMITH.  
You remained on the upper deck?

1639 Mr. BOXHALL.  
On the upper deck.

1640 Senator SMITH.  
Where these lifeboats were?

1641 Mr. BOXHALL.  
Where these lifeboats were.

1642 Senator SMITH.  
And did you take part in clearing?

1643 Mr. BOXHALL.  
Generally assisting.

1644 Senator SMITH.  
Assisting in lowering these lifeboats?

1645 Mr. BOXHALL.  
Not in lowering them, sir.

1646 Senator SMITH.  
In manning them?

1647 Mr. BOXHALL.  
Yes, sir, in manning them; but my attention until the time I left  
the ship was mostly taken up with firing off distress rockets and  
trying to signal a steamer that was almost ahead of us.

1648 Senator SMITH.  
How far ahead of you?

1649 Mr. BOXHALL.  
It is hard to say. I saw his masthead lights and I saw his side  
light.

1650 Senator SMITH.  
In what direction?

1651 Mr. BOXHALL.  
Almost ahead of us.

1652 Senator SMITH.  
On the same course, apparently?

1653 Mr. BOXHALL.  
No; oh, no.

1654 Senator SMITH.  
On the same general course?

1655 Mr. BOXHALL.  
By the way she was heading she seemed to be meeting us.

1656 Senator SMITH.  
Coming toward you?

1657 Mr. BOXHALL.  
Coming toward us.

1658 Senator SMITH.  
Do you know anything about what boat that was?

1659 Mr. BOXHALL.  
No, sir.

1660 Senator SMITH.  
Have you had any information since about it?

1661 Mr. BOXHALL.  
None whatever.

1662 Senator SMITH.  
You say you fired these rockets and other- wise attempted to  
signal her?

1663 Mr. BOXHALL.  
Yes, sir. She got close enough, as I thought, to read our electric Morse signal, and I signaled to her; I told her to come at once, we were sinking; and the captain was standing --

1664 Senator SMITH.  
This was the signal?

1665 Mr. BOXHALL.  
Yes, sir.

1666 Senator SMITH.  
Go ahead.

1667 Mr. BOXHALL.  
I told the captain about this ship, and he was with me most of the time when we were signaling.

1668 Senator SMITH.  
Did he also see it?

1669 Mr. BOXHALL.  
Yes, sir.

1670 Senator SMITH.  
Did he tell you to do anything else to arrest its attention?

1671 Mr. BOXHALL.  
I went over and started the Morse signal. He said, "Tell him to come at once, we are sinking."

1672 Senator SMITH.  
You were sinking already, you say?

1673 Mr. BOXHALL.  
Yes, sir.

1674 Senator SMITH.  
"Come at once, we are sinking"?

1675 Mr. BOXHALL.  
Yes.

1676 Senator SMITH.  
What would be that signal?

1677 Mr. BOXHALL.  
It was sent in the Morse key, the Morse code.

1678 Senator SMITH.  
And you did that?

1679 Mr. BOXHALL.  
Yes, sir.

1680 Senator SMITH.  
And did you get any reply?

1681 Mr. BOXHALL.  
I can not say I saw any reply. Some people say she replied to our rockets and our signals, but I did not see them.

1682 Senator SMITH.  
Was any attempt made to get in wireless communication after you saw this boat - what you took to be a boat?

1683 Mr. BOXHALL.  
I do not know what was transpiring in the wireless room.

1684 Senator SMITH.  
These signals you utilized were Morse signals?

1685 Mr. BOXHALL.  
Yes.

1686 Senator SMITH.  
Are they recognized as standard for the sea?

1687 Mr. BOXHALL.  
Oh, yes.

1688 Senator SMITH.  
Are they a part of the British regulations?

1689 Mr. BOXHALL.  
Yes, sir.

1690 Senator SMITH.  
Did you see any signals from this ship at all?

1691 Mr. BOXHALL.  
No; I can not say that I saw any signals, except her ordinary steaming light. Some people say they saw signals, but I could not.

1692 Senator SMITH.  
In referring to "some people," whom do you mean?

1693 Mr. BOXHALL.  
People who were around the bridge.

1694 Senator SMITH.  
Passengers?

1695 Mr. BOXHALL.  
No; I should not say passengers.

1696 Senator SMITH.  
Officers?

1697 Mr. BOXHALL.  
I think it was stewards.

1698 Senator SMITH.  
Stewards; the crew?

1699 Mr. BOXHALL.  
And people waiting in the boats, or something.

1700 Senator SMITH.  
They saw some of these signals

1701 Mr. BOXHALL.  
Some men said they saw her signals.

1702 Senator SMITH.  
From what you saw of that vessel, how far would you think she was from the [Titanic](#)?

1703 Mr. BOXHALL.  
I should say approximately the ship would be about 5 miles.

1704 Senator SMITH.  
What lights did you see?

1705 Mr. BOXHALL.  
The two masthead lights and the red light.

1706 Senator SMITH.  
Were the two masthead lights the first lights that you could see?

1707 Mr. BOXHALL.  
The first lights.

1708 Senator SMITH.



And what other lights?

1709 Mr. BOXHALL.  
And then, as she got closer, she showed her side light, her red light.

1710 Senator SMITH.  
So you were quite sure she was coming in your direction?

1711 Mr. BOXHALL.  
Quite sure.

1712 Senator SMITH.  
How long was this before the boat sank?

1713 Mr. BOXHALL.  
It is hard to tell. I had no idea of the time then; I do not know what time it was then.

1714 Senator SMITH.  
Can you recall about how long it was after the collision?

1715 Mr. BOXHALL.  
No.

1716 Senator SMITH.  
Was this information communicated to the wireless operators?

1717 Mr. BOXHALL.  
What communication, sir?

1718 Senator SMITH.  
Was this information communicated to the wireless operators?

1719 Mr. BOXHALL.  
Not to my knowledge.

1720 Senator SMITH.  
Did you know that they had sent out a distress signal?

1721 Mr. BOXHALL.  
Oh, yes.

1722 Senator SMITH.  
And you would expect that this boat would pick it up if they had a wireless on it?

1723 Mr. BOXHALL.  
If she had a wireless installation.

1724 Senator SMITH.  
You busied yourself with the Morse signals?

1725 Mr. BOXHALL.  
Yes, sir.

1726 Senator SMITH.  
Did they continue up to the time you assisted in clearing the lifeboats?

1727 Mr. BOXHALL.  
I would signal with the Morse and then go ahead and send off a rocket, and then go back and have a look at the ship, until I was finally sent away.

1728 Senator SMITH.  
Suppose you had had a searchlight on the bow of that boat, and could have thrown it strongly against this object that you seemed to see, do you think that would have apprised the vessel of its proximity to you and of your distress?

1729 Mr. BOXHALL.  
Well, no doubt a searchlight might have called attention to it then.

1730 Senator SMITH.  
This ship was not equipped with a searchlight?

1731 Mr. BOXHALL.  
The Titanic was not; no.

1732 Senator SMITH.  
Have you ever been employed on a ship that was so equipped?

1733 Mr. BOXHALL.  
Not in the merchant service.

1734 Senator SMITH.  
Not in the merchant service?

1735 Mr. BOXHALL.  
No, sir.

1736 Senator SMITH.  
Any other service?

1737 Mr. BOXHALL.  
Yes.

1738 Senator SMITH.  
In the naval service?

1739 Mr. BOXHALL.  
In the naval service.

1740 Senator SMITH.  
Is that a part of the equipment of the British naval service?

1741 Mr. BOXHALL.  
Yes; all the ships that I have seen have a searchlight.

1742 Senator SMITH.  
But not in the merchant service?

1743 Mr. BOXHALL.  
Not in the merchant service.

1744 Senator SMITH.  
In order that the record may be complete, will you kindly explain a little more in detail how the Morse signal is given.

1745 Mr. BOXHALL.  
By means of a telegraphic key and a Morse lamp. It is a series of dots and dashes.

1746 Senator SMITH.  
Which are reflected?

1747 Mr. BOXHALL.  
No; there is no reflection at all; it is just simply showing the light in and out - an electric light.

1748 Senator SMITH.  
How are the rockets exploded?

1749 Mr. BOXHALL.  
The rockets are exploded by a firing lanyard.

1750 Senator SMITH.  
They shower?

1751 Mr. BOXHALL.  
They go right up into the air and they throw stars.

1752 Senator SMITH.  
How strong rockets do they have on these boats - what is the charge; do you know?

1753 Mr. BOXHALL.  
I do not know, sir; the Board of Trade regulations govern that.

1754 Senator SMITH.  
Did they work satisfactorily?

1755 Mr. BOXHALL.  
Oh, yes.

1756 Senator SMITH.  
So that, so far as your manipulation of these signals and rockets was concerned -

1757 Mr. BOXHALL.  
They were quite satisfactory.

1758 Senator SMITH.  
The failure to arouse the attention of this ship was not due to any impaired or partial success of these signals?

1759 Mr. BOXHALL.  
Not at all, sir.

1760 Senator SMITH.  
You say you continued to fire the rockets and give the signals?

1761 Mr. BOXHALL.  
Yes, sir.

1762 Senator SMITH.  
And then returned to the side of the ship?

1763 Mr. BOXHALL.  
Yes, sir.

1764 Senator SMITH.  
And assisted in the work of the lifeboats?

1765 Mr. BOXHALL.  
Yes, sir.

1766 Senator SMITH.  
All about the same time?

1767 Mr. BOXHALL.  
Yes, sir.

1768 Senator SMITH.  
Now, Mr. Boxhall, how many people were on the boat deck, the upper deck, where these lifeboats were located?

1769 Mr. BOXHALL.  
At what time, sir?

1770 Senator SMITH.  
At the time you were clearing them; at the time they were lowered - the first ones were lowered?

1771 Mr. BOXHALL.  
I do not know what time the first boat was lowered.

1772 Senator SMITH.  
Were you there when it was lowered?

1773 Mr. BOXHALL.  
I was around the bridge, but the first boat that was lowered was lowered away from aft.

1774 Senator SMITH.  
Lowered from aft?

1775 Mr. BOXHALL.  
On the starboard side. I received the communication though the telephone in the wheelhouse that the first boat had been lowered. I did not notice the time.

1776 Senator SMITH.  
Who lowered it?

1777 Mr. BOXHALL.  
I do not know who was aft.

1778 Senator SMITH.  
The communication did not tell you?

1779 Mr. BOXHALL.  
No; I do not know who it was that told me through the telephone.

1780 Senator SMITH.  
Have you since learned who lowered it?

1781 Mr. BOXHALL.  
No, sir.

1782 Senator SMITH.  
Do you know anything about who was in this first boat?

1783 Mr. BOXHALL.  
No, I have not the slightest idea.

1784 Senator SMITH.  
You say you did not see it lowered?

1785 Mr. BOXHALL.  
No, sir.

1786 Senator SMITH.  
Did you see the second boat lowered?

1787 Mr. BOXHALL.  
No, sir.

1788 Senator SMITH.  
Do you know where it was lowered from?

1789 Mr. BOXHALL.  
I have not the slightest idea where it was lowered from.

1790 Senator SMITH.  
Whether aft or on the port or the starboard side?

1791 Mr. BOXHALL.  
No; I do not know. The first boat was lowered from aft on the starboard side, I know, because that information was sent through to me on the phone.

1792 Senator SMITH.  
But who sent it you do not know? [George T. Rowe alerted the bridge to seeing a lifeboat from his position from the aft docking bridge].

1793 Mr. BOXHALL.  
I do not know.

1794 Senator SMITH.  
What did you do after receiving that communication?

1795 Mr. BOXHALL.  
I went outside again and was assisting generally.

1796 Senator SMITH.  
Where did you go; to which side of the boat?

1797 Mr. BOXHALL.  
I went on the port side.

1798 Senator SMITH.  
Amidship, or aft, or forward?

1799 Mr. BOXHALL.  
Around forward.

1800 Senator SMITH.  
Were there any lifeboats forward?

1801 Mr. BOXHALL.  
Oh, yes.

1802 Senator SMITH.  
On each side?

1803 Mr. BOXHALL.  
Yes.

1804 Senator SMITH.  
How many?

1805 Mr. BOXHALL.  
When I left the ship?

1806 Senator SMITH.  
When the ship left Southampton, if you can tell? I want to find out the location of the lifeboats.

1807 Mr. BOXHALL.  
They were equally divided on the boat deck, the port side and the starboard side.

1808 Senator SMITH.  
Fore and aft?

1809 Mr. BOXHALL.  
Fore and aft.

1810 Senator SMITH.  
How many would be forward?

1811 Mr. BOXHALL.  
There were 14 lifeboats. That would be 7 on either side.

1812 Senator SMITH.  
Were these lifeboats all along the side?

1813 Mr. BOXHALL.  
Yes, sir.

1814 Senator SMITH.  
Continuously? There was no division between those amidship and those forward?

1815 Mr. BOXHALL.  
No, sir.

1816 Senator SMITH.  
You say there were how many on a side?

1817 Mr. BOXHALL.  
Seven on either side. I never counted them, but I think there were 7. There were 14 lifeboats and 2 sea boats. They were equally divided.

1818 Senator SMITH.

Did you see any of these lifeboats filled or lowered on the starboard side, either forward or aft?

1819 Mr. BOXHALL.  
I saw some one filling the starboard emergency boat at the time that I went and was firing off rockets. I fired them just close to the bows of this emergency boat.

1820 Senator SMITH.  
There were only two emergency boats?

1821 Mr. BOXHALL.  
That is all; but that one I noticed, because these distress rockets are dangerous things if they explode, and I had to keep people away clear while I fired the rockets.

1822 Senator SMITH.  
On the port side you could have seen but one. There was one on each side?

1823 Mr. BOXHALL.  
Yes.

1824 Senator SMITH.  
You could have seen but one, and that was at the boat deck. Was it being lowered?

1825 Mr. BOXHALL.  
I saw it just before it was lowered, and then I fired a rocket after it was lowered.

1826 Senator SMITH.  
Do you know who was in that boat?

1827 Mr. BOXHALL.  
No; I do not know who was in it. I did not notice who was working at the boat.

1828 Senator SMITH.  
Do you know how many of the crew were in that boat?

1829 Mr. BOXHALL.  
No; I do not.

1830 Senator SMITH.  
Or how many passengers?

1831 Mr. BOXHALL.  
I have not the slightest idea.

1832 Senator SMITH.  
Or who the passengers were?

1833 Mr. BOXHALL.  
No.

1834 Senator SMITH.  
Or whether they were men or women?

1835 Mr. BOXHALL.  
There were men in it.

1836 Senator SMITH.  
Men and women?

1837 Mr. BOXHALL.  
Yes.

1838 Senator SMITH.  
In about what proportions?

1839 Mr. BOXHALL.  
I could not say. My business - I was intent on sending out these rockets and did not stop to look.

1840 Senator SMITH.  
Is that the only boat you saw lowered or filled?

1841 Mr. BOXHALL.  
I did not see them in the act of lowering that boat.

1842 Senator SMITH.  
Well, filling?

1843 Mr. BOXHALL.  
I saw the people in it.

1844 Senator SMITH.  
Is that the only one?

1845 Mr. BOXHALL.  
No; I noticed other boats being filled, but I did not notice who was filling them. At such a time as that one does not stop to look who is doing things.

1846 Senator SMITH.  
I understand that. Did you see the other boats of the same type lowered?

1847 Mr. BOXHALL.  
I was in it when it was lowered.

1848 Senator SMITH.  
You were in it. When was it lowered?

1849 Mr. BOXHALL.  
I do not know the time.

1850 Senator SMITH.  
Could you tell the order in which they were lowered, whether this was the second or third or fourth?

1851 Mr. BOXHALL.  
When I was lowered away I was the last boat but one on the port side. There was one of the lifeboats lowered away after I left, a few minutes after I left, and then there were no more boats hanging in the davits on the port side.

1852 Senator SMITH.  
Was there not one boat that was entangled in the gear and could not be lowered?

1853 Mr. BOXHALL.  
No, sir; not that I know of. I never heard about it and did not see it.

1854 Senator SMITH.  
As far as you can recollect, all of the lifeboats -

1855 Mr. BOXHALL.  
As far as I can recollect, and from what I have heard, everything worked very smoothly in lowering the boats.

1856 Senator SMITH.  
And all of the lifeboats had been lowered when the boat that you got in was lowered?

1857 Mr. BOXHALL.  
All but one.

1858 Senator SMITH.  
Where was that one?

1859 Mr. BOXHALL.  
That was the next boat to me, aft.

1860 Senator SMITH.  
A lifeboat or a collapsible?

1861 Mr. BOXHALL.  
A lifeboat.

1862 Senator SMITH.  
Did you have anything to do with filling these boats?

1863 Mr. BOXHALL.  
I was assisting to get people along there, but I was not standing at the side of the boat, lifting them in, actually.

1864 Senator SMITH.  
What can you say about the anxiety of people to get into these boats; was there great anxiety?

1865 Mr. BOXHALL.  
No, sir; I can not say that I saw that.

1866 Senator SMITH.  
What can you say as to whether they were reluctant to get in?

1867 Mr. BOXHALL.  
I did not notice that, either.

1868 Senator SMITH.  
Were there many people on the boat deck when you got into this boat?

1869 Mr. BOXHALL.  
No, sir.

1870 Senator SMITH.  
Were there any people at all?

1871 Mr. BOXHALL.  
There were some around by the other boat.

1872 Senator SMITH.  
Anyone you knew?

1873 Mr. BOXHALL.  
I did not notice.

1874 Senator SMITH.  
Did you see Mr. Ismay at that time?

1875 Mr. BOXHALL.  
No, sir. The last time I saw Mr. Ismay was some little while before I came away from the ship in my boat.

1876 Senator SMITH.  
Before you came away?

1877 Mr. BOXHALL.  
Yes, sir.

1878 Senator SMITH.  
And you did not see him after that?

1879 Mr. BOXHALL.  
No, sir.

1880 Senator SMITH.  
Did you see Mr. Lightoller at that time - when you got in, I



..Officers in charge

mean?  
1881 Mr. BOXHALL.  
No, sir. I saw Mr. Wilde.  
1882 Senator SMITH.  
Did you see Mr. Lowe or Mr. Pitman at that time?  
1883 Mr. BOXHALL.  
No, sir.  
1884 Senator SMITH.  
Did you see Mr. Murdoch at that time?  
1885 Mr. BOXHALL.  
No; only Mr. Wilde and the captain.  
1886 Senator SMITH.  
Where was the captain?  
1887 Mr. BOXHALL.  
The captain was standing by this emergency boat.  
1888 Senator SMITH.  
The one you got in?  
1889 Mr. BOXHALL.  
Yes, sir.  
1890 Senator SMITH.  
How far from it?  
1891 Mr. BOXHALL.  
He was standing by the wheelhouse door, just abreast of this  
boat.  
1892 Senator SMITH.  
By the wheelhouse door, just abreast of this boat?  
1893 Mr. BOXHALL.  
Yes.  
1894 Senator SMITH.  
What was he doing?  
1895 Mr. BOXHALL.  
Supervising the boats being loaded, I think.  
1896 Senator SMITH.  
Loaded?  
1897 Mr. BOXHALL.  
Supervising passengers being put into the boat.  
1898 Senator SMITH.  
Did he tell you to get in?  
1899 Mr. BOXHALL.  
Yes, sir.  
1900 Senator SMITH.  
What did he say?  
1901 Mr. BOXHALL.  
He told me I had to get into that boat and go away.  
1902 Senator SMITH.  
Did any other officer get into that boat?  
1903 Mr. BOXHALL.  
No, sir.  
1904 Senator SMITH.  
Any other member of the crew?

1905 Mr. BOXHALL.  
One man was in it.

1906 Senator SMITH.  
Who was that?

1907 Mr. BOXHALL.  
I do not know his name, sir; I forgot. [Frank Osman]

1908 Senator SMITH.  
What was his occupation?

1909 Mr. BOXHALL.  
Sailorman.

1910 Senator SMITH.  
But you do not know who he was?

1911 Mr. BOXHALL.  
There was one sailorman, one steward [James Johnston], and one cook [John Ellis] ; that is all.

1912 Senator SMITH.  
There were four men in that boat?

1913 Mr. BOXHALL.  
And one passenger.

1914 Senator SMITH.  
A sailorman, a steward, a cook, yourself, and one male passenger?

1915 Mr. BOXHALL.  
One male passenger.

1916 Senator SMITH.  
Who was that passenger?

1917 Mr. BOXHALL.  
He was a saloon passenger who did not speak English. He had a black beard. [Anton Kink]

1918 Senator SMITH.  
How old a man, apparently?

1919 Mr. BOXHALL.  
A middle-aged man.

1920 Senator SMITH.  
Did he seem to have any family there?

1921 Mr. BOXHALL.  
I think he had his wife there, and some children.

1922 Senator SMITH.  
Did she get in?

1923 Mr. BOXHALL.  
The boat was already loaded; I did not see the passengers being put in.

1924 Senator SMITH.  
The boat was full?

1925 Mr. BOXHALL.  
Yes, it seemed to me to be pretty full. The order was given to lower the boats away when I was sent to her.

1926 Senator SMITH.  
How long was this before the ship sank?

1927 Mr. BOXHALL.

As near as I can judge, it seems to me about 20 minutes to half an hour.

1928 Senator SMITH.  
Before the ship sank?

1929 Mr. BOXHALL.  
Yes, sir.

1930 Senator SMITH.  
Did you see the captain after that?

1931 Mr. BOXHALL.  
No, sir.

1932 Senator SMITH.  
Not at all?

1933 Mr. BOXHALL.  
No, sir.

1934 Senator SMITH.  
How far were you from the ship when it sank?

1935 Mr. BOXHALL.  
I suppose I was about a half a mile away.

1936 Senator SMITH.  
Going in what direction?

1937 Mr. BOXHALL.  
Resting on the oars.

1938 Senator SMITH.  
Did all the men in that boat handle oars?

1939 Mr. BOXHALL.  
Yes, sir.

1940 Senator SMITH.  
Did any women handle oars?

1941 Mr. BOXHALL.  
I was handling one oar and a lady was assisting me with it. But she was not compelled to do it; she was not asked to do it.

1942 Senator SMITH.  
Do you know who she was?

1943 Mr. BOXHALL.  
No, sir.

1944 Senator SMITH.  
Did you find out afterwards who she was?

1945 Mr. BOXHALL.  
No; I did not find out, at all.

1946 Senator SMITH.  
You did not ask her to do that, you say?

1947 Mr. BOXHALL.  
No, sir.

1948 Senator SMITH.  
It was a voluntary service?

1949 Mr. BOXHALL.  
Voluntary service.

1950 Senator SMITH.  
You were resting on your oars about half a mile from the place where the ship went down?

1951 Mr. BOXHALL.  
About half a mile.

1952 Senator SMITH.  
When you left the ship's side, were there others trying to get into your boat?

1953 Mr. BOXHALL.  
No, sir.

1954 Senator SMITH.  
Men or women?

1955 Mr. BOXHALL.  
No, sir.

1956 Senator SMITH.  
As you proceeded from the ship's side did you see anyone in the water?

1957 Mr. BOXHALL.  
No; not at all.

1958 Senator SMITH.  
Did you encounter anyone in the water, at all, after you entered the boat?

1959 Mr. BOXHALL.  
No, sir.

1960 Senator SMITH.  
Did you ever return to the [Titanic](#) after leaving its side?

1961 Mr. BOXHALL.  
I pulled around the ship's stern and was intending to go alongside, and tried to see if I could get alongside of the ship again.

1962 Senator SMITH.  
What for?

1963 Mr. BOXHALL.  
I reckoned I could take about three more people off the boat with safety.

1964 Senator SMITH.  
Who made that suggestion to you, anyone?

1965 Mr. BOXHALL.  
No.

1966 Senator SMITH.  
Did the suggestion come from a woman passenger, or did you do it of your own motion?

1967 Mr. BOXHALL.  
I did it of my own accord. I was in charge of the boat.

1968 Senator SMITH.  
And you swung it around how close to the side?

1969 Mr. BOXHALL.  
I kept a little distance off the ship.

1970 Senator SMITH.  
How far off?

1971 Mr. BOXHALL.  
Well, probably a hundred yards or so.

1972 Senator SMITH.

1973 Did anyone make any attempt to get into the boat?  
Mr. BOXHALL.  
No. Oh, no; there was no rush.

1974 Senator SMITH.  
And did you halloo to anyone to come?

1975 Mr. BOXHALL.  
No. I was hoping to be able to get alongside of the ship again.

1976 Senator SMITH.  
Why did you not get close?

1977 Mr. BOXHALL.  
Because when I got so close as that I thought it was wiser not to  
go any closer, and I put it to the people -

1978 Senator SMITH.  
Wiser for what?

1979 Mr. BOXHALL.  
Because there was only one man who understood my orders as to  
how to handle a boat.

1980 Senator SMITH.  
Did you feel you were in danger from suction?

1981 Mr. BOXHALL.  
Yes.

1982 Senator SMITH.  
Was there any suction?

1983 Mr. BOXHALL.  
Yes; I think there was a little suction.

1984 Senator SMITH.  
How much?

1985 Mr. BOXHALL.  
The boat seemed to be drawn closer to the ship. I think, myself,  
that there was more suction while the ship was settling bodily.  
That was shortly after we were lowered into the boat. I think  
there was more suction then than there was when she actually  
went down, because I pulled some distance off then.

1986 Senator SMITH.  
You were not close enough to know actually what the suction  
was when she actually sank, or as she actually sank?

1987 Mr. BOXHALL.  
No.

1988 Senator SMITH.  
As a matter of fact, there was not much suction, was there?

1989 Mr. BOXHALL.  
No; I do not think there was the suction that the people really  
thought there was. I was really surprised, myself.

1990 Senator SMITH.  
You were rather surprised, and all these officers were rather  
surprised, were they not, that there was so little suction?

1991 Mr. BOXHALL.  
By hearsay, it seems to have been a general surprise to everybody  
that there was so little suction.

1992 Senator SMITH.

	Do you know who the passenger was who got into the boat - the man?
1993	Mr. BOXHALL. No.
1994	Senator SMITH. Have you ever seen him since then?
1995	Mr. BOXHALL. No; I have not.
1996	Senator SMITH. You did not see him aboard the <a href="#">Carpathia</a> ?
1997	Mr. BOXHALL. No, sir. There was a lady there whom I asked to steer the boat according to my orders. I asked her to pull the tiller toward her or away.
1998	Senator SMITH. Was that Mrs. Douglas?
1999	Mr. BOXHALL. Mrs. Douglas, and she assisted me greatly in doing that.
2000	Senator SMITH. Then you were in Mrs. Douglas's boat?
2001	Mr. BOXHALL. Yes.
2002	Senator SMITH. Did you see her afterwards?
2003	Mr. BOXHALL. Yes; on board the Carpathia.
2004	Senator SMITH. And you talked with her?
2005	Mr. BOXHALL. Yes; I had a talk with her.
2006	Senator SMITH. Have you seen her since?
2007	Mr. BOXHALL. No, sir.
2008	Senator SMITH. Her husband did not survive?
2009	Mr. BOXHALL. No; he did not.
2010	Senator SMITH. She took the tiller of the lifeboat and steered it?
2011	Mr. BOXHALL. Yes, sir.
2012	Senator SMITH. And you pulled on an oar?
2013	Mr. BOXHALL. Yes.
2014	Senator SMITH. Do you know, with reference to the other lifeboats, when yours reached the side of the Carpathia.
2015	Mr. BOXHALL.

Yes; it was the first one there.

2016 Senator SMITH.  
Who was the first person to step out of your boat?

2017 Mr. BOXHALL.  
That I do not know.

2018 Senator SMITH.  
You do not remember whether it was Mrs. Douglas or yourself -

2019 Mr. BOXHALL.  
It was not myself, because I handed everybody out before I came out.

2020 Senator SMITH.  
Did you step onto a little bridge there on the side of the Carpathia?

2021 Mr. BOXHALL.  
No.

2022 Senator SMITH.  
On some little steps that went up the side?

2023 Mr. BOXHALL.  
There was a stepladder up the side.

2024 Senator SMITH.  
A direct ladder?

2025 Mr. BOXHALL.  
Yes; a direct ladder.

2026 Senator SMITH.  
And you assisted the passengers to that ladder?

2027 Mr. BOXHALL.  
Yes, put the rope over their heads; put their arms through a rope, and then assisted them up in that way.

2028 Senator SMITH.  
Did you land all the passengers in your boat?

2029 Mr. BOXHALL.  
Yes, everyone.

2030 Senator SMITH.  
Aboard the [Carpathia](#)?

2031 Mr. BOXHALL.  
Yes.

2032 Senator SMITH.  
Can you give the hour when you went alongside?

2033 Mr. BOXHALL.  
No, sir. They told me on board the Carpathia afterwards that it was about 10 minutes after 4, approximately.

2034 Senator SMITH.  
Had you been rowing or lying on your oars from the time you left the [Titanic](#) until -

2035 Mr. BOXHALL.  
No; I had been showing green lights most of the time. I had been showing pyrotechnic lights on the boat.

2036 Senator SMITH.  
Your boat was equipped with lights?

2037 Mr. BOXHALL.

Yes, sir.

2038 Senator SMITH.  
Were any of the other lifeboats so equipped, or did you see any lights of that character on the other boats?

2039 Mr. BOXHALL.  
Not of that character; no, sir.

2040 Senator SMITH.  
Between the time you left the Titanic and the time you reached the Carpathia, I mean?

2041 Mr. BOXHALL.  
No.

2042 Senator SMITH.  
Then you could not tell exactly when your lifeboat was lowered?

2043 Mr. BOXHALL.  
No, sir.

2044 Senator SMITH.  
What is the full complement of a lifeboat of the size you were in, when lowered and fitted for an emergency - the official complement?

2045 Mr. BOXHALL.  
You do not mean for "Man overboard," or anything like that?

2046 Senator SMITH.  
No; what is the rule with reference to manning the lifeboats, how many sailors or seamen or officers are ordinarily required to take charge of a lifeboat in such an emergency?

2047 Mr. BOXHALL.  
Well, you want at least two men.

2048 Senator SMITH.  
At least two?

2049 Mr. BOXHALL.  
Two men who understand orders in a boat to do the pulling, and one man to give the orders and do the steering.

2050 Senator SMITH.  
And how many were there in your boat - four?

2051 Mr. BOXHALL.  
I had three men pulling, and myself.

2052 Senator SMITH.  
And yourself signaling; and the male passenger?

2053 Mr. BOXHALL.  
Well, the male passenger did not do much.

2054 Senator SMITH.  
He could not?

2055 Mr. BOXHALL.  
He did not.

2056 Senator SMITH.  
Do you know of your own knowledge how many men Mr. Lightoller put into the first boat he lowered on the port side?

2057 Mr. BOXHALL.  
No, sir; I do not.

2058 Senator SMITH.



Did you see the Titanic sink?

2059 Mr. BOXHALL.  
No; I can not say that I saw her sink. I saw the lights go out, and I looked two or three minutes afterward and it was 25 minutes past 2. So I took it that when she sank would be about 20 minutes after 2.

2060 Senator SMITH.  
How far were you from her then?

2061 Mr. BOXHALL.  
I would say we were then about three-fourths of a mile from her.

2062 Senator SMITH.  
So you are unable to tell what scenes were then transpiring on the Titanic?

2063 Mr. BOXHALL.  
Yes, sir.

2064 Senator SMITH.  
Did you have any conversation with Mr. Ismay that night?

2065 Mr. BOXHALL.  
Yes, sir.

2066 Senator SMITH.  
Where?

2067 Mr. BOXHALL.  
On board of the ship.

2068 Senator SMITH.  
At what time?

2069 Mr. BOXHALL.  
On the bridge, probably about ten minutes or a quarter of an hour before I came away in the boat.

2070 Senator SMITH.  
On the bridge, about ten minutes or a quarter of an hour before you went down over the side in the lifeboat?

2071 Mr. BOXHALL.  
Yes, sir.

2072 Senator SMITH.  
Did you know him personally?

2073 Mr. BOXHALL.  
Yes, sir.

2074 Senator SMITH.  
How long had you known him?

2075 Mr. BOXHALL.  
I had known him by sight for about three years. He has crossed before in some ships I have been in.

2076 Senator SMITH.  
What did he say to you?

2077 Mr. BOXHALL.  
He asked me why I did not get the people in the boat and get away?

2078 Senator SMITH.  
What did you say to him?

2079 Mr. BOXHALL.

I told him the boat's crew were ready, and the boat was ready to be put away when the captain's order was given.

2080 Senator SMITH.  
And the order had not yet been given?

2081 Mr. BOXHALL.  
No, sir.

2082 Senator SMITH.  
Was that all that was said?

2083 Mr. BOXHALL.  
That is all.

2084 Senator SMITH.  
Did he say anything about himself?

2085 Mr. BOXHALL.  
No, sir; he passed on, then.

2086 Senator SMITH.  
Who was with him at that time?

2087 Mr. BOXHALL.  
He was standing alone at that time.

2088 Senator SMITH.  
Did you see him on the boat deck or on the bridge when you entered the lifeboat?

2089 Mr. BOXHALL.  
No; I cannot say that I did.

2090 Senator SMITH.  
On which side was the lifeboat that you were on?

2091 Mr. BOXHALL.  
The port side.

2092 Senator SMITH.  
Was Mr. Lightoller there?

2093 Mr. BOXHALL.  
I did not see Mr. Lightoller.

2094 Senator SMITH.  
Was he on the port side?

2095 Mr. BOXHALL.  
Yes. I think most of the time that I saw Mr. Lightoller he was working on that side, but in the latter part I did not see him.

2096 Senator SMITH.  
Do you know whether he had charge of that side in loading the lifeboats?

2097 Mr. BOXHALL.  
Well, I do not know that he had charge when the chief officer was there; the chief officer, I mean, who was there when my boat was sent away.

2098 Senator SMITH.  
Do you refer to the captain when you say the chief officer?

2099 Mr. BOXHALL.  
No; I refer to the chief officer, Mr. Wilde.

2100 Senator SMITH.  
The captain was there also?

2101 Mr. BOXHALL.

Yes; but Mr. Wilde superintended the loading of the boats.  
2102 Senator SMITH.  
Mr. Wilde superintended lowering the boats on the port side?  
2103 Mr. BOXHALL.  
I do not say the boats on the port side; I say he superintended the  
boat I was on.  
2104 Senator SMITH.  
That boat was on the port side?  
2105 Mr. BOXHALL.  
That was on the port side.  
2106 Senator SMITH.  
So if Mr. Lightoller took charge of the port side in lowering these  
lifeboats he did so after you left?  
2107 Mr. BOXHALL.  
He was working down the port side most of the time right from  
the first. I never saw Mr. Lightoller on the starboard side.  
Whenever I did see him it was on the port side.  
2108 Senator SMITH.  
Did you see Mr. Murdoch?  
2109 Mr. BOXHALL.  
Yes.  
2110 Senator SMITH.  
On the starboard side?  
2111 Mr. BOXHALL.  
I saw Mr. Murdoch on the port side at times.  
2112 Senator SMITH.  
But you do not know whether he had charge of the lifeboats on  
the starboard side or not?  
2113 Mr. BOXHALL.  
No; I do not know.  
2114 Senator SMITH.  
You say you did not see Mr. Ismay after you saw him on the  
bridge and before the order had been given to clear the lifeboats  
or lower the lifeboats?  
2115 Mr. BOXHALL.  
I did not see him; no, sir.  
2116 Senator SMITH.  
When did you next see him?  
2117 Mr. BOXHALL.  
When he came alongside in the collapsible boat outside of the  
Carpathia.  
2118 Senator SMITH.  
Do you know what boat that was?  
2119 Mr. BOXHALL.  
I do not know any number; it was a collapsible boat.  
2120 Senator SMITH.  
How soon after you reached there did it appear at the side of the  
Carpathia?  
2121 Mr. BOXHALL.  
It was one of the last boats that came.

2122 Senator SMITH.  
And it was a collapsible boat?

2123 Mr. BOXHALL.  
Yes; it was a collapsible boat.

2124 Senator SMITH.  
Do you know the number?

2125 Mr. BOXHALL.  
I do not know any number for it.

2126 Senator SMITH.  
Do you know who was in it?

2127 Mr. BOXHALL.  
Mr. Carter was in it. I saw Mr. Carter.

2128 Senator SMITH.  
Who was Mr. Carter?

2129 Mr. BOXHALL.  
A passenger.

2130 Senator SMITH.  
Where does he reside?

2131 Mr. BOXHALL.  
I have not the slightest idea.

2132 Senator SMITH.  
Is he an American?

2133 Mr. BOXHALL.  
I do not know that, either.

2134 Senator SMITH.  
Was Mr. Carter in the same boat as Mr. Ismay?

2135 Mr. BOXHALL.  
Yes.

2136 Senator SMITH.  
Were there any other men in that boat?

2137 Mr. BOXHALL.  
Yes; I saw some men who looked to me like Filipinos.

2138 Senator SMITH.  
Foreigners?

2139 Mr. BOXHALL.  
Yes.

2140 Senator SMITH.  
How many?

2141 Mr. BOXHALL.  
I do not know whether there were three or four of them.

2142 Senator SMITH.  
Were there any women or children in the boat?

2143 Mr. BOXHALL.  
Yes; it was full of them.

2144 Senator SMITH.  
How many were in the boat?

2145 Mr. BOXHALL.  
I will not say that it was full of women and children. Now I come to think of it, there was a foreigner there, a steerage passenger who could not speak English - a man.

2146 Senator SMITH.  
How many of these Filipinos were there?

2147 Mr. BOXHALL.  
Three or four.

2148 Senator SMITH.  
And Mr. Ismay, Mr. Carter, and this foreigner who could not speak English?

2149 Mr. BOXHALL.  
Yes.

2150 Senator SMITH.  
Were there any other men in there?

2151 Mr. BOXHALL.  
Not that I know of; I can not say. I did not take that much notice. One did not stop to look what men were there in the boats or who they were; it was just a case of passing them out.

2152 Senator SMITH.  
Exactly; but could you see who held the oars or who propelled the boat?

2153 Mr. BOXHALL.  
No, sir; I did not notice that.

2154 Senator SMITH.  
About how long was it after you arrived before the other boats arrived?

2155 Mr. BOXHALL.  
The first boat did not arrive until at least half an hour after I arrived there.

2156 Senator SMITH.  
You arrived there and had a half hour intervene?

2157 Mr. BOXHALL.  
Yes; and then I had passed up crews from either two or three boats from the same gangway before Mr. Ismay came.

2158 Senator SMITH.  
Was it daylight?

2159 Mr. BOXHALL.  
It was quite daylight; yes.

2160 Senator SMITH.  
Was the Carpathia under way?

2161 Mr. BOXHALL.  
No, sir; not at the time.

2162 Senator SMITH.  
How far do you think she was from the place where the Titanic sank?

2163 Mr. BOXHALL.  
When was this, sir?

2164 Senator SMITH.  
When Mr. Ismay's boat appeared.

2165 Mr. BOXHALL.  
I can not say that, either, because we pulled off a little way, as the Carpathia was steaming toward our green lights.

2166 Senator SMITH.

2167 She saw your lights?  
 Mr. BOXHALL.  
 Yes.  
 2168 Senator SMITH.  
 As a matter of fact, were there any other lights visible on the  
 lifeboats except those on your boat?  
 2169 Mr. BOXHALL.  
 I saw some lifeboat lights, but the usual lifeboat's lights. They  
 were very dim, small lamps.  
 2170 Senator SMITH.  
 If all those lifeboats had been lighted, it would have impressed  
 itself upon you, would it not?  
 2171 Mr. BOXHALL.  
 Lighted the same -  
 2172 Senator SMITH.  
 The same as yours?  
 2173 Mr. BOXHALL.  
 But this was a box of green lights that happened to be thrown  
 into the boat.  
 2174 Senator SMITH.  
 Accidentally?  
 2175 Mr. BOXHALL.  
 No, sir; not accidentally.  
 2176 Senator SMITH.  
 Intentionally.  
 2177 Mr. BOXHALL.  
 Yes, sir; because I told the man to put them in.  
 2178 Senator SMITH.  
 Was it a part of the equipment of the boat?  
 2179 Mr. BOXHALL.  
 No; it was not a part of the equipment; but I told him to put them  
 in for anybody that would happen to find them.  
 2180 Senator SMITH.  
 I see. And after the boat was lowered you lighted them?  
 2181 Mr. BOXHALL.  
 Yes.  
 2182 Senator SMITH.  
 Did they make a brilliant light?  
 2183 Mr. BOXHALL.  
 Yes; a very brilliant light.  
 2184 Senator SMITH.  
 You think the Carpathia steamed toward these lights?  
 2185 Mr. BOXHALL.  
 They did.  
 2186 Senator SMITH.  
 And you say that is the reason they reached you first?  
 2187 Mr. BOXHALL.  
 Yes.  
 2188 Senator SMITH.  
 Did you notice any lights burning on any of the other lifeboats

when you had boarded the Carpathia? I assume that you were looking at these boats.

2189 Mr. BOXHALL.  
When I had boarded the Carpathia, no.

2190 Senator SMITH.  
No other lights were visible on other lifeboats?

2191 Mr. BOXHALL.  
No; because it was daylight. It was daylight before I got my passengers on board the ship.

2192 Senator SMITH.  
Well, that is all right. But let us clear up the light business just a little more, so that we may have an accurate record on that point. Could you say of your own knowledge that any other lifeboat than the one you were in had lights burning on it when it came alongside or just preceding its coming alongside of the Carpathia?

2193 Mr. BOXHALL.  
I saw several of the boats - in fact all of the lifeboats - when I was in my boat, which had lighted lamps in them.

2194 Senator SMITH.  
Had lamps in them?

2195 Mr. BOXHALL.  
Had lamps in them - before I saw the Carpathia.

2196 Senator SMITH.  
Before you saw the Carpathia?

2197 Mr. BOXHALL.  
Yes.

2198 Senator SMITH.  
Where were those lights displayed?

2199 Mr. BOXHALL.  
I was not close enough to see.

2200 Senator SMITH.  
Where would they be displayed - on the forward end?

2201 Mr. BOXHALL.  
Usually by the man who steers the boat.

2202 Senator SMITH.  
Back of the tiller?

2203 Mr. BOXHALL.  
In the bottom of the boat, not back of the tiller.

2204 Senator SMITH.  
I do not mean back of the tiller, but back near the tiller?

2205 Mr. BOXHALL.  
Just in the bottom of the boat. I could see the reflection of the lights; I did not see the lights themselves.

2206 Senator SMITH.  
But you are not ready to say that they all had lights burning, are you?

2207 Mr. BOXHALL.  
No; not that they all had lights burning, but I saw several.

2208 Senator SMITH.

Now, Mr. Boxhall, did you personally become acquainted with any of the American passengers on that boat?

2209 Mr. BOXHALL.  
On what boat?

2210 Senator SMITH.  
On the Titanic.

2211 Mr. BOXHALL.  
No, sir; not until after the accident. After we got on board the Carpathia I met one or two.

2212 Senator SMITH.  
But were you aware at any time between Southampton and the place of this accident of the presence on shipboard of a large number of Americans?

2213 Mr. BOXHALL.  
Yes, sir.

2214 Senator SMITH.  
Did you at any time learn who they were?

2215 Mr. BOXHALL.  
Yes; by glancing through the passenger list.

2216 Senator SMITH.  
Can you tell any names that you now particularly recall?

2217 Mr. BOXHALL.  
Yes; I recall that Col. Astor and his wife were aboard.

2218 Senator SMITH.  
You recall that you saw Col. Astor's name on this list?

2219 Mr. BOXHALL.  
Yes.

2220 Senator SMITH.  
Did you personally see him or his wife?

2221 Mr. BOXHALL.  
I have seen him walking on the top deck.

2222 Senator SMITH.  
Did you know who he was?

2223 Mr. BOXHALL.  
One of the officers - I think it was one of the officers who told me.

2224 Senator SMITH.  
Any other Americans?

2225 Mr. BOXHALL.  
No; I do not know any others that I could name.

2226 Senator SMITH.  
And Canadians of prominence?

2227 Mr. BOXHALL.  
No, sir.

2228 Senator SMITH.  
Or any other passengers of prominence, or any other passenger at all whose name you remember?

2229 Mr. BOXHALL.  
No; I do not remember the names of them.

2230 Senator SMITH.



Did you see Col. Astor after this collision occurred?

2231 Mr. BOXHALL.  
No, sir.

2232 Senator SMITH.  
Or his wife?

2233 Mr. BOXHALL.  
I never saw his wife at all.

2234 Senator SMITH.  
Do you know what part of the ship they were in?

2235 Mr. BOXHALL.  
No, sir; I have not the slightest idea.

2236 Senator SMITH.  
I mean as to their quarters.

2237 Mr. BOXHALL.  
Yes; I understand what you mean.

2238 Senator SMITH.  
Did you know of the presence of any other Americans than the ones you have mentioned particularly?

2239 Mr. BOXHALL.  
No, sir.

2240 Senator SMITH.  
About how long, if you remember, before you reached the side of the Carpathia did you see these lights extinguished on the Titanic?

2241 Mr. BOXHALL.  
Before I boarded the Carpathia, you say?

2242 Senator SMITH.  
Yes.

2243 Mr. BOXHALL.  
Before I boarded the Carpathia. Well, the Titanic's lights seem to have disappeared some considerable time before I boarded the Carpathia, because I saw the Carpathia's lights for some considerable time.

2244 Senator SMITH.  
After you boarded the Carpathia during that early morning, Monday morning, or after you left the Titanic's side, did you see any icebergs?

2245 Mr. BOXHALL.  
Not until I got within about two or three ship's lengths of the Carpathia, when I saw her engines were stopped - then I saw the icebergs; it was just breaking daylight then.

2246 Senator SMITH.  
Where were they?

2247 Mr. BOXHALL.  
Close to the Carpathia.

2248 Senator SMITH.  
How close?

2249 Mr. BOXHALL.  
He seemed to have stopped within half a mile or quarter of a mile of the berg.

2250 Senator SMITH.  
How many did you see?

2251 Mr. BOXHALL.  
Numerous bergs. As daylight broke I saw them.

2252 Senator SMITH.  
About how many?

2253 Mr. BOXHALL.  
I would not like to say.

2254 Senator SMITH.  
More than two?

2255 Mr. BOXHALL.  
Certainly more than two. Several bergs.

2256 Senator SMITH.  
That is four or five or six?

2257 Mr. BOXHALL.  
And field ice. I could see field ice then as far as the eye could see.

2258 Senator SMITH.  
How large were these icebergs?

2259 Mr. BOXHALL.  
Well, I did not see any of them that I considered large icebergs - not like one sees in the Canadian trade.

2260 Senator SMITH.  
Did you hear the captain of the Carpathia testify last Friday morning in New York?

2261 Mr. BOXHALL.  
I was up there when he started, but I did not stay in the committee room.

2262 Senator SMITH.  
Did you hear him say that he saw icebergs Monday morning, or an iceberg, nearly 200 feet high?

2263 Mr. BOXHALL.  
No, sir; I did not hear him say that.

2264 Senator SMITH.  
You say that you were within about half a mile of an iceberg and that the Carpathia was within that range of one?

2265 Mr. BOXHALL.  
Yes; I should say she would be well within half a mile of an iceberg when I boarded her.

2266 Senator SMITH.  
How did this iceberg look to you? I mean as to color?

2267 Mr. BOXHALL.  
White.

2268 Senator SMITH.  
Did they all look about the same color?

2269 Mr. BOXHALL.  
They looked white to me, in the sunlight.

2270 Senator SMITH.  
Was the sun up, then?

2271 Mr. BOXHALL.

No; but after the sun got up they looked white.

2272 Senator SMITH.  
In the early morning, at the dawn - daybreak?

2273 Mr. BOXHALL.  
No; at daybreak they looked quite black.

2274 Senator SMITH.  
Was it after daybreak when you got alongside of the [Carpathia](#)?

2275 Mr. BOXHALL.  
Day was breaking. I only saw them a little while before I got to the Carpathia.

2276 Senator SMITH.  
Do you care to correct your statement that they appeared white when you last saw them?

2277 Mr. BOXHALL.  
They did not appear white when I first saw them.

2278 Senator SMITH.  
How did they appear?

2279 Mr. BOXHALL.  
They appeared black.

2280 Senator SMITH.  
After you boarded the Carpathia, while she was cruising around the scene of the wreck, did you see other icebergs?

2281 Mr. BOXHALL.  
Oh, yes.

2282 Senator SMITH.  
How many?

2283 Mr. BOXHALL.  
I could not say. There were numerous icebergs; that is the easiest way or the best way to express it.

2284 Senator SMITH.  
Did you distinguish between an iceberg and a growler, or are they the same thing in the language of mariners?

2285 Mr. BOXHALL.  
Yes, I do make a distinction between an iceberg and a growler.

2286 Senator SMITH.  
Let us have that distinction.

2287 Mr. BOXHALL.  
As I understand a growler, it is a low-lying iceberg.

2288 Senator SMITH.  
Partially submerged?

2289 Mr. BOXHALL.  
They are all submerged; but I mean one lying, it might be, very largely on the surface of the water, but not high; it might be large or it might be small, but it is low lying.

2290 Senator SMITH.  
And the larger it gets -

2291 Mr. BOXHALL.  
Then it gets to be an iceberg.

2292 Senator SMITH.  
There is another kind of ice that you encounter -

2293 Mr. BOXHALL.  
Field ice.

2294 Senator SMITH.  
Off the Grand Banks.

2295 Mr. BOXHALL.  
Yes.

2296 Senator SMITH.  
What is that?

2297 Mr. BOXHALL.  
Field ice is a lot of ice all together.

2298 Senator SMITH.  
Like a raft?

2299 Mr. BOXHALL.  
Yes; not unlike a raft, I should say. It is a large expanse of ice covering the water.

2300 Senator SMITH.  
Level with the surface?

2301 Mr. BOXHALL.  
No, a little above the surface.

2302 Senator SMITH.  
Rising above the surface?

2303 Mr. BOXHALL.  
Just a little above the surface.

2304 Senator SMITH.  
And extending over how great an area? I suppose they vary, but how great an area have you seen covered?

2305 Mr. BOXHALL.  
With ice?

2306 Senator SMITH.  
With ice, on the sea, in the vicinity of the Grand Banks.

2307 Mr. BOXHALL.  
This is the first time that I have seen field ice on the Grand Banks.

2308 Senator SMITH.  
You have never seen it on the Grand Banks before?

2309 Mr. BOXHALL.  
No.

2310 Senator SMITH.  
And you have been on the Grand Banks before?

2311 Mr. BOXHALL.  
Oh, yes.

2312 Senator SMITH.  
How often?

2313 Mr. BOXHALL.  
I have been running to New York since I was 19 years of age.

2314 Senator SMITH.  
And you have never seen any field ice?

2315 Mr. BOXHALL.  
I have seen icebergs, but have never seen any field ice before.

2316 Senator SMITH.

Was the ship on its usual course?  
2317 Mr. BOXHALL.  
Yes.  
2318 Senator SMITH.  
Have you ever crossed at this time of the year before?  
2319 Mr. BOXHALL.  
Oh, yes; many times.  
2320 Senator SMITH.  
Can you tell what the theory of the navigator is as to where the  
icebergs and growlers and field ice come from?  
2321 Mr. BOXHALL.  
As far as I understand, they come from the Arctic region.  
2322 Senator SMITH.  
What are they composed of, if you know?  
2323 Mr. BOXHALL.  
Some people who have been very close to them tell me that they  
have seen sand and gravel and rocks and things of that kind in  
them.  
2324 Senator SMITH.  
Rocks and other substances?  
2325 Mr. BOXHALL.  
And earth. I have never been close enough to see that.  
2326 Senator SMITH.  
I suppose you mean the icebergs, when you say that?  
2327 Mr. BOXHALL.  
The icebergs; yes, sir.  
2328 Senator SMITH.  
And those icebergs are supposed to come from the Arctic  
regions?  
2329 Mr. BOXHALL.  
Yes; so I believe.  
2330 Senator SMITH.  
And float down into the open sea?  
2331 Mr. BOXHALL.  
Yes.  
2332 Senator SMITH.  
How far east have you ever seen them?  
2333 Mr. BOXHALL.  
I do not know how far east I have seen them. It has been many  
years since I have seen any, until this time.  
2334 Senator SMITH.  
Is it understood by mariners and navigators that they are more  
frequent in the latitude of the Grand Banks?  
2335 Mr. BOXHALL.  
Around 50 west; 47 to 50 west, I think, as near as I can  
remember.  
2336 Senator SMITH.  
From 47 to 50 west they are known to exist?  
2337 Mr. BOXHALL.  
Yes.

2338 Senator SMITH.  
And it is customary to be particularly careful in that vicinity?

2339 Mr. BOXHALL.  
Oh, yes, sir.

2340 Senator SMITH.  
Well, how did it happen that in that identical vicinity it was not  
thought necessary to increase the lookout?

2341 Mr. BOXHALL.  
I do not know. The lookout may have been increased; I can not  
say. I was busy most of the watch in the chart room, making  
calculations.

2342 Senator SMITH.  
As far as you know of your own knowledge, it was not?

2343 Mr. BOXHALL.  
I did not hear any extra lookouts reported as being put on.

2344 Senator SMITH.  
You did not see any extra officers that night, forward on the  
bridge deck?

2345 Mr. BOXHALL.  
No.

2346 Senator SMITH.  
How far did the Carpathia run on Monday before she was out of  
sight of the icebergs?

2347 Mr. BOXHALL.  
I could not say.

2348 Senator SMITH.  
Were you not observing the situation?

2349 Mr. BOXHALL.  
No, sir.

2350 Senator SMITH.  
Between the time that you left the [Titanic](#) and the time morning  
dawned did you see any icebergs?

2351 Mr. BOXHALL.  
No, sir; but I know that they were there.

2352 Senator SMITH.  
You knew they were there?

2353 Mr. BOXHALL.  
Yes; sir.

2354 Senator SMITH.  
Any growlers?

2355 Mr. BOXHALL.  
I saw nothing; but I heard the water on the ice as soon as the  
lights went out on the ship.

2356 Senator SMITH.  
That water, you think, was on the ice, after the boat went down?  
That is, you could hear something?

2357 Mr. BOXHALL.  
Yes, sir.

2358 Senator SMITH.  
In that vicinity?

2359 Mr. BOXHALL.  
A little while after the ship's lights went out and the cries subsided, then I found out that we were near the ice.

2360 Senator SMITH.  
You could hear it?

2361 Mr. BOXHALL.  
Yes.

2362 Senator SMITH.  
Does your statement also cover the field ice?

2363 Mr. BOXHALL.  
Yes; it covers all the ice, sir. I heard the water rumbling or breaking on the ice. Then I knew that there was a lot of ice about; but I could not see it from the boat.

2364 Senator SMITH.  
Do you know what precautions the captain of the Carpathia took when he found himself among ice?

2365 Mr. BOXHALL.  
No, sir.

2366 Senator SMITH.  
Do you know whether he doubled his lookout?

2367 Mr. BOXHALL.  
I do not know.

2368 Senator SMITH.  
He proceeded toward New York how long after all the lifeboats had been raised?

2369 Mr. BOXHALL.  
It was approximately, I should say, well on in the forenoon, when he set the course to New York.

2370 Senator SMITH.  
That is, 9 or 10 o'clock?

2371 Mr. BOXHALL.  
No; I think it was well after that. We were steaming around the wreckage for quite a long time. I did not notice the time, but it must have been quite late in the forenoon.

2372 Senator SMITH.  
Steaming around -

2373 Mr. BOXHALL.  
Steaming around the scene of disaster.

2374 Senator SMITH.  
Where were you when they were steaming around?

2375 Mr. BOXHALL.  
I was on the bridge for a few minutes, shortly after we got the boats on board.

2376 Senator SMITH.  
For how long?

2377 Mr. BOXHALL.  
About a quarter of an hour, I think.

2378 Senator SMITH.  
And remained on the bridge of the Carpathia after the boats were all raised?

2379 Mr. BOXHALL.  
Yes.

2380 Senator SMITH.  
Did you see any bodies floating in the water?

2381 Mr. BOXHALL.  
I remained on the bridge until he started off for New York direct.  
I do not know what time that was.

2382 Senator SMITH.  
Did you see any floating bodies?

2383 Mr. BOXHALL.  
I saw one floating body, sir.

2384 Senator SMITH.  
That of a man or woman?

2385 Mr. BOXHALL.  
A man, sir.

2386 Senator SMITH.  
Did you see the face distinctly?

2387 Mr. BOXHALL.  
No; I could not. It had a life preserver on.

2388 Senator SMITH.  
Dead?

2389 Mr. BOXHALL.  
Oh, yes; quite dead.

2390 Senator SMITH.  
How do you know?

2391 Mr. BOXHALL.  
We could see by the way the body was lying.

2392 Senator SMITH.  
What is the ordinary position of a dead body in the water with a  
life preserver on?

2393 Mr. BOXHALL.  
This body looked as if the man was lying as if he had fallen  
asleep with his face over his arm.

2394 Senator SMITH.  
On his side?

2395 Mr. BOXHALL.  
On his side.

2396 Senator SMITH.  
Were you near enough to describe his features?

2397 Mr. BOXHALL.  
Not at all, sir.

2398 Senator SMITH.  
Is that the only body you saw?

2399 Mr. BOXHALL.  
That is the only body I saw.

2400 Senator SMITH.  
The only body you saw either dead or alive?

2401 Mr. BOXHALL.  
Yes; dead or alive.

2402 Senator SMITH.



There must have been hundreds of bodies in the water about the Titanic.

2403 Mr. BOXHALL.  
No one ever saw any, at all.

2404 Senator SMITH.  
You say they were all equipped with lifebelts?

2405 Mr. BOXHALL.  
I do not remember seeing anybody without a lifebelt.

2406 Senator SMITH.  
Did you know of any persons refusing to enter the lifeboats?

2407 Mr. BOXHALL.  
No; only by hearsay.

2408 Senator SMITH.  
Did you hear that many had refused to enter the lifeboats?

2409 Mr. BOXHALL.  
I heard it on board the Carpathia, that some of them had refused.

2410 Senator SMITH.  
Well, those on board the Carpathia had not refused. You heard that others had refused?

2411 Mr. BOXHALL.  
I heard that others had refused.

2412 Senator SMITH.  
Did you hear any names given of those who had refused?

2413 Mr. BOXHALL.  
I do not know. I may have heard the names and not taken any notice, not knowing them.

2414 Senator SMITH.  
Could you repeat them?

2415 Mr. BOXHALL.  
No; I could not.

2416 Senator SMITH.  
Any of them?

2417 Mr. BOXHALL.  
No, I could not.

2418 Senator SMITH.  
Were any of the names you heard the names of women as well as men?

2419 Mr. BOXHALL.  
I could not say.

2420 Senator SMITH.  
Did you see any person - man, woman, or child - who refused to get into a lifeboat?

2421 Mr. BOXHALL.  
No, sir.

2422 Senator SMITH.  
Did you see any man, woman, or child refused permission to get into a lifeboat?

2423 Mr. BOXHALL.  
No, sir.

2424 Senator SMITH.

..People calm, follow ord

2425 Did you see any man, woman, or child ejected from a lifeboat?  
Mr. BOXHALL.  
No, sir.

2426 Senator SMITH.  
Did you see any man or woman attempt to reach a lifeboat while  
you were on the deck or when your lifeboat was in the water?

2427 Mr. BOXHALL.  
Do you mean to rush it, or get in quietly?

2428 Senator SMITH.  
To struggle to get in?

2429 Mr. BOXHALL.  
No, sir; I did not.

2430 Senator SMITH.  
To try to get in or attempt to get in?

2431 Mr. BOXHALL.  
I saw several get in, but all I saw try to get in got in.

2432 Senator SMITH.  
Did you see any get in from the water?

2433 Mr. BOXHALL.  
No.

2434 Senator SMITH.  
Did you see anyone in the water attempt to get in?

2435 Mr. BOXHALL.  
I did not see anyone in the water. It was dark, sir.

2436 Senator SMITH.  
So you could not see anyone?

2437 Mr. BOXHALL.  
I could not see anybody in the water. I was looking around for  
them, keeping my eyes open, but I did not see anyone.

2438 Senator SMITH.  
If you had seen some one in the water, what would you have  
done?

2439 Mr. BOXHALL.  
Taken them in the boat at once.

2440 Senator SMITH.  
No matter whether its capacity was apparently taxed or not?

2441 Mr. BOXHALL.  
I should have taken them in the boat.

2442 Senator SMITH.  
You would not have left them?

2443 Mr. BOXHALL.  
No, sir.

2444 Senator SMITH.  
If you had seen any struggling man or woman in the water -

2445 Mr. BOXHALL.  
I should have taken them in as far as safety would allow; but I  
did not see anyone in the water.

2446 Senator SMITH.  
On that particular morning the water was calm?

2447 Mr. BOXHALL.

Perfectly calm.  
2448 Senator SMITH.  
And unruffled, was it?  
2449 Mr. BOXHALL.  
Perfectly calm.  
2450 Senator SMITH.  
So that each boat could have accommodated its full capacity?  
2451 Mr. BOXHALL.  
Oh, yes.  
2452 Senator SMITH.  
Safely?  
2453 Mr. BOXHALL.  
Yes.  
2454 Senator SMITH.  
How many people were in your boat?  
2455 Mr. BOXHALL.  
I estimate about 25, as near as I can tell.  
2456 Senator SMITH.  
Was that its full capacity?  
2457 Mr. BOXHALL.  
I reckoned between 25 and 30 that the boat had in her. I did not  
find out exactly how many she had. I think 30 would be about all  
she could carry.  
2458 Senator SMITH.  
You did not count them?  
2459 Mr. BOXHALL.  
I tried to count them.  
2460 Senator SMITH.  
But you did not succeed?  
2461 Mr. BOXHALL.  
There were some people in the boat that did not speak English,  
who did not answer.  
2462 Senator SMITH.  
But you could count them?  
2463 Mr. BOXHALL.  
I could not count them.  
2464 Senator SMITH.  
You could not see them or could not make them answer?  
2465 Mr. BOXHALL.  
I could not make them answer.  
2466 Senator SMITH.  
You tried to count them by having each -  
2467 Mr. BOXHALL.  
Sing out his number.  
2468 Senator SMITH.  
Sing out his number?  
2469 Mr. BOXHALL.  
Yes.  
2470 Senator SMITH.  
And you could not see with your eyes sufficiently plainly to

count them?

2471 Mr. BOXHALL.  
No, sir; I could not. Then I found out that I had more people in the boat than I thought I had, perhaps.

2472 Senator SMITH.  
How many did you have?

2473 Mr. BOXHALL.  
I did not count them.

2474 Senator SMITH.  
But you found you had more than you thought you had? How did you find that out?

2475 Mr. BOXHALL.  
By the time it took me to discharge that boat in smooth water. They were crawling out from under thwarts and everywhere. That is the way I found it out.

2476 Senator FLETCHER.  
You were not in a lifeboat?

2477 Mr. BOXHALL.  
In a small lifeboat.

2478 Senator FLETCHER.  
Not a collapsible boat?

2479 Mr. BOXHALL.  
No, sir; not a collapsible boat.

2480 Senator FLETCHER.  
A sea boat?

2481 Mr. BOXHALL.  
Yes, sir.

2482 Senator FLETCHER.  
You divide them into three classes of boats: First, the lifeboats that hold 65 people; second, the sea boats that hold 25 or 30?

2483 Mr. BOXHALL.  
Yes.

2484 Senator FLETCHER.  
And the collapsible boats?

2485 Mr. BOXHALL.  
Yes.

2486 Senator FLETCHER.  
You were not in a lifeboat?

2487 Mr. BOXHALL.  
I was in a sea boat.

2488 Senator NEWLANDS.  
Just let me ask you one question. You say you could not see any of those icebergs until dawn, but you heard the lapping of the water?

2489 Mr. BOXHALL.  
Will you repeat that question?

2490 Senator NEWLANDS.  
I understand you to say that you could not see any of those icebergs until dawn, but that you heard the lapping of the water against the icebergs?

2491 Mr. BOXHALL.  
Yes; that is what I said.

2492 Senator NEWLANDS.  
That was a clear night was it?

2493 Mr. BOXHALL.  
Perfectly clear; starlight. You could almost see the stars set.

2494 Senator NEWLANDS.  
How do you account for the fact that you could not see the icebergs, if the night was so clear?

2495 Mr. BOXHALL.  
I do not know. I do not know what it was about it. I could not understand. Of course, sound travels quite a long way on the water, and being so close to the water, and it being such a calm night, you would hear the water lapping on those bergs for quite a long, long ways.

2496 Senator NEWLANDS.  
In your experience on the water, had you come across many icebergs prior to this time?

2497 Mr. BOXHALL.  
Yes; I have come across a good few, I suppose.

2498 Senator NEWLANDS.  
It is always difficult to see them at night?

2499 Mr. BOXHALL.  
No, not always; not always. On such a night as that, even if there is no moon, you can very, very often see an iceberg by the water on the sides of it; that is, if there is a little breeze. But when the water is in one of those oily calms -

2500 Senator NEWLANDS.  
Will you speak a little louder?

2501 Mr. BOXHALL.  
It was like an oily calm when the Titanic struck, and for a long, long time after we were in the boats, and you could not see anything at all then.

2502 Senator NEWLANDS.  
You judge of the presence of icebergs, then, by the appearance of the water around the icebergs and not by the sight of bergs themselves; is that it?

2503 Mr. BOXHALL.  
On such a night as that, yes.

2504 Senator NEWLANDS.  
And when the sea is smooth it is difficult, then, to discern this appearance?

2505 Mr. BOXHALL.  
Yes. I think if there had been a little ripple on the water we should have stood a very good chance of seeing that iceberg in time to miss it - in time, to clear it.

2506 Senator SMITH.  
We will adjourn now until 10 o'clock tomorrow morning, and I desire to ask you to be present promptly in the morning, Mr. Boxhall, and we will try and hasten our examination as fast as

possible.

2507 Mr. BOXHALL.  
Yes, sir.

2508 Day 10

2509 Testimony of Joseph G. Boxhall, recalled

2510 Senator SMITH.  
You were sworn the other day.

2511 Mr. BOXHALL.  
Yes, sir.

2512 Senator SMITH.  
You were the fourth officer on the *Titanic*?

2513 Mr. BOXHALL.  
Yes, sir.

2514 Senator SMITH.  
Senator Fletcher wants to ask you some questions.

2515 Senator FLETCHER.  
Mr. Boxhall, do you know whether the air ports on the *Titanic*  
were closed at the time of the collision, or before or just  
afterwards?

2516 Mr. BOXHALL.  
The air ports? I do not know what the air ports are.

2517 Senator FLETCHER.  
The port holes.

2518 Mr. BOXHALL.  
Oh, the port holes? No; I could not say about that, sir.

2519 Senator FLETCHER.  
You gave no order to have them closed?

2520 Mr. BOXHALL.  
I did not hear any orders.

2521 Senator FLETCHER.  
You do not know whether they were closed or not?

2522 Mr. BOXHALL.  
No, sir.

2523 Senator FLETCHER.  
If they were not closed -

2524 Mr. BOXHALL.  
The ports I saw down below in the steerage, when I first visited  
down there a few moments after the ship struck, to the best of my  
memory were closed. That was in the fore part of the ship,  
between the forecastle head and the bridge. Those ports, to the  
best of my memory, were closed.

2525 Senator FLETCHER.  
You did not have occasion to observe them anywhere else?

2526 Mr. BOXHALL.  
No, sir

2527 Senator FLETCHER.  
What was the custom or practice on the ship as to leaving them  
open in calm weather?

2528 Mr. BOXHALL.  
I could not say about that, but in foggy weather it had to be

reported on the bridge whether they were open or closed, and in bad weather, of course, if there was any sea at all running, we knew then about the ports, and the orders were given from the bridge. But in calm weather, I am at a loss to remember what was done about them.

2529 Senator FLETCHER.

I understood you to say in your direct examination that you had no knowledge of the presence of icebergs; that no information of that kind reached you?

2530 Mr. BOXHALL.

I do not remember any information coming on Sunday. There were icebergs reported from the captain of the Touraine [[La Touraine](#)], some time previously; it might have been a couple of days before. I put their position on the chart, and found that those positions were considerably north of the track. In fact, they were between the northern track and the southern track.

2531 Later, more positions came. I did not remember the name especially, but as soon as I saw the positions as shown at the time of the meeting of the committee, or when some member of the committee showed me those positions, with the name of the German boat, the *Amerika*, I recognized the positions. So they were evidently those of the *Amerika* that had been sent. I put those on the chart. I do not remember that any of them were on the track. To the best of my knowledge they were all to the northward of the track.

2532 Senator FLETCHER.

How far north?

2533 Mr. BOXHALL.

I really did not calculate the distance. As soon as I saw they were on the north track I did not bother about measuring the distance.

2534 Senator FLETCHER.

How far ahead of the ship?

2535 Mr. BOXHALL.

I did not measure that, either. Of course, it was before we turned the corner.

2536 Senator FLETCHER.

Did you have any information at all that would lead you to appreciate the fact that the Titanic was approaching ice fields, or a position where icebergs were liable to be found?

2537 Mr. BOXHALL.

From all the positions of icebergs that I had, of course I knew that we should be getting close up to those positions in the early hours of the middle watch; at least. I did not think we should be up to any of those positions before midnight that night.

2538 Senator FLETCHER.

Have you had any experience and knowledge as a seafaring man whether or not there is any effect on the temperature occasioned by the presence of ice fields and icebergs?

2539 Mr. BOXHALL.

Yes; I have had quite a lot of experience in field ice and to the

best of my knowledge I do not think the temperature indicates anything. I do not think that is anything to go by.

2540 Senator FLETCHER.  
You made no observations?

2541 Mr. BOXHALL.  
Yes; I have made observations, years ago; but on the Titanic the sixth officer or the fifth officer had to note all those observations, and that is why I did not know the temperatures recorded.

2542 Senator FLETCHER.  
You did not know the temperature of the air or of the water that night?

2543 Mr. BOXHALL.  
Yes; I happened to remark that it was rather cold, and somebody said, "It is 31"; but I do not know what time it was. I think it was during my watch from 4 to 6 Sunday evening.

2544 Senator FLETCHER.  
Could you tell whether the temperature had been falling?

2545 Mr. BOXHALL.  
Yes; you could tell that.

2546 Senator FLETCHER.  
Since about what time?

2547 Mr. BOXHALL.  
I had only gone on deck at 4 o'clock. I went on deck at 4 Sunday afternoon and was on deck until 6, and I knew it was colder than it was at noon, when I left the bridge.

2548 Senator FLETCHER.  
Did you get by wireless the positions of the icebergs that you mentioned?

2549 Mr. BOXHALL.  
Yes, sir.

2550 Senator FLETCHER.  
And you plotted them, you say, on the chart?

2551 Mr. BOXHALL.  
Yes, sir.

2552 Senator FLETCHER.  
Were you careful as to the locations in placing them on the chart?

2553 Mr. BOXHALL.  
With regard to the French steamer's positions, they were of no use to us, because he was considerably north of the track.

2554 I put them on the chart; but I remarked to the captain, "This fellow has been to the north of the track the whole way." So they were of no use to us; but they were on the chart, just the same.

2555 Senator FLETCHER.  
As to the other positions, did anyone help you in plotting them?

2556 Mr. BOXHALL.  
No; I showed them to the captain and I had the wireless telegram alongside of me and saw that they were quite correct.

2557 Senator FLETCHER.  
Did anyone check you up or verify your calculations or assist you in seeing that they were correct?



2558 Mr. BOXHALL.  
They may have done so; I do not know.

2559 Senator FLETCHER.  
What was the course of the Amerika?

2560 Mr. BOXHALL.  
I could not say whether she was eastbound or westbound. The  
Touraine, I think, was eastbound.

2561 Senator FLETCHER.  
Could you say whether the Amerika was taking practically the  
same track as the Titanic?

2562 Mr. BOXHALL.  
No; I could not say that, either.

2563 Senator FLETCHER.  
Do you know whether she usually did?

2564 Mr. BOXHALL.  
Yes; I think those ships keep the track.

2565 Senator FLETCHER.  
The Amerika, then, was on the same track that the Titanic was  
on, practically?

2566 Mr. BOXHALL.  
That depends on whether she was eastbound or westbound.

2567 Senator FLETCHER.  
Assuming she was eastbound, would she be on the same track?

2568 Mr. BOXHALL.  
No; she would be to the southward of us.

2569 Senator FLETCHER.  
How much?

2570 Mr. BOXHALL.  
I do not know what distance she would be south of us in that  
position. Just about the corner. Probably 40 or 50 miles. You  
could take it off the chart.

2571 Senator FLETCHER.  
Did she locate the bergs near her?

2572 Mr. BOXHALL.  
She located the bergs that she had seen as far as I know.  
Someone else may have reported them to her.

2573 Senator FLETCHER.  
If she had seen bergs she must have seen them south of your  
track?

2574 Mr. BOXHALL.  
That is, if she was eastbound.

2575 Senator FLETCHER.  
Yes; if she was eastbound.

2576 Mr. BOXHALL.  
But these bergs I did not put down in positions that were south of  
the track, or else I should have made a special note to the captain  
about them. If I had seen any on the track or the southward of the  
track I should have done that.

2577 Senator FLETCHER.  
I understood you to say that you saw a steamer almost ahead of

you, or saw a light that night, about the time of the collision?

2578 Mr. BOXHALL.  
Shortly afterwards; yes, sir.

2579 Senator FLETCHER.  
Did you describe that light? What was the character of the light  
you saw; and did you see more than one?

2580 Mr. BOXHALL.  
At first I saw two masthead lights of a steamer, just slightly  
opened, and later she got closer to us, until, eventually, I could  
see her side lights with my naked eye.

2581 Senator FLETCHER.  
Was she approaching you?

2582 Mr. BOXHALL.  
Evidently she was, because I was stopped.

2583 Senator FLETCHER.  
And how far away was she?

2584 Mr. BOXHALL.  
I considered she was about 5 miles away.

2585 Senator FLETCHER.  
In which direction?

2586 Mr. BOXHALL.  
She was headed toward us, meeting us.

2587 Senator FLETCHER.  
Was she a little toward your port bow?

2588 Mr. BOXHALL.  
Just about half a point off our port bow.

2589 Senator FLETCHER.  
And apparently coming toward you?

2590 Mr. BOXHALL.  
Yes.

2591 Senator FLETCHER.  
And how soon after the collision?

2592 Mr. BOXHALL.  
I can not say about that. It was shortly after the order was given  
to clear the boats.

2593 Senator FLETCHER.  
Did you continue to see that steamer?

2594 Mr. BOXHALL.  
I saw that light, saw all the lights of course, before I got into my  
boat, and just before I got into the boat she seemed as if she had  
turned around. I saw just one single bright light then, which I  
took to be her stern light.

2595 Senator FLETCHER.  
She apparently turned around within 5 miles of you?

2596 Mr. BOXHALL.  
Yes, sir.

2597 Senator FLETCHER.  
Had the rockets then gone off on the Titanic?

2598 Mr. BOXHALL.  
Yes, sir. I had been firing off rockets before I saw her side lights.

I fired off the rockets and then she got so close I could see her side lights and starboard light.

2599 Senator FLETCHER.  
What was the character of the rockets fired off on the Titanic, as to colors?

2600 Mr. BOXHALL.  
Just white stars, bright. I do not know whether they were stars or bright balls. I think they were balls. They were the regulation distress signals.

2601 Senator FLETCHER.  
Not red?

2602 Mr. BOXHALL.  
Oh, no; not red.

2603 Senator FLETCHER.  
Can you say whether any rockets fired at night by a ship under those conditions form a distress signal, or whether rockets may be sent up that are not distress signals?

2604 Mr. BOXHALL.  
Some companies have private night signals.

2605 Senator FLETCHER.  
What are they?

2606 Mr. BOXHALL.  
They are colored as a rule; stars, which you can see. These rockets were not throwing stars, they were throwing balls, I remember, and then they burst.

2607 Senator FLETCHER.  
It seems that an officer on the [Californian](#) reported to the commander of the Californian that he had seen signals; but he said they were not distress signals. Do you know whether or not under the regulations in vogue, and according to the custom at sea, rockets fired, such as the Titanic sent up, would be regarded as anything but distress signals?

2608 Mr. BOXHALL.  
I am hardly in a position to state that, because it is the first time I have seen distress rockets sent off, and I could not very well judge what they would be like, standing as I was, underneath them, firing them myself. I do not know what they would look like in the distance.

2609 Senator FLETCHER.  
Have you ever seen any rockets sent off such as you say are private signals?

2610 Mr. BOXHALL.  
Yes, sir.

2611 Senator FLETCHER.  
Under what circumstances?

2612 Mr. BOXHALL.  
Ships passing in the night, signaling to one another.

2613 Senator FLETCHER.  
Were those rockets carried on the Titanic for the purpose of being used as distress signals?

2614 Mr. BOXHALL.  
Yes, sir; exclusively.

2615 Senator FLETCHER.  
They were not carried or supposed to be used for any other than distress signals?

2616 Mr. BOXHALL.  
No; no, sir. We did not have any time to use any of those things.

2617 Senator FLETCHER.  
Did you see any other rockets from any other ships that night?

2618 Mr. BOXHALL.  
Yes; I did. I saw rockets on the [Carpathia](#).

2619 Senator FLETCHER.  
That was in the morning?

2620 Mr. BOXHALL.  
Yes, sir; it was in the morning. It was quite dark.

2621 Senator FLETCHER.  
About what time was that?

2622 Mr. BOXHALL.  
I do not know. I think it was a little after 4 o'clock, sometime, when I got on board the Carpathia. It might have been three-quarters of an hour before.

2623 Senator FLETCHER.  
What sort of a rocket was that?

2624 Mr. BOXHALL.  
An ordinary rocket. I think it was, so far as I could see, a distress rocket in answer to ours.

2625 Senator FLETCHER.  
What kind of steamer was that which you saw, that apparently turned around, as to size and character?

2626 Mr. BOXHALL.  
That is hard to state, but the lights were on masts which were fairly close together - the masthead lights.

2627 Senator FLETCHER.  
What would that indicate?

2628 Mr. BOXHALL.  
That the masts were pretty close together. She might have been a four-mast ship or might have been a three-mast ship, but she certainly was not a two mast ship.

2629 Senator FLETCHER.  
Could you form any idea as to her size?

2630 Mr. BOXHALL.  
No; I could not.

2631 Senator FLETCHER.  
You know it was a steamer and not a sailing vessel?

2632 Mr. BOXHALL.  
Oh, yes; she was a steamer, carrying steaming lights - white lights.

2633 Senator FLETCHER.  
She could not have been a fishing vessel?

2634 Mr. BOXHALL

No, sir.

2635 Senator FLETCHER.  
Was she a sailing vessel?

2636 Mr. BOXHALL  
No, sir; a sailing vessel does not show steaming lights, or white lights.

2637 Senator FLETCHER.  
I understood you to say all the lifeboats but one had been lowered when the one you were in was lowered . Was that correct?

2638 Mr. BOXHALL  
There was one boat hanging on the davits on the port side when I left.

2639 Senator FLETCHER.  
Was that a collapsible boat?

2640 Mr. BOXHALL  
No, sir; it was a lifeboat; No. 4 lifeboat.

2641 Senator FLETCHER.  
Had the collapsible boats all been lowered?

2642 Mr. BOXHALL  
There was no collapsible boat touched on the port side when I left. They could not lower them until the boat I was in got away and left our falls clear.

2643 Senator FLETCHER.  
Then the collapsible boats were all lowered after the boat in which you left was lowered?

2644 Mr. BOXHALL  
Yes, sir.

2645 Senator FLETCHER.  
Did you say how many went in that boat you were in?

2646 Mr. BOXHALL  
Approximately, I should judge there were between 25 and 30; 25 or 30, as nearly as I can tell.

2647 Senator FLETCHER.  
That was one of the boats that had a capacity of 60 or 65?

2648 Mr. BOXHALL  
No, sir.

2649 Senator FLETCHER.  
It was not?

2650 Mr. BOXHALL  
No, sir; she was one of the smaller boats. She was an emergency boat.

2651 Senator FLETCHER.  
What they call a sea boat or sun boat?

2652 Mr. BOXHALL  
Yes, sir; a sea boat.

2653 Senator FLETCHER.  
Could you tell anything about the suction when you were half a mile away?

2654 Mr. BOXHALL

No; but I did find there was a little suction just as I was pulling around the ship. I was lowered on the port side, and pulled around to the starboard side shortly afterwards, and I found there was suction then; that the ship was settling down broadside.

2655 Senator FLETCHER.  
Were you convinced, when you took to the boat in which you left, that the Titanic would go down?

2656 Mr. BOXHALL  
I was quite undecided about it.

2657 Senator FLETCHER.  
Did you say you talked with Mr. Ismay on the bridge about three quarters of an hour before the Titanic sank?

2658 Mr. BOXHALL  
I talked to Mr. Ismay a little while before I left the ship. I do not know whether it was three quarters of an hour or not before the ship sank.

2659 Senator FLETCHER.  
Where was it?

2660 Mr. BOXHALL  
I had just fired a distress signal and was going to the chart room to put the lanyard back in the chart room and go out again, and Mr. Ismay was standing by the wheelhouse door.

2661 Senator FLETCHER.  
You had not begun to prepare for lowering the boats?

2662 Mr. BOXHALL  
Oh, yes; some of the boats had gone.

2663 Senator FLETCHER.  
Some of the boats had gone?

2664 Mr. BOXHALL  
Yes.

2665 Senator FLETCHER.  
What was Mr. Ismay doing there?

2666 Mr. BOXHALL  
He just came to the door on the bridge, as nearly as I can tell; walked up as far as the door. He was not there when I went to the lanyard; at least not when I went to fire the distress signal a moment before.

2667 Senator FLETCHER.  
That was on the boat deck?

2668 Mr. BOXHALL.  
On the boat deck, yes, sir; on the bridge.

2669 Senator FLETCHER.  
What did he say to you?

2670 Mr. BOXHALL.  
He asked me why I was not getting the boat away.

2671 Senator FLETCHER.  
What did you reply to that?

2672 Mr. BOXHALL.  
I told him I had no orders to get the boat away. I said the crew were ready and people were getting in the boat.

2673 Senator FLETCHER.  
What did you do then?

2674 Mr. BOXHALL.  
I went on with my work.

2675 Senator FLETCHER.  
Did you proceed then to get the boat away, and get them ready?

2676 Mr. BOXHALL.  
No, sir; the chief officer got that boat ready, and it was just ready to lower when the captain told me to get in her; that is, they had just started to lower when the captain told me to get in her.

2677 Senator FLETCHER.  
The captain told you what?

2678 Mr. BOXHALL.  
I think they were either just starting to lower or I had heard them sing out, "Lower away" when the captain told me to get in the boat. I did not load it. The chief officer loaded it and superintended the lowering.

2679 Senator FLETCHER.  
You did not assist in loading any of the boats?

2680 Mr. BOXHALL.  
I was there some little time before that; I can not say what boat it was that I was assisting in clearing away, and I can not say what boats they were, but they were on the port side.

2681 Senator FLETCHER.  
Did you assist in lowering the boat in which you went away, that the chief officer told you to get into?

2682 Mr. BOXHALL.  
No, sir. He did not tell me to get into that boat.

2683 Senator FLETCHER.  
Capt. Smith did?

2684 Mr. BOXHALL.  
Capt. Smith did.

2685 Senator FLETCHER.  
Where was he at that time?

2686 Mr. BOXHALL.  
He was standing up on the boat deck, just by the bridge.

2687 Senator FLETCHER.  
Where?

2688 Mr. BOXHALL.  
Alongside of the fiddle; alongside the officers' house.

2689 Senator FLETCHER.  
And not far from boat No.4?

2690 Mr. BOXHALL.  
Right abreast of No. 2 boat.

2691 Senator FLETCHER.  
No. 2 boat?

2692 Mr. BOXHALL.  
Yes, sir.

2693 Senator FLETCHER.  
Was Mr. Ismay there, too?

2694 Mr. BOXHALL.  
I did not notice Mr. Ismay there.

2695 Senator FLETCHER.  
Had not the captain previously given the command to get the  
boats away before Mr. Ismay told you about that?

2696 Mr. BOXHALL.  
He may have done so, but I did not hear it.

2697 Senator FLETCHER.  
How many of the crew went in that boat in which you left?

2698 Mr. BOXHALL.  
One steward, one cook, a sailor, and myself.

2699 Senator FLETCHER.  
The captain wanted you to go in order to have some one in  
charge of the boat, to be sure that some one could use the oars?  
Was that the idea?

2700 Mr. BOXHALL.  
Probably.

2701 Senator FLETCHER.  
Did he ask for anybody who could row to get in the boat?

2702 Mr. BOXHALL.  
Did the captain ask?

2703 Senator FLETCHER.  
Yes.

2704 Mr. BOXHALL.  
No; I did not hear him.

2705 Senator FLETCHER.  
Did you see the captain after that?

2706 Mr. BOXHALL.  
No, sir; not after I was lowered away.

2707 Senator FLETCHER.  
Did you see Mr. Ismay after that?

2708 Mr. BOXHALL.  
Not until he came up alongside of the [Carpathia](#); when his boat  
pulled up alongside, I was passing people out of one of the other  
boats. That is the first time I saw him afterwards.

2709 Senator FLETCHER.  
Mr. Ismay was in the collapsible boat, was he not?

2710 Mr. BOXHALL.  
Yes, sir.

2711 Senator FLETCHER.  
Do you know which one?

2712 Mr. BOXHALL.  
I do not know, sir. There was no collapsible boat away from the  
ship when I left, unless the one on the starboard side had gone  
away. I can not remember whether she had gone away or not.  
There was none on the port side.

2713 Senator FLETCHER.  
After you got in the water did you see the light from this steamer  
that you had seen previously?

2714 Mr. BOXHALL.



Yes; I saw it for a little while and then lost it. When I pulled around the ship I could not see it any more, and did not see it any more.

2715 Senator FLETCHER.  
Apparently that ship came within 4 or 5 miles of the [Titanic](#), and then turned and went away in what direction, westward or southward?

2716 Mr. BOXHALL.  
I do not know whether it was southwestward. I should say it was westerly.

2717 Senator FLETCHER.  
In westerly direction; almost in the direction which she had come?

2718 Mr. BOXHALL.  
Yes, sir.

2719 Senator FLETCHER.  
That is all.

2720 Senator SMITH.  
Mr. Boxhall, you saw this ship with the light?

2721 Mr. BOXHALL.  
Yes, sir.

2722 Senator SMITH.  
And you took the rockets and fired them, to signal to it?

2723 Mr. BOXHALL.  
Yes, sir.

2724 Senator SMITH.  
We have been figuring the distance the [Californian](#) was away from the Titanic, and from the positions given we have concluded - that is, we have evidence to support the theory - that the Californian was but 14 miles distant from the Titanic. Do you think that under those circumstances you could have seen the Californian?

2725 Mr. BOXHALL.  
I do not know, sir. I should not think so.

2726 Senator SMITH.  
You should not?

2727 Mr. BOXHALL.  
No. Five miles is the distance the British Board of Trade requires masthead lights to show - that is, the white steaming lights of the steamer - but we know that they can be seen farther on such a clear night as that.

2728 Senator SMITH.  
Suppose the Californian, 14 miles away, had been firing rockets for you and you had been on the bridge or on the boat deck, do you think you could have seen the rockets?

2729 Mr. BOXHALL.  
Not at 14 miles; I should not think so.

2730 Senator SMITH.  
You have had 13 years experience?

2731 Mr. BOXHALL.

Yes, sir.

2732 Senator SMITH.  
In navigation?

2733 Mr. BOXHALL.  
Yes, sir.

2734 Senator SMITH.  
You have spent 12 months in a training school?

2735 Mr. BOXHALL.  
Yes, sir.

2736 Senator SMITH.  
At the risk of invading a field with which neither one of us may be familiar, I want to ask you about the watertight compartments of the Titanic. Are you familiar with them?

2737 Mr. BOXHALL.  
Yes, sir. I did not go down in the watertight compartments of the Titanic, or view the electrical appliances down below.

2738 Senator SMITH.  
Were you familiar with the watertight compartments above?

2739 Mr. BOXHALL.  
Yes, sir.

2740 Senator SMITH.  
Have you been in them?

2741 Mr. BOXHALL.  
I have walked through them, sir.

2742 Senator SMITH.  
On which deck or decks were they located?

2743 Mr. BOXHALL.  
They were located on pretty nearly every deck, I should think, from what I remember. I can not say the highest deck where there were watertight compartments. I did not take particular notice of that.

2744 Senator SMITH.  
Can you tell to what decks the watertight bulkheads extended?

2745 Mr. BOXHALL.  
There were watertight doors on E deck; I know that.

2746 Senator SMITH.  
On A deck?

2747 Mr. BOXHALL.  
On E deck.

2748 Senator SMITH.  
Assuming that the watertight bulkheads extended to the upper or E deck, were there hatches on E deck?

2749 Mr. BOXHALL.  
There were watertight doors on D deck.

2750 Senator SMITH.  
Were they fitted with watertight covers or doors?

2751 Mr. BOXHALL.  
The door, sir, is simply an iron door with clamps on it on both sides.

2752 Senator SMITH.

That could not be sealed?

2753 Mr. BOXHALL.  
Yes; you can seal that door from either side. The clamps work right through the door.

2754 Senator SMITH.  
I am talking about the hatches. Are you talking about the hatches?

2755 Mr. BOXHALL.  
No sir; I am talking about the doors.

2756 Senator SMITH.  
Were the hatches on E deck fitted with watertight covers?

2757 Mr. BOXHALL.  
Yes; but not to keep out a rush of water like this. They would only keep out the -

2758 Senator SMITH. (interposing)  
Deck water?

2759 Mr. BOXHALL.  
The deck water that would wash over the deck.

2760 Senator SMITH.  
They were not intended to resist the sea?

2761 Mr. BOXHALL.  
Not water with a pressure; they were not intended to resist that. They were not intended to resist pressure from underneath.

2762 Senator SMITH.  
They were fitted with coamings, in the language of the sea?

2763 Mr. BOXHALL.  
Yes, sir.

2764 Senator SMITH.  
And not with a watertight cover?

2765 Mr. BOXHALL.  
Yes, there is a watertight cover just to prevent the sea-going down. There are wooden hatches on the top instead of the coamings; wooden hatches laid across the beams, and after the hatches are put on the watertight covers are spread over.

2766 Senator SMITH.  
Then you said you went down in the mail room?

2767 Mr. BOXHALL.  
Yes, sir.

2768 Senator SMITH.  
And saw the water coming in?

2769 Mr. BOXHALL.  
No, I did not see water coming in. I said I could hear the water coming in.

2770 Senator SMITH.  
Where did you explain you saw the water coming in the mail room?

2771 Mr. BOXHALL.  
I was standing in the sorting room, and the water was just then within two feet of this deck I was standing on. I could see it through the opening in the staircase which led down to the lower

place.

2772 Senator SMITH.  
Do you know whether there was any way of sealing the hatch to the mail room to keep the water from coming into E deck?

2773 Mr. BOXHALL.  
No, I do not know, sir.

2774 Senator SMITH.  
You did not see anything of that kind?

2775 Mr. BOXHALL.  
No, sir.

2776 Senator SMITH.  
You have heard some witnesses testify that there was water on E deck?

2777 Mr. BOXHALL.  
No; I have not heard that, sir.

2778 Senator SMITH.  
This Englishman who was on the stand first this afternoon said there was water on A deck.

2779 Mr. BOXHALL.  
Yes; but he left the ship after I did, according to his evidence.

2780 Senator SMITH.  
You heard no testimony, then, that the water was on E deck?

2781 Mr. BOXHALL.  
No, sir.

2782 Senator SMITH.  
You left before there was water on E deck?

2783 Mr. BOXHALL.  
There may have been water on E deck before I left.

2784 Senator SMITH.  
But you did not see it?

2785 Mr. BOXHALL.  
No, sir.

2786 Senator SMITH.  
You do not know how it got there?

2787 Mr. BOXHALL.  
I know how it would get there. It would come up through this hole that was probably underneath the mail room.

2788 Senator SMITH.  
Come up through the boat?

2789 Mr. BOXHALL.  
Yes, sir.

2790 Senator SMITH.  
To E deck?

2791 Mr. BOXHALL.  
Yes, sir.

2792 Senator SMITH.  
These watertight compartments are watertight at the bottom?

2793 Mr. BOXHALL.  
They are watertight as far as they extend, sir.

2794 Senator SMITH.

They are watertight at the sides?

2795 Mr. BOXHALL.  
Yes, sir.

2796 Senator SMITH.  
Are they watertight at the ceiling?

2797 Mr. BOXHALL.  
No, sir.

2798 Senator SMITH.  
If they had been watertight at the ceiling, would the Titanic still be afloat?

2799 Mr. BOXHALL.  
Not in that particular case, because there were evidently three or four of the watertight compartments ripped up. They were all damaged or else the ship would not have gone down.

2800 Senator SMITH.  
There seems to be a great deal of confusion about the watertight compartments, and I have innumerable letters and telegrams asking that these compartments be searched by the Navy Department. The only watertight compartments that I have ever seen were on the [Baltic](#), and I was shown about the watertight compartments by the late captain of the Titanic, about six years ago, so that I have not very much knowledge about them except from what I saw then. But to be watertight the ceiling should be able to resist the water as well as any other part of the watertight compartment, should it not?

2801 Mr. BOXHALL.  
Yes, sir; it should; but if the ship is going to float after she has been damaged the water in that one compartment will not rise any higher than the level of the sea, so there is no strain on the ceiling, or there is probably no strain on the ceiling

2802 Senator SMITH.  
I think you have given the information I was seeking. The reason why the upper part of the watertight compartment is not so constructed as to resist the water is because some means of ingress and egress must be left or provided?

2803 Mr. BOXHALL.  
That is so.

2804 Senator SMITH.  
In the case of the watertight compartments on the Titanic there were staircases?

2805 Mr. BOXHALL.  
Yes, sir.

2806 Senator SMITH.  
Leading out of these watertight compartments?

2807 Mr. BOXHALL.  
Yes, sir.

2808 Senator SMITH.  
Suppose the passengers with no lifeboats and no lights in sight were confronted with the alternative of leaping into the open sea or inclosing themselves in these compartments to die there, is

there any means by which they could get into these compartments themselves?

2809 Mr. BOXHALL.  
Yes; probably if they went down to the cabin they might get into one of these compartments.

2810 Senator BOURNE.  
Are you familiar with the boiler room?

2811 Mr. BOXHALL.  
No, sir.

2812 Senator BOURNE.  
Are you familiar with the coal bunkers beside the boilers, between the boilers and the skin of the ship?

2813 Mr. BOXHALL.  
No, sir; I was not down there in that ship.

2814 Senator BOURNE.  
You have no knowledge appertaining to that?

2815 Mr. BOXHALL.  
None at all.

2816 Senator NEWLANDS.  
How about the ice in the locality in which you placed it on the chart? Was it likely to drift; and if so, in what particular direction?

2817 Mr. BOXHALL.  
Yes; we should expect it to drift to the northward and to the eastward.

2818 Senator NEWLANDS.  
And not toward the south?

2819 Mr. BOXHALL.  
Not to the southward, as a rule; not in the Gulf Stream.

2820 Senator NEWLANDS.  
So that, as you proceeded along the track after you had charted this ice, your assumption would be that the ice would drift farther away from your track rather than drift toward it?

2821 Mr. BOXHALL.  
More to the northward and eastward; yes, sir.

2822 Senator BOURNE.  
Mr. Boxhall, you are a practical navigator, as I understand?

2823 Mr. BOXHALL.  
Yes, sir.

2824 Senator BOURNE.  
Would it be feasible and desirable to have a map in the chart room, and to note each day the information that you might acquire by wireless from other ships as to their location? Would that be an advantage in any way in navigation?

2825 Mr. BOXHALL.  
We do that.

2826 Senator BOURNE.  
That is noted on the map, as it is?

2827 Mr. BOXHALL.  
Yes, sir; on the chart in the officers' chart room and on the chart

in the captain's chart room.

2828 Senator BOURNE.  
You keep your record then, both of your own position and the position of other ships with which you have been in communication by wireless?

2829 Mr. BOXHALL.  
Yes, sir.

2830 Senator BOURNE.  
How often are those records put down?

2831 Mr. BOXHALL.  
Do you mean do we put down on the chart the positions of the ships from which we receive messages?

2832 Senator BOURNE.  
Yes.

2833 Mr. BOXHALL.  
No; we do not put their position on the chart. If they report derelicts, or wreckage, or anything like that, we plot those positions on the chart.

2834 Senator BOURNE.  
Would it not bring about a better correlation between you and other ships in that vicinity if you noted on the chart the relative positions, in conjunction with your own, at the time you noted your own position?

2835 Mr. BOXHALL.  
They do not always give their positions.

2836 Senator BOURNE.  
They do not?

2837 Mr. BOXHALL.  
No, sir.

2838 Senator BOURNE.  
Would it be any benefit to navigation if they were required to do so?

2839 Mr. BOXHALL.  
A few of them give their positions. It is very handy.

2840 Senator BOURNE.  
It perfectly practical, is it?

2841 Mr. BOXHALL.  
Oh, yes; certainly.

2842 Senator BOURNE.  
And might be, and in your judgment would be, a benefit to navigation if required?

2843 Mr. BOXHALL.  
Yes, sir.

2844 Senator SMITH.  
Mr. Boxhall, you seem to be the one upon whom we must rely to give the difference between ship's time and New York time; or, rather, to give ship's time and give the New York time when this accident occurred.

2845 Mr. BOXHALL.  
At 11.46 p.m., ship's time, it was 10.13 Washington time, or New

York time.  
2846 Senator SMITH.  
And that was the time of the impact?  
2847 Mr. BOXHALL.  
There is a question about that. Some say 11.45, some say 11.43. I myself did not note it exactly, but that is as near as I can tell I reckoned it was about 11.45.  
2848 (Witness Excused.)  
2849 **additional**  
2850 (Testimony taken separately before Senator Burton on Monday, April 29, 1912.)  
2851 Senator BURTON.  
I understand you have testified before the full committee about the radiograms relating to ice?  
2852 Mr. BOXHALL.  
Yes, sir. I have stated upstairs, or in Senator Smith's presence, this afternoon that I did not hear of any ice reports the day of the accident.  
2853 Senator BURTON.  
None were reported to you?  
2854 Mr. BOXHALL.  
I did not hear any. There were none reported to me. I do not think any were reported during my watch on deck, or I should have heard it.  
2855 Senator BURTON.  
When was your watch on deck?  
2856 Mr. BOXHALL.  
I was on deck on Sunday morning from 8 o'clock until noon, and I was on again from 4 until 6, and then I was on again from 8 until the time of the accident.  
2857 Senator BURTON.  
You made an entry on the chart as to ice of which you had received information, did you not?  
2858 Mr. BOXHALL.  
Yes.  
2859 Senator BURTON.  
When was that?  
2860 Mr. BOXHALL.  
I can not get the day, but it was probably a couple of days before, when we had a radiogram from the captain of [La Touraine](#), giving his position at 7 o'clock Greenwich time, and I worked out our position at 7 o'clock Greenwich time and wrote out the time for Capt. Smith.  
2861 Senator BURTON.  
You made an entry of that on the chart?  
2862 Mr. BOXHALL.  
Yes; and showed the captain the position the captain of La Touraine had given us.  
2863 Senator BURTON.  
Do you recall what that position was?



2864 Mr. BOXHALL.  
No, sir; but I recall this much, as I remarked to Capt. Smith, that those positions were of no use to us because they were absolutely north of our track. You will understand these French boats do not keep the recognized tracks we do. French boats are always to be found to the northward. Therefore I plotted all these positions out. He had given us the position of a derelict, or something, and when I plotted this derelict and these various icebergs he had seen I could almost form an opinion of this track he had taken, and I said, "They are out of our way."

2865 Senator BURTON.  
About how far north of your track?

2866 Mr. BOXHALL.  
I could not say; but considerably north. He had gone right across the Banks.

2867 Senator BURTON.  
Twenty or thirty miles?

2868 Mr. BOXHALL.  
I would not like to say any distance. He had gone across the Banks, and we did not get on the Banks, at all.

2869 Senator BURTON.  
You did not check that up with any special care after you had put that location down, because you thought it out of your course?

2870 Mr. BOXHALL.  
It was put down just as carefully as I should have put it down if it had been on our course. I did not know exactly where she was until I saw the actual position on the chart. The captain saw me, and he was there alongside of me where I was putting the positions down, or shortly after I put them down, anyhow, he read the telegram and looked at it, and these positions satisfied him.

2871 Senator BURTON.  
Did you receive any messages that informed you of ice in your track?

2872 Mr. BOXHALL.  
Not to my knowledge.

2873 Senator BURTON.  
Not when you were on watch?

2874 Mr. BOXHALL.  
No, sir; and I do not think there were any received at all of ice on our track, or the word would have been passed around right away; everybody would have known it. As soon as these messages are received, where, there is ice one of the junior officers of the watch plots the positions on the chart.

2875 Senator BURTON.  
What is the custom as to making observations? Does the same person take the observations who also makes the computations as to where you are?

2876 Mr. BOXHALL.  
Sometimes. It just depends on the state of the weather, and it

depends a lot on the captain. Some captains will not allow their senior officers to go inside of the chart room and work these observations out, leaving the junior officer on the bridge. Others do.

2877 Senator BURTON.

What was the case on the [Titanic](#)?

2878 Mr. BOXHALL.

In this case I think it was optional; of course, with a fair amount of regard for the weather. Sometimes the officers went inside, and sometimes they did not.

2879 Senator BURTON.

The captain of the [Mount Temple](#) maintains that the course as conveyed by the distress signal was wrong; that the Titanic was actually eight miles distant from the place indicated. What do you say as to that?

2880 Mr. BOXHALL.

I do not know what to say. I know our position, because I worked the position out, and I know that it is correct. One of the first things that Capt. Rostron said after I met him was "What a splendid position that was you gave us."

2881 Senator BURTON.

You gave them what position?

2882 Mr. BOXHALL.

41° 46', and 50° 14'.

2883 Senator BURTON.

And you are satisfied that was correct?

2884 Mr. BOXHALL.

Perfectly.

2885 Senator BURTON.

You computed it yourself, did you?

2886 Mr. BOXHALL.

I computed it myself, and computed it by star observations that had been taken by Mr. Lightoller that same evening; and they were beautiful observations.

2887 Senator BURTON.

Who made the computations on them?

2888 Mr. BOXHALL.

I did. You asked me if the officer who took the observations and the one who made the computations compared their results?

2889 Senator BURTON.

Yes.

2890 Mr. BOXHALL.

I do not see what there is to compare. The officer who takes the observations always is the senior officer.

2891 Senator BURTON.

He writes those down, does he?

2892 Mr. BOXHALL.

He simply takes the observations with his sextant. The junior officer takes the time with the chronometer, and then is told to work them out.

2893 Senator BURTON.  
That is, another person works them out?

2894 Mr. BOXHALL.  
Yes. If he does not think these things are correct, he tells you to work them over, and you have to do it.

2895 Senator BURTON.  
Would there not be some danger of your mistaking a figure, or something of that kind, that is written down by another person?

2896 Mr. BOXHALL.  
When you take stars you always endeavor, as they did that night, to take a set of stars. One position checks another. You take two stars for latitude, and two for longitude, one star north and one star south, one star east and one star west. If you find a big difference between eastern and western stars, you know there is a mistake somewhere. If there is a difference between these two latitude stars you know there is a mistake somewhere. But, as it happened, I think I worked out three stars for latitude and I think I worked out three stars for longitude.

2897 Senator BURTON.  
And they all agreed?

2898 Mr. BOXHALL.  
They all agreed.

2899 Senator BURTON.  
What time did you do that?

2900 Mr. BOXHALL.  
I really do not know what time it was. I was working these things out after 8 o'clock, and Mr. Lightoller took them before 8 o'clock.

2901 Senator BURTON.  
About how long was that before the collision?

2902 Mr. BOXHALL.  
The collision was at 11.43, I think.

2903 Senator BURTON.  
And how long before the collision did you make this computation?

2904 Mr. BOXHALL.  
I suppose about 10 o'clock. Yes; I finished before 10 o'clock, because I gave Mr. Lightoller the results when I finished.

2905 Senator BURTON.  
And the result as to the position of the ship was arrived at by computing your speed after 10 clock to the time of the collision?

2906 Mr. BOXHALL.  
Yes.

2907 Senator BURTON.  
You are very sure it was right, and Capt. Rostron said it was?

2908 Mr. BOXHALL.  
Capt. Rostron said it was a very, very good position. After I had worked these observations of Mr. Lightoller's I was taking star bearings for compass error for myself, and was working those out. That is what kept me in the chart room most of the time. I was making computations most of the time.

2909 Senator BURTON.  
Did you yourself receive these messages relating to ice?

2910 Mr. BOXHALL.  
I received those I copied.

2911 Senator BURTON.  
What did Murdoch mean by the expression "I intended to port around it?" What is the meaning of that expression?

2912 Mr. BOXHALL.  
That is easier described than explained. (Mr. Boxhall explained on a diagram the meaning of the term referred to.)

2913 Senator BURTON.  
How near was the wireless station to the bridge?

2914 Mr. BOXHALL.  
The wireless station was in the after part of the officers' quarters, between the second and third funnels.

2915 Senator BURTON.  
And to whom did you give the longitude and latitude?

2916 Mr. BOXHALL.  
I took it down on a piece of paper, and the wireless operator had the receivers on his ears. It is the usual thing, whenever I go into a Marconi office, and the operators are busy listening, not to interrupt them. Whatever I have to say I write down.

2917 Senator BURTON.  
You wrote it down and handed it to him?

2918 Mr. BOXHALL.  
Yes.

2919 Senator BURTON.  
And he sent it immediately, did he?

2920 Mr. BOXHALL.  
I judge so.

2921 Senator BURTON.  
How much did the Titanic draw at that time?

2922 Mr. BOXHALL.  
I could not say what the draft was when we left Southampton; probably 33 feet.

2923 Senator BURTON.  
You are very positive you saw that ship ahead on the port bow, are you?

2924 Mr. BOXHALL.  
Yes, sir, quite positive.

2925 Senator BURTON.  
Did you see the green or red light?

2926 Mr. BOXHALL.  
Yes; I saw the side lights with my naked eye.

2927 Senator BURTON.  
When did you see them?

2928 Mr. BOXHALL.  
From our ship, before I left the ship. I saw this steamer's stern light before I went into my boat, which indicated that the ship had turned around. I saw a white light, and I could not see any of

the masthead lights that I had seen previously and I took it for a stern light.

2929 Senator BURTON.  
Which light did you see first?

2930 Mr. BOXHALL.  
I saw the masthead lights first, the two steaming lights; and then, as she drew up closer, I saw her side lights through my glasses, and eventually I saw the red light. I had seen the green, but I saw the red most of the time. I saw the red light with my naked eye.

2931 Senator BURTON.  
Did she pull away from you?

2932 Mr. BOXHALL.  
I do not know when she turned; I can not say when I missed the lights, because I was leaving the bridge to go and fire off some more of those distress rockets and attend to other duties.

2933 Senator BURTON.  
Then your idea is that she was coming toward you on the port side?

2934 Mr. BOXHALL.  
Yes.

2935 Senator BURTON.  
Because you saw the red light and the masthead lights?

2936 Mr. BOXHALL.  
Yes, sir.

2937 Senator BURTON.  
Afterward you saw the green light, which showed that she had turned?

2938 Mr. BOXHALL.  
I think I saw the green light before I saw the red light, as a matter of fact. But the ship was meeting us. I am covering the whole thing by saying the ship was meeting us.

2939 Senator BURTON.  
Your impression is she turned away, or turned on a different course?

2940 Mr. BOXHALL.  
That is my impression.

2941 Senator BURTON.  
At a later time, when you were in the boat after it had been lowered, what light did you see?

2942 Mr. BOXHALL.  
I saw this single light, which I took to be her stern light, just before I went away in the boat, as near as I can say.

2943 Senator BURTON.  
How long did you see this stern light?

2944 Mr. BOXHALL.  
I saw it until I pulled around the ship's stern. I had laid off a little while on the port side, on which side I was lowered, and then I afterwards pulled around the ship's stern, and, of course, then I lost the light, and I never saw it anymore.

2945 Senator BURTON.

Her course, as she came on, would have been nearer to your course; that is, your course was ahead, there, and she was coming in toward your course?

2946 Mr. BOXHALL.  
Yes, sir; she was slightly crossing it, evidently. I suppose she was turning around slowly.

2947 Senator BURTON.  
Is it your idea that she turned away?

2948 Mr. BOXHALL.  
That is my idea, sir.

2949 Senator BURTON.  
She kept on a general course toward the east, and then bore away from you, or what?

2950 Mr. BOXHALL.  
I do not think she was doing much steaming. I do not think the ship was steaming very much, because after I first saw the masthead lights she must have been still steaming, but by the time I saw her red light with my naked eye she was not steaming very much. So she had probably gotten into the ice, and turned around.

2951 Senator BURTON.  
What do you think happened after she turned around? Do you think she went away to avoid the ice?

2952 Mr. BOXHALL.  
I do not know whether she stayed there all night, or what she did. I lost the light. I did not see her after we pulled around to the starboard side of the Titanic.

2953 Senator BURTON.  
Then you lost track of her?

2954 Mr. BOXHALL.  
Yes.

2955 Senator BURTON.  
And you saw her no more after that?

2956 Mr. BOXHALL.  
No, sir. As a matter of fact, Capt. Smith was standing by my side, and we both came to the conclusion that she was close enough to be signaled by the Morse lamp. So I signaled to her. I called her up, and got no answer. The captain said, "Tell him to come at once, we are sinking." So I sent that signal out, "Come at once, we are sinking."

2957 Senator BURTON.  
And you kept firing up those rockets?

2958 Mr. BOXHALL.  
Then leaving off and firing rockets. There were a lot of stewards and men standing around the bridge and around the boat deck. Of course, there were quite a lot of them quite interested in this ship, looking from the bridge, and some said she had shown a light in reply, but I never saw it. I even got the quartermaster who was working around with me - I do not know who he was - to fire off the distress signal, and I got him to also signal with the

Morse lamp - that is just a series of dots with short intervals of light - whilst I watched with a pair of glasses to see whether this man did answer, as some people said he had replied.

2959 Senator BURTON.  
You saw nothing of the hull of the boat?

2960 Mr. BOXHALL.  
Oh, no; it was too dark. I have already stated, in answer to a question, how far this ship was away from us, that I thought she was about 5 miles, and I arrived at it in this way. The masthead lights of a steamer are required by the board of trade regulations to show for 5 miles, and the signals are required to show for 2 miles.

2961 Senator BURTON.  
You could see that distance on such a night as this?

2962 Mr. BOXHALL.  
I could see quite clearly.

2963 Senator BURTON.  
You are very sure you are not deceived about seeing these lights?

2964 Mr. BOXHALL.  
Not at all.

2965 Senator BURTON.  
You saw not only the mast light but the side lights?

2966 Mr. BOXHALL.  
I saw the side lights. Whatever ship she was had beautiful lights. I think we could see her lights more than the regulation distance, but I do not think we could see them 14 miles.

2967 (Witness Excused.)

## 2968 MRS. GWINN IS NOT AT POINT OF DEATH

2969 Asbury Park Evening Press

2970 Friday 26 April 1912

2971 Wife of Titanic's Mail Chief Feels Loss Keenly but is Not Ill

2972 -----

2973 Metropolitan newspapers this morning all published stories to the effect that Mrs. William

2974 Logan Gwinn, wife of the chief mail clerk of the lost Titanic, who perished when the big ship

2975 floundered, was lying at the point of death here in Asbury Park. The stories continued to say

2976 that Mrs. Gwinn had not been informed of her husband's death and that to save her life and

2977 reason fake telegrams saying that Mr. Gwinn was coming on another steamer were being read

2978 to her. The stories were untrue. Mrs. Gwinn, while feeling keenly the tragic loss, is not ill. She

2979 suffers from the shock of her bereavement but is able to be about.  
2980 Thru Fourth Officer Boxhall of the Titanic some details of Mr.  
Gwinn's last moments alive have  
2981 been learned.  
2982 "I saw your brother before the ship sank," Fourth Officer Boxhall  
told Cornelius J. Gwinn soon  
2983 after the Carpathia came in. "When the ship struck there were  
three men in the mailroom, two  
2984 Americans and an Englishman, sorting out the 300 bags. Your  
brother had been asleep in his  
2985 cabin on C deck, but he dressed and ran below. The captain sent  
me down to see about the  
2986 water, and I got as far as the mailroom, where I found the water  
already very high. One man  
2987 was coming out with bags of mail under each arm, floating  
himself along on the water. This  
2988 was you brother. He had three bags of valuable mail he had  
selected, and hustled to get the  
2989 other men to pick out the registered mail, too.  
2990 "I ran up the companionway," said Boxhall, "with the water  
coming in behind us all the time. We  
2991 had to hurry. We had to go up three companionways, and the mail  
was heavy. One man  
2992 dropped off one of the ladders and disappeared. I ran as fast as I  
could to get back to the  
2993 captain and that's the last I saw of them all."  
2994 Courtesy of Mark Baber  
2995

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