

# British Wreck Commissioner's Inquiry

## Day 6

### Testimony of Frederick Scott

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

Examined by the ATTORNEY-GENERAL.

5506. (*The Attorney-General.*) [Scott](#) is the one who climbed down the davits with [Ranger](#), the Electrician who was called yesterday. (*To the Witness.*) Were you employed as a Greaser on the "[Titanic](#)"?  
- Yes.

5507. Do you remember the Sunday of the collision, the 14th April?  
- Yes.

5508. You were on watch, I think?  
- Yes.

5509. You went on watch at 8 o'clock, did you?  
- Yes.

5510. In the ordinary course would that be from 8 to 12?  
- 8 to 12.

5511. Was your duty in the turbine department?  
- Yes.

The Commissioner:  
I see that Ranger spoke to the list to port?

5512. (*The Attorney-General.*) Yes, that is the one I called your attention to just now. That is the reference I did give. (*To the Witness.*) That is where the turbine engine is?  
- Yes.

5513. You were employed in the [turbine engine room](#), starboard side?  
- Starboard side.

5514-5. Is that where you were when the collision happened?  
- Yes, just against the engine room door which parts the turbine room from the engine room.

5516. Oh yes, into the reciprocating engine room?  
- Yes.

5517. That is forward?  
- No, the after side of the engine room door, the after side of the main engine room.

5518. (*The Commissioner.*) The engine room door is forward of the turbine?  
- Yes, the forward side of the turbine door.

5519. (*The Attorney-General.*) Yes, forward of the turbine-room is the reciprocating engine room, and aft are the electric engines?  
- Yes.

5520. We have that from the plan. You were standing by the door. Just tell us before you felt anything at all, did you see anything done?  
- No.

5521. You felt something; what was it?

- I felt a shock and I thought it was something in the main engine room which had gone wrong.

22 5522. We know it was about 11.40?  
- Yes, about 20 minutes to 12.

23 5523. Did you notice the two telegraphs in the engine room?  
- Yes; four telegraphs rang.

24 5524. Were there four telegraphs?  
- She got four telegraphs, two emergency ones.

25 5525. Two emergency?  
- Yes, and two for the main engine.

26 5526. What did you notice?  
- I noticed "Stop" first.

27 5527. To which telegraph did that come?  
- On the main engines.

28 5528. Let us get this clearly. I understand you are speaking now of the turbine room?  
- No, there are two stand-bys; you can see just the same in the turbine room; if you are standing at the engine room door you can see the two just the same.

29 5529. Where did you see those?  
- In the main engine room.

30 5530. That is where the reciprocating engines are?  
- Yes.

31 5531. The watertight door is open?  
- Yes.

32 5532. And you can see through?  
- Yes.

33 5533. Now I think we follow. When you speak of the four telegraphs, are they all there?  
- Yes.

34 5534. Or are there any in your room?  
- No, there are none in the turbine room at all, Sir, all in the main engine room.

35 5535. Was the telegraph signal that came the emergency or the ordinary telegraph?  
- That is to the main engine room. It is different. They ring the two on the main engine room, and then they ring two others just afterwards, the emergency ones.

36 5536. Did you hear the two?  
- All four went.

37 5537. Did you hear the two ordinary ones ring first?  
- No, they all four rang together.

38 5538. What did they ring?  
- "Stop."

39 5539. Was that before or after the shock?  
- After the shock.

40 5540. What was the next thing?  
- Then the watertight doors went.

41 5541. Was any reply given to the telegraph orders from the bridge?  
- Yes, they rang back from the engine room; the two greasers at the bottom rang back.

- 42 5542. It would be their duty, I suppose, to ring back?  
- Yes.
- 43 5543. Did you see them do that?  
- Yes.
- 44 5544. After they got the order to stop?  
- Yes, they were feeding the engines, and were close handy at the time.
- 45 5545. They happened to be there?  
- Yes.
- 46 5546. Then the next thing that happened was something with reference to the watertight doors?  
- Yes, the watertight doors all closed.
- 47 5547. Did you hear any bell ring first?  
- No, not for the watertight doors.
- 48 5548. Do you mean that without any signal they came down?  
- Yes.
- 49 5549. Which watertight doors are you speaking of?  
- All of them.
- 50 5550. When you say "all of them," how many do you mean?  
- I think it is about six, leading down to the afterend of the tunnel.
- 51 5551. Do you mean not only in your engine room, but you are speaking also of what you could see aft; the other watertight doors had been open?  
- We had to go and open them up afterwards.
- 52 5552. I understand now what you mean. You are standing in the turbine engine room and there you have got watertight doors fore and aft which were open, and aft you could see the other watertight doors were open?  
- Yes.
- 53 5553. Then, if I follow you correctly, what happened was, all those doors closed down at the same time?  
- Yes.
- 54 5554. What did you do after that?  
- After that we went up to the turbine room and down one of the escapes to let one of the greasers out in the after [tunnel](#).
- 55 5555. That is into the electric room?  
- No, there is another tunnel after that one.
- 56 5556. Do you mean the aftermost one?  
- Yes, the aftermost one of the lot.
- 57 5557. That is the very last on the tank top, your Lordship will see. (*To the Witness.*) You went there?  
- Yes, and heaved the door up about two feet to let the greaser out.
- 58 5558. Who was the greaser there?  
- He was tunnel greaser, the one who looks after the tunnel.
- 59 5559. You had to release him?  
- We had to go and heave the door up.
- 60 5560. How many did it take to heave the door up?  
- Two of us.
- 61 5561. That you did by winding it up, I suppose?  
- Yes.
- 62 5562. Did you have to give any signal before that?  
- No.

- 63 5563. Did you get any order?  
- No.
- 64 5564. Did you do it by yourselves?  
- Yes, me and my mate on the other side of the engine room.
- 65 5565. Did you hear any signal given to the bridge?  
- From the engine room?
- 66 5566. Yes?  
- Yes.
- 67 5567. What?  
- When they rang the stand-by. Is that what you mean?
- 68 5568. Yes?  
- That is all I heard, and then they rang down, "Slow ahead!"
- 69 5569. Wait a bit. I will ask you about that in one second. Did you hear any message given by the Chief Engineer [\[Joseph Bell\]](#) to release the watertight doors?  
- No.
- 70 5570. To release the clutch?  
- No. After we got the greaser out we came back to the turbine-room again, and the Engineer in the turbine-room told us to heave up all the watertight doors. That was after we came back from letting the greaser out of the tunnel.
- 71 5571. That would mean somebody must have telegraphed to the bridge?  
- Yes, somebody must have done.
- 72 5572. In order to release the clutches so that you could heave them up?  
- Yes.
- 73 5573. Then you had to go right to the afterpart of the ship there, had you, into the tunnel?  
- We went down the escape ladder.
- 74 5574. That was for the purpose of getting there in order to open up that watertight door which is the last, the aftermost watertight door?  
- Yes.
- 75 5575. That is the one which you did proceed then to heave up?  
- Yes.
- 76 5576. And then you released your mate who was there at work?  
- Yes.
- 77 5577. Then when you released him what did you do?  
- We had to go up the escape again, and we went down the turbine.
- 78 5578. You went up the escape then and got back again into the turbine engine room?  
- Yes.
- 79 5579. Did you leave the watertight door open?  
- Yes.
- 80 5580. And so far as you know, was it ever closed?  
- No, because they were all opened afterwards. We heaved them all up again. We went back and heaved up the one which we opened about two feet, we heaved it right up.
- 81 5581. Now let us follow it. The first time you go there to release your mate you heaved it up two feet?  
- Yes.
- 82 5582. That released him?  
- Yes.

83 5583. Then you went back to the turbine engine room?  
- Yes.

84 5584. Then when you got there did you get further orders about the watertight doors?  
- Yes, the engineer of the watch in the engine room.

85 5585. What did he tell you to do?  
- He told us to heave all the watertight doors up.

86 5586. Did you go right aft again to the aftermost tunnel?  
- Yes, we went right through. We opened one up in the afterside of the turbine room, and then went right through them till we got to the after one, which we had opened up about two feet.

87 5587. Now, let us see if I follow. In order to get to the aftermost tunnel you would again have to go up the escape?  
- If we had not opened the doors we would have to go up the escape; but as we went through we opened them up.

88 5588. I thought you went up the escape and then opened them coming forward?  
- No.

89 5589. Did you open them going aft?  
- You are bound to, because the handle is this side of the door.

90 5590. The handle is this side of the door?  
- Yes; and then we passed through and opened up another.

91 5591. You would pass first of all from the turbine engine room?  
- Into the electric engine room.

92 5592. And you go into the electric engine room. When you say you opened them, how much did you open them?  
- Right up.

93 5593. Can you give us an idea how much that is?  
- Just over 6 feet, I think. I could walk through them easy without bending down.

94 5594. Then from the electric engine room at the afterpart you again opened in the same way?  
- To get into the tunnel.

95 5595. Then from the tunnel you come to the last watertight door?  
- Yes.

96 5596. That again, you have to open from the afterend?  
- Yes.

97 5597. You open them and then you come to the place where your mate had originally been?  
- Yes, that is the after one of the lot.

98 5598. After having done that, you walk through again?  
- Yes, we go back into the main engine room then.

99 5599. And you left all those doors open?  
- All those doors open.

100 The Commissioner:  
Then all the watertight doors aft of the main engine room were opened?

101 5600. (*The Attorney-General.*) Yes. (*To the Witness.*) And, so far as you know, as I understand it, they never were closed?  
- No. Why they opened them was they had to go down the last tunnel but one and get a big suction-pipe out, which they used for drawing the water up out of the bilges.

102 5601. That tunnel is the one before you get to the last watertight door where they went to get a big suction pipe?  
 - Yes, it takes four men to carry it. I think I saw four men coming through with it. They took it to the stokehold. What they did with it I do not know.

103 The Commissioner:  
 Will you get what time this was?

104 5602. (*The Attorney-General - To the Witness.*) What time was it?  
 - About a quarter to one.

105 5603. (*The Commissioner.*) That is about an hour after the collision?  
 - Yes.

106 5604. (*The Attorney-General.*) When you came back to the main engine room did you see whether the watertight doors forward of the main engine room were open?  
 - They must have been, because they could not take a suction pipe out to the stokehold if they were not.

107 5605. So that the suction pipe which they wanted, was taken right forward?  
 - Taken into the stokehold. What they did with it I do not know.

108 5606. I only want to know whether you can remember. You say they must have been. Did you notice any of the watertight doors forward of the main engine room open?  
 - No, I never noticed them because I could not see them open. The men in the main engine room had to open them.

109 The Attorney-General:  
 We have evidence that some of them were up to No. 5.

110 The Commissioner:  
 Up to the division between 4 and 5.

111 The Attorney-General:  
 Yes, that is right.

112 The Commissioner:  
 If this evidence is right, there were no watertight bulkheads at all serving after a quarter to one from the bulkhead between four and five right away aft.

113 The Attorney-General:  
 That is right, my Lord; that is as I understand the evidence.

114 Mr. Laing:  
 May I interpose here and say that these watertight doors are fitted with a float so that if any material quantity of water comes the float automatically releases the door and it comes down again by itself.

115 The Commissioner:  
 That is something I do not at present quite understand. You mean to say that there is some provision by which these doors work again automatically?

116 Mr. Laing:  
 Yes.

117 The Commissioner:  
 If water comes in to any extent?

118 Mr. Laing:  
 Yes.

119 The Commissioner:  
 We have not heard of that.

120 Mr. Laing:  
 I only thought it right to tell your Lordship, having regard to what has been said about it.

121 The Attorney-General:  
We shall go into that a little later, and see how it would work.

122 The Commissioner:  
I was only saying, as far as I could gather at present, there were no operative watertight bulkheads from the bulkhead between four and five, right away aft after a quarter to one.

123 The Attorney-General:  
I think that is right, my Lord. It is subject to this, that there was this automatic release which we shall have to hear something more about and discuss whether it was effective or not, and what happened when we get further evidence. But, so far as we know (and I rather gather it seems to agree with my friend Mr. Laing's evidence.), there was no order. I am not asking for an admission which is to operate against my friend; I mean, so far as we know at present, there is no question after that of closing the watertight doors?

124 Mr. Laing:  
Nothing that I know of.

125 5607. (*The Attorney-General.*) We do not know anything either. It may be there may be some evidence later; we shall hear. (*To the Witness.*) Will you go back a little to something you just mentioned before, that I want you to tell the Court a little more about; that is, orders that you heard in the main engine room. Do you remember? You were standing in the turbine engine room close to the door?  
- Yes.

126 5608. And you told us you heard what was going on in the main engine room?  
- The telegraph?

127 5609. Yes, I want you to tell my Lord what it was?  
- They rang down "Stop," and two greasers on the bottom rang the telegraph back to answer it. Then they rang down "Slow ahead." For ten minutes she was going ahead. Then they rang down "Stop," and she went astern for five minutes.

128 5610. (*The Commissioner.*) The orders were "Stop," "Slow ahead," and then "Astern"?  
- No, it was "Stop," and then "Astern." She went astern for five minutes. Then they rang down "Stop."

129 5611. "Stop," "Slow ahead" - 10 minutes, you say?  
- Yes, about 10 minutes.

130 5612. Then "Stop" again?  
- Yes, "Stop"; then she went astern for about five minutes.

131 5613. (*The Attorney-General.*) Did you hear the order about "Astern"?  
- Well, it was on the telegraph.

132 5614. What was the order?  
- "Go astern" - "Slow astern." Then they rang down "Stop," and I do not think the telegraph went after that.

133 5615. A telegram came "Stop"?  
- Yes, and I do not think the telegraphs went after that.

134 5616. (*The Attorney-General.*) The first order you heard was "Stop"?  
- Yes.

135 5617. Did the engines stop before the order came "Slow ahead"?  
- Oh, yes.

136 5618. They did stop?  
- Yes.

137 5619. Then when the engines had stopped the order came "Slow ahead"?

- Yes.

138 5620. Can you tell us at all what time passed between the order "Stop" and "Slow ahead"?  
- I should say about 10 minutes or a quarter of an hour.

139 5621. "Stop," of course, comes at once?  
- It comes at once. They cannot stop the engines at once.

140 5622. That is what I want. They cannot stop them at once?  
- No; they are bound to let the steam get out of the cylinder first, otherwise they would blow the cylinder covers off if they tried to stop them at once.

141 5623. You would not know how long it would take to stop the engines?  
- No, I do not.

142 5624. I think you said ten minutes to a quarter of an hour "stop," then ten minutes "slow ahead" and then again "stop"?  
- Yes.

143 5625. Then how long between "stop" and "slow astern"?  
- I suppose that was a matter of about four or five minutes.

144 5626. That is between "stop" and "slow astern." And how long between "slow astern" and "stop" for the last time?  
- Five minutes.

145 5627. Did you hear those orders given before you went to the aftermost tunnel?  
- Yes.

146 5628. So that all this which you have told us happens before you go to release your mate?  
- Yes.

147 The Commissioner:  
I make out this would take about half-an-hour?

148 5629. (*The Attorney-General.*) Yes, that is what I make it. (*To the Witness.*)  
Was there a clock there?  
- Yes, the engineer had a clock. There is not one in the turbine-room; but he had one of his own for taking the count of the turbine engines, the revolutions that the engine is turning.

149 The Commissioner:  
Will you look at [Dillon's](#) evidence on this point at Question [3718](#)?

150 The Attorney-General:  
Yes.

151 The Commissioner:  
And [3720](#)?

152 The Attorney-General:  
I have it in mind, my Lord.

153 The Commissioner:  
I am told by one of my colleagues that it is directly in the teeth of this evidence.

154 The Attorney-General:  
I am afraid that is likely to happen more than once in the case.

155 The Commissioner:  
No doubt; we shall not get the same story from everyone.

156 The Attorney-General:  
Of course this man is down in the engine room and he is telling us. I am going to see further whether we can exhaust the time. He is telling us by the clock.

Of course we shall have to contrast it. He is a trimmer who was on duty in the engine room, and this man's business, so far as I understand, was always in the turbine department.

157 The Witness:  
Yes.

158 5630. After you had heard all these orders can you tell me how long it was before you went aft to the aftermost tunnel to release your mate?  
- Well, I should say it was just over the half-hour I should think.

159 5631. You mean just over half-an-hour from when?  
- From the time the doors were lowered and we went and let him out.

160 5632. If that is right it would be very soon after you heard the last order given?  
- To stop?

161 5633. Yes.  
- No, it was about a quarter of an hour or twenty minutes after that.

162 5634. I want to see if we can exhaust the time. A quarter of an hour or twenty minutes after you heard the last order "Stop," you went to release your mate?  
- Yes.

163 5635. Then you came back at once?  
- Yes.

164 5636. How long do you think all that took, to release your mate and back again into the engine room?  
- About ten minutes.

165 5637. Then you got the order to open the watertight doors?  
- Yes.

166 5638. That, I think you said, was about a quarter to one?  
- Yes, about a quarter to one.

167 5639. (*The Attorney-General.*) That is right. I mean the time he gives at any rate tallies with that. It would then bring it up to about 12.40 or 12.45 and that is right. That is why I was trying to exhaust it to see what happened. (*To the Witness.*) When you came back into the engine room, did you wait for orders?  
- Yes, I went back into the main engine room then.

168 5640. And did you get an order to go up on deck?  
- Yes, the engineer came down and told everybody to go out of the engine room.

169 5641. Which one was it?  
- I could not say.

170 5642. But one of the Officers?  
- Yes. I think it was one of the senior engineers.

171 5643. Was there any water to be seen?  
- No, it was as dry as we are here.

172 5644. That was so at all times; there was never any water there?  
- No water at all in either engine room.

173 5645. Then did you go on deck?  
- Yes, up the working alleyway.

174 5646. And then did you get orders?  
- Some of the firemen came down and told us we had to get some lifebelts.

175 5647. What did you do then?  
- We got them at the Third class; from there we went up on the [boat deck](#). There were two boats left then on the port side; lowered down to the ship's

		side they were then.
	176	5648. Were there any on the starboard side? - No.
	177	5649. Let us see if we can get this quite clearly. Did you look over the starboard side? - Yes, we went to the starboard side first.
..Observed	178	5650. And you looked over the side? - Yes, the highest side of her where she had a list.
	179	5651. The highest side? - Yes, the port side was where she had listed over, and we went to the starboard side.
	180	5652. It was the port side that had listed over? - Yes. We went up the starboard ladder and came this side of her. We looked, and there was no boat. We went to the port side, and there were no boats then lowered to the ship's side.
	181	5653. Was it an appreciable list? Did you notice as you were walking? - I never took that much notice. I know she had a list that side.
	182	5654. And you remember looking over the side? - Yes.
	183	5655. Then you went back to the port side? - We went to the port side then.
	184	5656. Then you looked over that? - Yes.
	185	5657. Tell us what you saw? - I saw two boats then, and one of the boats was where the Officer pulled a revolver out and shot it between the ship and the boat and said, "If any man jumps into the boat I will shoot him like a dog."
..Officers reestablish ord	186	5658. That is <a href="#">Mr. Lowe</a> , according to the evidence. Do you remember where these boats were? Were they forward or aft? - Aft.
	187	5659. Aft on the port side? - Aft on the port side.
	188	5660. There are four aft on the port side. Do you remember which of them you saw? - I know it was the two after-boats on the port side.
	189	5661. That is 14 and 16 on the port side? - I do not know the number.
	190	5662. That is right. They were the last. When you looked over the starboard side you were in the afterend? - In the afterend.
	191	5663. Could you see at all whether there were any boats forward on the starboard side? - No. I saw a lot of lights a tidy distance away from the ship, and the chaps thought it was a ship overhauling us and somebody said they thought it was a lifeboat, and the others said they could not have got out so far; but we happened to find out it was a lifeboat.
	192	5664. When you did look over the starboard side there were no boats either forward or aft? - No, not alongside the ship.
..Women & Children first	193	5665. So that all the boats either forward or aft had gone from the starboard side?

- Yes. The only two left were on the port side, the afterend of the ship.
- 194 5666. (*The Commissioner.*) And they were the only two lifeboats left?
- Round the ship, yes.
- 195 5667. (*The Attorney-General.*) Either lifeboats or emergency boats?
- Yes.
- 196 The Commissioner:  
And they were [14 and 16](#).
- 197 5668. (*The Attorney-General.*) That is right?
- They were full up with women. There were only two men in one boat and that was the one I got into. They pulled back for two more men, and we got in from the ship's side.
- 198 5669. (*The Attorney-General.*) He is right; that is boat 14; they took off two men?
- Yes; we got up on the davits and went down the falls. I got halfway down and went into the water. Ranger happened to get into the boat without getting wet. I was in the water, I suppose, about four or five minutes and they pulled me in.
- 199 5670. You were pulled in and taken into the same boat that Ranger was in?
- Yes.
- 200 5671. There were only two men?
- Yes.
- 201 5672. All the rest were women?
- Yes; it was filled up with women.
- 202 5673. Any children?
- Yes, one or two, but I cannot say how many, and I cannot say how many were in the boat, but I know she was full up. We pulled away from the ship's side and we had not been away long before the ship started breaking up, and her stern went up in the air, and you could see her three propellers nearly the same as you can see them on the model.
- 203 5674. You got away?
- Yes; we had just got at the stern of her when she started breaking up.
- 204 5675. You say she started breaking up?
- Yes; she broke off at the after-funnel, and when she broke off her stern end came up in the air and came down on a level keel and disappeared.
- 205 5676. It went up in the air and came back on a level keel?
- Yes.
- 206 5677. Then did she go up again before she disappeared?
- No.
- 207 5678. Simply sank?
- She simply sank.
- 208 5679. (*The Commissioner.*) Where did she break?
- The after-funnel.
- 209 5680. (*The Attorney-General.*) Do you mean between the third and fourth funnels?
- No, the after-funnel. From the after-funnel to the stern of her.
- 210 5681. Do you mean the break was aft of her last funnel?
- Yes, just aft of the last funnel.
- 211 5682. (*The Commissioner.*) Aft of the ventilating funnel?
- Yes, that is right.
- 212 The Commissioner:

Does this agree with the other evidence?

213 The Attorney-General:  
No.

214 The Commissioner:  
I thought the other Witness made it more forward.

215 The Attorney-General:  
Yes, between the forward and the second funnels; and one of the Witnesses said she came back and righted on her keel and then up-ended again, with her stern in the air, and then plunged into the water. There is, not unnaturally, some discrepancy about it. There is some evidence from one of the Witnesses, who said the last funnel seemed to come towards him, then to go aft. Your Lordship will remember that.

216 The Commissioner:  
Yes.

217 5683. (The Attorney-General.) That will correspond, at any rate. It is the best description a man can give of what he saw on a dark night. (To the Witness.) You were behind her stern?  
- Yes.

218 5684. You could not see how far forward she parted?  
- No.

219 5685. When you were looking over the starboard side was there anybody near you?  
- Yes, all the engineers and firemen and all that.

220 5686. All the engineers?  
- Yes.

221 5687. Do you mean the Officers?  
- Yes; the engineers that were on watch.

222 5688. Then, if I understand it aright, all the engineers had come up too?  
- They were all at the top.

223 5689. Did they come up when you came up?  
- Just afterwards, but some of them went up on the boat deck with me. They came up the ladder just behind me.

224 5690. When you say they were standing there, where were they standing?  
- Just against the electric crane aft.

225 5691. Will you indicate to us on the model where that is?  
- Yes, just about *here*. (Pointing on the model.)

226 5692. On the boat deck?  
- On the boat deck.

227 5693. That is the last you saw of them?  
- That is the last I saw of them.

228 5694. When the boat came to the port side we have heard either from you or from Ranger they shouted out from there they wanted two more men?  
- Yes.

229 5695. Were you and Ranger the only ones who ran to the port side?  
- Well, I do not know whether Ranger came over at the same time as me or not, but there were some stood on the port side then.

There were a lot of firemen there, but they did not think about getting up on the davits to get out on to the falls.

230 5696. That had to be done?

- Yes, we had difficulty to get out there with lifebelts on, because they are only about that wide (Demonstrating.)

231 5697. You and he were the first to get out on to the davits and get down by the falls into the boat?

- Yes.

232 5698. And so got away?

- Yes.

233 The Attorney-General:  
I do not propose to go through the story again of the boat, because we have heard from two or three Witnesses what happened in boat No. 14.

234 Examined by Mr. SCANLAN.

235 5699. At the time of your leaving, going down from the davits, were there any passengers on the deck?

- I could not say.

236 5700. You said that when you went for the lifebelts, you went to the steerage quarters?

- Yes, we were ordered to go there.

237 5701. I suppose at that time you could not get to your own quarters?

- Certainly not, we could not go there to get our clothes, let alone the lifebelts.

238 5702. There were lifebelts in your own quarters, I take it?

- Yes.

239 5703. You were one of the last of the crew to leave the ship. Do you know where the collapsible lifeboats were kept on the deck?

- No, I was never on the boat deck before - not till I went up and got on the boat.

240 5704. We have heard of two collapsible lifeboats of the four that were on the deck being lowered?

- I never saw them.

241 5705. You never heard anything of the other two?

- No.

242 Examined by Mr. ROCHE.

243 5706. I want you to tell me with regard to the engineers you saw on the deck, when did they come up?

- They came up just after I did.

244 5707. How long was that?

- It was 20 minutes past 1 when I left the engine room.

245 5708. How long before you climbed down the falls to the boat?

- I should say about half-an-hour.

246 5709. Were all the boats launched then?

- No; all barring two.

247 5710. Which of the engineers did you see? Can you tell me their names?

- Mr. Farquharson. I do not know the names of the others.

248 5711. How many of them did you see?

249 - I should say there were about eight of them.  
 5712. There are 20 or more in the ship?  
 - Yes.  
 250 5713. You think you saw eight, of whom you can remember the name of one?  
 - Yes.  
 251 5714. Were the pumps running at this time still?  
 - Certain pumps were.  
 252 5715. What do you mean by certain pumps, most of the pumps, of the ship?  
 - Circulating pumps.  
 253 5716. Where did the circulating pumps get their steam from?  
 - That I cannot tell you.  
 254 5717. You do not know whether they got it from the main boilers or not?  
 - No.  
 255 5718. You went from the turbine room back into the aftermost compartment in the tunnel?  
 - Yes.  
 256 5719. You had to get through two watertight doors to get there?  
 - Yes.  
 257 5720. Were they both open when you went?  
 - Not when we went first, not when we released the greaser in the after-tunnel; they were closed.  
 258 5721. How did he get out?  
 - We went up the turbine-engine room way along the working alleyway and down an escape.  
 259 5722. I follow. Did anyone send you to fetch him?  
 - No.  
 260 5723. Did you get before you went up to the deck any summons to go on deck, or did you go on your own account?  
 - No, we were ordered up out of the engine room.  
 261 5724. Who by?  
 - The Senior Engineer, I think it was.  
 262 5725. Who was in charge of your section, the turbine room?  
 - One of the juniors I think it was, about the sixth.  
 263 5726. What is his name; do you know?  
 - No.  
 264 5727. Do you know the name of the engineer who ordered you out?  
 - I think it was Mr. Farquharson.  
 265 5728. The gentleman you did see on deck afterwards?  
 - Yes.  
 266 5429. And were the other engineers you saw on deck those belonging to your section, the turbine room?  
 - They were doing six-hour watches then; some had come on at 8 to 2.  
 267 5730. But were the gentlemen that you saw, the engineers whom you saw, the engineers you had been connected with in the turbine room?

- Yes.

268 Examined by Mr. HARBINSON.

269 5731. You said you could not get to your quarters to get your  
lifebelts?

- No.

270 5732. Who told you to go to the third class quarters?

- One of the firemen I think told us to go along and get our  
lifebelts that way.

271 5733. To go and get lifebelts in the third class quarters?

- Yes.

272 5734. Now this was, I understand, about an hour after the  
collision?

- This was 20 minutes past 1.

273 5735. When you were going to the third class quarters did you  
see many of the third class passengers about?

- No.

274 5736. What section of the third class quarters did you find those  
lifebelts in?

- I cannot exactly point it out to you, but it was where some of  
the third class sleep.

275 5737. In the sleeping quarters of the third class passengers?

- Yes.

276 5738. Had you ever been there before?

- No.

277 5739. Who told you to go there?

- One of the firemen.

278 5740. But who told you to go to this particular place?

- The Chief Steward of the third class.

279 5741. What is his name?

- I could not tell you.

280 5742. Did you ever see him before?

- Yes.

281 5743. He told you where to find those lifebelts?

- Yes.

282 5744. These lifebelts were, I suppose, intended for use by the  
third class passengers?

- I do not know. I do not know whether they were spare ones or  
what they were.

283 5745. You know nothing further than you went and got them?

- No.

284 5746. Were there many there?

- Yes.

285 5747. You say you did not see any of the third class passengers  
about?

- No.

286 5748. How many men went along with you?

- I should say about 30 or 40.

287 5749. Thirty or 40 went and got those belts?

- Yes.

288 5750. You saw no one at all?

- No; no passengers.

289 5751. Did you look for any?

- No.

290 5752. You did not look for any?

- No.

291 5753. How did you get from the position you were into the third class quarters? Was it through the tunnel or up the ladder or how? What means of access was there?

- Our engine room door leads up into the alleyway where the third class is.

292 5754. The alleyway leads direct to the third class sleeping compartments?

- Yes.

293 5755. Where were those lifebelts kept?

- Aft.

294 5756. But in a compartment by themselves?

- Yes, up a little alleyway. There are seven alleyways there; I could not point out to you which one it was.

295 5757. Did you look into any of the third class compartments to see if there were any of the passengers there?

- No.

296 5758. Did you see any stewards about?

- Yes, some stewards were getting belts there.

297 5759. They were looking after themselves also?

- Yes.

298 5760. And taking these third class lifebelts?

- Yes.

299 5761. Was not it rather curious that you saw no third class passengers at all?

- No, I never saw one. There might have been some there if I had looked round, but I was not looking.

300 5762. You were not looking for passengers?

- No.

301 5763. Did you see any women about?

- No.

302 5764. Or any children?

- No.

303 5765. How did you get from the third class sleeping apartments to the boat deck?

- I went to the third class compartments and up the staircase.

304 5766. Was that the most direct way?

- Yes.

305 5767. Had you any difficulty in getting up?

- No.

306 5768. None at all?

- No.

307 5769. Did all the other members of the crew follow you?

- Yes.

308 5770. The 40 firemen?

- Yes.

309	5771. You all went in a bunch and got these lifebelts?
	- Yes.
310	5772. And you all went up in a bunch?
	- No, we had to get them one at a time.
311	5773. But you followed each other afterwards?
	- Yes.
312	5774. How long were you occupied in getting these lifebelts?
	- Not long.
313	5775. It is at any rate an appreciable distance from the sleeping apartments of the third class passengers to the deck, is it not?
	- I should say we would get up in five minutes in a case like that.
314	5776. Did you see any third class passengers on your way from the sleeping apartments up to the deck?
	- No.
315	5777. You saw none?
	- No, I never looked for any.
316	5778. Your evidence is that during the whole of this time you did not see from beginning to end a single third class passenger?
	- There may have been some about there, but I never noticed them.
317	5779. You did not see them?
	- I never noticed any.
318	5780. Were many belts left in the compartments?
	- I cannot say.
319	5781. Were you one of the first or one of the last of the men?
	- I was about the fourth one to get a belt.
320	5782. At the time did you think whom these belts were intended for?
	- No.
321	5783. You made no inquiries?
	- No.
322	5784. All you did was to go and get them?
	- Yes, the Chief Steward of the third class told us.
323	5785. Told you to do so?
	- Yes.
324	5786. And you cannot tell me his name?
	- No.
325	Examined by Mr. HOLMES.
326	5787. Were there any third class passengers by the boats?
	- I could not tell you; there were only two boats left; those were the two on the port side.
327	5788. That is where you saw the shots fired?
	- I saw one shot fired, that was by the Officer in one of the boats.
328	5789. Do you know which Officer it was?
	- No.
329	5790. Do you know what it was that led to his firing the shot?
	- I could not tell you.
330	5791. You did not see any confusion on deck?
	- No, none at all.
331	5792. Did you see him fire any shots anywhere but into the

..Arrives 1:20 - 2:05

..Officers shoot

..People calm, follow

..Officers shoot  
..People calm, follow

- water?
- No, that is all I saw him fire - one shot between the ship's side and the boat.
- 332 5793. You did not see the circumstances that led up to that?
- No.
- 333 5794. When you got the order, "All out of the engine room," did you see any of the engineers coming up?
- No, not at the time.
- 334 Examined by Mr. EDWARDS.
- 335 5795. Between the time when you left the engine room and the time that you say that you saw certain engineers on the boat deck, how much time had elapsed?
- I should say about half-an-hour.
- 336 5796. Did you at the time, or immediately after you heard the order, "All out of the engine room," hear any orders given to close the watertight doors?
- No.
- 337 5797. It has been said that there is a float that automatically closes the doors?
- It works by electricity.
- 338 5798. Is not that float below the level of the engine room?
- I cannot say; I never saw one.
- 339 The Attorney-General:  
We will give some evidence of it later on - we know something about it - so that you may ascertain what it is.
- 340 Mr. Edwards:  
All the engineers are gone, and I wanted to get something more than mere theoretical evidence.
- 341 The Attorney-General:  
Such evidence as we can give, we will call about it.
- 342 5799. (Mr. Clement Edwards.) Do you know anything at all about the working of the float?
- No. I never saw a float.
- 343 Examined by Mr. LAING.
- 344 5800. Do you know the "Titanic" was fitted for about 1000 third class passengers?
- No.
- 345 5801. Was there a large number of lifebelts in the third class accommodation?
- Yes, in this locker there were.
- 346 5802. You know she only carried about 700 third class passengers?
- I could not tell you.
- 347 5803. Do you know of the little disc we have been told about which shows what the engines are doing?
- The revolutions?
- 348 5804. No, a little red-coloured glass which shows when the engines are stopped?
- I hardly follow you.
- 349 5805. We were told that when the engines are stopped -

- Oh, that is in the stokehold. We know inside when the engines are stopped; that is in the stokehold; that is when they ring up separate from the telegraph. That is a little thing about so big to show when the engine is stopped. That is rung by one of the engineers in the engine room.

350 5806. Is it your view that the engines were not stopped until after the crash?

- No. We did 75 revolutions at 11 o'clock.

351 Mr. Laing:  
Your Lordship remembers Barrett, whose evidence was that the little red disc came up and he got an order about the dampers, and then followed the crash.

352 The Attorney-General:  
Yes. Everything followed very quickly upon the other, but you are right in saying it was before.

353 The Commissioner:  
What is the reference?

354 Mr. Laing:  
Question 1855 down to 1862.

355 The Commissioner:  
Will you read it to me?

356 Mr. Laing:  
Yes. In Question 1856 he describes where he was, and at 1860 the question is: "Now just tell us what happened that you noticed? - (A.) There is like a clock rigged up in the stokehold and a red light goes up when the ship is supposed to stop; a white light for full speed, and I think it is a blue light for slow."

357 The Witness:  
I cannot say what light goes up in the stokehold.

358 Mr. Laing:  
"This red light came up. I am the man in charge of the watch, and I called out, 'Shut all dampers.' (Q.) You saw this red light? - (A.) Yes. (Q.) You knew that was an order to stop the engines? - (A.) It says 'Stop' - a red piece of glass and an electric light inside. (Q.) Shutting the dampers I suppose, would be? - (A.) To shut the wind off the fires. (Q.) To shut the draught off the fires. And you gave an order, 'Shut the dampers'? - (A.) Yes. (Q.) Was that order obeyed? - (A.) Yes. (Q.) What was the next thing that happened? - (A.) The crash came before we had them all shut. (Q.) They were shutting them when the crash came? - (A.) Yes." That is Barrett.

359 The Attorney-General:  
That is right.

360 The Commissioner:  
Can that be accurate, that the crash came after he saw the red light?

361 Mr. Laing:  
Yes.

362 The Commissioner:  
"This red light came up. I am the man in charge of the watch, and

I called out, 'Shut all dampers.'" The red light means the engines are stopped.

363 The Attorney-General:  
No, the order to stop, I understand; it is the order to stop. It does not mean they are stopped.

364 The Commissioner:  
Until this morning I thought the order to stop and the stopping were fairly simultaneous.

365 Mr. Laing:  
So they are, my Lord.

366 The Commissioner:  
Apparently, according to the evidence we have heard this morning, it takes about ten minutes for the engines to stop.

367 The Attorney-General:  
I do not think he said that, oh no.

368 Mr. Laing:  
He said some substantial time, but as a matter of fact it only takes a few seconds.

369 The Commissioner:  
He gave the order "Stop" and it was obeyed. I took down that this took about ten minutes.

370 The Attorney-General:  
Ten minutes between that and the next order, which was "Slow ahead." (To the Witness.) Is that right?

371 The Commissioner:  
I wish you would get it quite clear.

372 The Attorney-General:  
I think it is right.

373 The Commissioner:  
Will you allow me to ask so that I understand it myself?

374 The Attorney-General:  
Certainly, my Lord.

375 The Commissioner:  
You remember the order to stop?  
- Yes.

376 5807. That, I suppose, was obeyed instantaneously by the men in the engine room?  
- Yes.

377 5808. The next order was "Slow ahead"?  
- Yes.

378 5809. Now, what time elapsed between the order to stop and the order to slow ahead?  
- About 10 minutes.

379 5810. And what was happening during that 10 minutes? Had the ship ceased to move and the engines ceased to move?  
- When they rang down "Stop" they shut the steam off, and then it is bound to go on until the steam is right out of her.

380 5811. How long does that take?  
- About 10 minutes.

381 The Commissioner:

That is what I understood.

382 Mr. Laing:  
That is what he said.

383 The Commissioner:  
That is to say, that although the engineers do all they can to stop  
the engines they do not in fact stop for 10 minutes. One of my  
colleagues says that is absurd.

384 The Attorney-General:  
So I think it is, from our evidence.

385 The Witness:  
Do you mean from the time they stop till they go again?

386 5812. (The Commissioner.) Let us get it clear. There comes the  
order to stop?  
- Yes.

387 5813. And that is obeyed by the engineers instantly?  
- Yes.

388 5814. But you say there is some steam that has to be exhausted?  
- Yes.

389 5815. And while that steam is being exhausted, although the  
engineer has stopped his engines - that is, say, done what is  
necessary to stop them - the engines continue to revolve?  
- Yes.

390 5816. Now how long after the engineer has put on the stop do the  
engines revolve?  
- About five revolutions.

391 The Attorney-General:  
We must take the 10 minutes to be, what I understood him to say,  
and what I think is clear now, between the order to stop and the  
going slow ahead.

392 The Commissioner:  
That is a very different thing altogether.

393 The Witness:  
That is what I thought you meant.

394 The Commissioner:  
The five revolutions are of no account, and therefore my first  
impression that "Stop" meant what it says was right. The engines  
had stopped.

395 Mr. Laing:  
Yes.

396 The Witness:  
It just turned five times, that is all.

397 5817. (The Commissioner.) And then they remained in that  
stopped condition for 10 minutes?  
- Yes.

398 The Attorney-General:  
That is the point.

399 The Commissioner:  
And then came the order, "Slow ahead."

400 The Attorney-General:  
That is it.

401 5818. (Mr. Laing.) The point I am upon is whether you felt the  
shock before the stop came or after?  
- After - no, before. It was when the shock came that they rang  
down to stop the engines.

402 5819. Do you say the shock came first?  
- No, afterwards.

403 5820. After the order to stop came the shock?  
- No.

404 5821. Very well, then you put it the other way?  
- When the shock came they rang down, "Stop the engines."

405 5822. (The Commissioner.) The shock comes and then the order  
to stop?  
- Yes.

406 5823. That is what I understood?  
- We thought it was something in the engine room that had gone  
wrong.

407 Mr. Laing:  
That does not agree with Barrett and it does not agree with  
Dillon. Both of those Witnesses put the stop order first and the  
shock very shortly afterwards.

408 The Attorney-General:  
I was going on to refer, your Lordship will remember, to the  
orders that came from the bridge; there is first the three bells and  
then the telephone.

409 The Commissioner:  
That comes from the crow's nest.

410 The Attorney-General:  
From the crow's-nest to the bridge; then the telephone to the  
bridge, the response from the bridge; immediately then the order  
to the telegraph. The first order relates to the telegraph and gives  
the order which goes down to the engine room, "Hard-a-  
starboard." That is what happened. We shall be able to fix it later  
when we come to examine all the evidence together.

411 The Commissioner:  
The question is in what order of events does the shock come.

412 The Attorney-General:  
I should say from the evidence it came after. I should think that  
the first thing that happened was the three bells, and the  
telephone, and then the order from the bridge, "Hard-a-  
starboard," immediately after the order on the telephone. It is  
difficult to understand otherwise, because they did get the  
warning, although it is very shortly before, but immediately the  
order is given, and then came the shock, so far as we have had  
evidence from the bridge.

413 Mr. Laing:  
I accept that; that seems to agree.

414 The Attorney-General:  
I am only dealing with the evidence, as far as it has gone.

415 Mr. Laing:  
So am I.

416 The Attorney-General:  
It is very difficult, I quite agree with my learned friend.

417 The Commissioner:  
I understand what you are saying, Mr. Laing.

418 5824. (Mr. Laing - To the Witness.) Did you ever see the dial of  
this telegraph at all, or are you only going by the rings?  
- No, I saw it.

419 5825. Up to the time when you left the engine room, had you  
seen any water below at all?  
- No.

420 5826. Neither in the engine room nor any of the compartments  
which you saw?  
- No.

421 5827. Did you meet any water in the alleyway as you went up?  
- No.

422 5828. None at all?  
- No.

423 5829. Up to the last?  
- No.

424 5830. Did I catch you to say that you saw the lights of a number  
of boats belonging to the "Titanic" when you were on board?  
- Yes, on the starboard side well away from the ship.

425 5831. How many engineers do you think there were?  
- Eight I saw.

426 5832. Officer engineers, I mean?  
- About eight I saw on deck.

427 5833. There are 36 I am told, all told?  
- I think so.

428 5834. So when you said you saw all the engineers you must have  
meant all the engineers that you knew?  
- Yes.

429 5835. You saw only eight of them?  
- I saw eight of them.

430 5836. Out of 36?  
- Yes.

431 The Attorney-General:  
Your Lordship will find this dealt with at page 38 [41]- I mean  
the question which you asked before about the proper order of  
the signals and orders. It is summarised at Question 993.

432 The Commissioner:  
Yes, the question beginning "You told us what happened."

433 The Attorney-General:  
Yes. "First of all the signal of the three bells" - I think I am  
summarising what he said - "then the telephone message, then it  
was repeated to the First Officer, 'Iceberg right ahead'" - that is  
because another Officer received the telephone message - "then  
the First Officer went to the telegraph to give an order to the  
engine room, and gave you the order 'hard-a-starboard'? - (A.)  
Yes. (Q.) At any rate, up to his going to the telegraph as I follow  
you, there was no change of speed?- (A.) No, Sir. (Q.) What that

order was you do not know? - (A.) No, Sir. (Q.) Then 'hard-a-starboard' and you immediately put up your helm? - (A.) Hard-a-starboard. (Q.) Right over? - (A.) Yes. (Q.) What is it, 35 degrees? - (A.) Forty degrees. (Q.) Then you got the helm right over? - (A.) Right over, Sir."

434 The Commissioner:  
"Then she comes round two points and then strikes."

435 The Attorney-General:  
Yes. "Is that right? - (A.) The vessel veered" - round to port - "veered off two points" was his expression. It is in the Quartermaster's evidence.

436 Re-examined by the ATTORNEY-GENERAL.

437 5837. There are two matters I want you to help us upon, if you can. You told us the time when you got the order all the watertight doors were open. That was at quarter to one? - Yes.

438 5838. But I do not think you told us what time it was when you went up on deck? - When we left the engine room?

439 5839. Yes. - Twenty past one.

440 The Attorney-General:  
I do not think your Lordship has that?

441 Mr. Laing:  
Yes, I think so.

442 The Attorney-General:  
My friend says he thinks you have that.

443 The Witness:  
That was the time we left the engine room. Then we did not go straight up to the boat deck then.

444 5840. Can you give us any idea how long it was between that 20 past one and your getting on to the boat deck? - We had to go and get the lifebelts after that. From the time I got the lifebelts and all do you mean?

445 5841. Yes. You left the engine room at 1.20; you got eventually to the boat deck, and I want to know about what time it was you got on the boat deck? - About twenty to two I think it was when I got on to the boat deck.

446 5842. How long after you got to the boat deck was it till you got on to the davits and down the falls? - About a quarter of an hour, between a quarter of an hour and twenty minutes.

447 5843. That would bring it to about five minutes to two? - Yes.

448 The Commissioner:  
When he dropped into the water.

449 The Attorney-General:  
Yes. And we know it was about quarter-past two when she sank. That helps us now to see what was happening during this time,

from 11.40 onwards.

450 The Witness:  
I think that was the only boat that took any of them out of the water. We pulled in between six and eight, I think it was, after she sank.

451 5844. Yes, you are quite right, we have the evidence about it. I am not only asking you about it because we have had it from other Witnesses. But you are quite right; they did do it. Now there is one other matter, correct me if I am wrong, but I think you said you went to the third class cabin to get the lifebelts?  
- Yes.

452 5845. That must have been some time between 20 minutes past one and 20 minutes to two?  
- Yes.

453 5846. When you got there did you see any passengers?  
- I never noticed any.

454 5847. Did you go to the third class cabin aft or forward?  
- Aft. The lifebelts are kept in a locker in an alleyway.

455 5848. I would rather like to know what you did; I think it would be of some assistance to know what you did when you went to this third class compartment. Did you have to pass along the cabins of the third class?  
- Yes, you have to go right along the cabins.

456 5849. Is it on the same floor as the alleyway?  
- Yes.

457 5850. Your engine room opens upon the alleyway?  
- Yes.

458 5851. That is deck E. I think it is rather important to see where he went, my Lord. (To the Witness.) Then you passed along aft?  
- Yes.

459 5852. And along that alleyway are there third class cabins both to port and starboard of you?  
- I do not know about that. As we are going aft there are cabins on the right-hand side, that would be the port side.

460 5853. It may be that there are not cabins on the starboard side of that alleyway?  
- That would be the port side, as I am walking aft; that is the right hand side of me.

461 5854. That we have got clear. If you pass along aft along that alleyway, on your right hand side, as you are walking aft, and therefore on the port side of the vessel, there are the third class cabins?  
- Yes.

462 5855. Are there any on your left hand side as you are walking?  
- I cannot say.

463 5856. I do not make out there are?  
- I think that is the post office and hatchways.

464 5857. Yes; that is quite right. Now I want to know how far aft you went in order to get to this locker where the lifebelts were kept?

- Not very far.

465 5858. Have you any idea how far?

- No, I have not an idea of the distance.

466 5859. Do you remember, as you were walking aft, was the locker on your right hand side or on your left?

- I cannot say, because we had to go up a little alleyway to it and turn round again. It was the first time I had ever been there. There are several alleyways there.

467 5860. (The Commissioner.) The alleyways down to the third class berths?

- Yes.

468 5861. (The Attorney-General.) Did you go up them?

- No, I went straight along on the same alleyway.

469 5862. Just give us an idea; how many of the entrances to the berths do you think you passed?

- About four alleyways, I think.

470 The Attorney-General:  
Your Lordship sees how the cabins run.

471 The Commissioner:  
I do. Did he pass the end of four alleyways?

472 5863. (The Attorney-General.) Yes, he passed the end of four alleyways. The third class passengers would have to go down these alleyways to go to their berths?

- Yes.

473 5864. You did not go down there?

- No, I passed right along.

474 5865 And you passed three or four of these?

- Yes, I think it is about three or four.

475 5866. That is the part of the third class where the women and children were?

- Yes.

476 5867. Did you see any women and children along there at all?

- No.

477 5868. Either where you passed or looking further aft or further forward?

- No, I never saw anybody.

478 5869. (The Commissioner.) Were the doors of the cabins open?

- I cannot say.

479 5870. You did not go down the alley?

- No.

480 The Commissioner:  
Will you ask him if the watertight doors are automatic there?

481 5871. (The Attorney-General.) I am going to ask some questions about that. I am going to ask some general questions about that, because we have not had it yet, and he may be able to help us. (To the Witness.) With regard to the watertight doors, you have told us about those which close down automatically from the bridge, on to the inner bottom?

- Yes, with electricity.

482 5872. That is right - from the electric switch. What I want to

know is this; there are a number of other watertight doors, are there not?

- I have not seen any, only the doors which they lower down from the bridge.

483 5873. Do you only know those 12?

- Yes, that is all. There are other doors up in the working alleyways which they push to; they have about 12 catches on them.

484 5874. It is those we want to know about. There are other watertight doors?

- Yes, those up in the alleyways.

485 5875. That is what I want to know something about. Those are not doors which close from the bridge automatically?

- No, they swing like an ordinary door.

486 5876. How are they closed?

- They have about 12 catches on them like handles and catches you turn over. You turn them either way.

487 The Commissioner:  
He says they swing.

488 The Witness:  
Yes.

489 The Commissioner:  
They slide, do they not?

490 5877. (The Attorney-General.) Some slide and some are on hinges. I do not know which these are?

- Those are all on hinges which they have there.

491 The Attorney-General:  
I am told by those who ought to know better that they are sliding doors.

492 The Commissioner:  
Well, I saw some of them, and those I saw were sliding doors.

493 5878. (The Attorney-General.) So I understand. (To the Witness.) At any rate they are doors which close comparatively easily by hand. Is that it?

- Yes.

494 5879. You were speaking just now about the alleyways, were you not?

- Yes.

495 5880. Are you sure that watertight doors were there?

- Well, I do not know whether they are watertight doors or not. I know there are doors.

496 The Commissioner:  
When he speaks of alleyways, they are passages between the berths of the third class passengers, but they are small things of no consequence, and he did not go between any of them, but he went along the broad alleyway in which there are several watertight doors. Will you look at this plan which I have (handing the same to the Attorney-General.) You will see where I have marked a red line.

497 The Attorney-General:

That is right. That is where he walked.

498 The Commissioner:  
That is the passage he walked along.

499 The Attorney-General:  
Quite right.

500 The Commissioner:  
And going aft he would have small alleyways on his right going  
between the berths of the third class passengers?

501 The Attorney-General:  
Quite right.

502 The Commissioner:  
Now, if you look along the broad alleyway he walked along you  
will find several watertight doors marked.

503 The Attorney-General:  
I do.

504 The Commissioner:  
And it is those I want to know something about.

505 The Attorney-General:  
I agree. Let me ask him to follow it along. Your Lordship is  
asking about these two through which he passed?

506 The Commissioner:  
Are there only two? I thought there were three.

507 The Attorney-General:  
I only see two.

508 The Commissioner:  
I want to know if they were open or shut. Those are not  
automatic?

509 5881. (The Attorney-General.) Your Lordship is quite right; it  
depends upon where you start from. If you start from the place  
where he came up there would be three. It had been marked red,  
and I thought that was the passage. There would be three from  
his coming up from his engine room if he passes along, assuming  
that he is going to the point, which I think is the one he indicates,  
which I am going to ask him about. (To the Witness.) Do you  
remember, as you passed along aft, coming to a locker which is  
amidships where the lifebelts were kept?  
- I cannot say, because we had to go up two alleyways to get to  
the locker. We had to go past the staircase where the third class  
go on deck. We had to go by that and up a little alleyway and  
then turn to our left again.

510 5882. That is right?

511 5883. (The Commissioner.) Had you ever been there before?  
- No.

512 The Attorney-General:  
That is exactly what he would do to get to the place I am  
indicating, if your Lordship will look. I will mark it, if I may.

513 The Commissioner:  
Yes, certainly.

514 The Attorney-General:  
I put a blue mark round the locker. As the Witness has described

it, it quite accurately represents what he would do to get to that spot. He would pass a staircase there on the right, then he goes along in a straight line to the left and goes along another alleyway, and there he would get to the locker. That is quite right.

515 5884. (The Commissioner.) Did you go down any of the small alleyways between the berths of the third class passengers?

- No, Sir.

516 5885. You passed the mouth of several of them?

- Yes, about three or four, I think.

517 5886. (The Attorney-General.) Do you know the Chief Steward's room?

- Yes.

518 5887. Was that just opposite the place where you got the lifebelts?

- No, that is right in the alleyway, just against the staircase. We had to go round here and up another alleyway and turn round on the left to get to this locker. It is the place we used to go and get the stamps in the "Olympic," and I think this place was the same.

519 5888. There would be various offices on your left, as you are walking aft to get these stamps that you told us about and things of that sort?

- Yes, the post office is just there on the left. We had to go past the third class..

520 The Attorney-General:  
Now, I want you to tell us about these watertight doors.

521 The Commissioner:  
Before you leave that, you say that the Chief Third class Steward's bunk, or room, or whatever it is is just close to the locker where the lifebelts were?

522 The Attorney-General:  
I tried to get something about it from him, but I doubt whether he knows it.

523 The Commissioner:  
He had never been in this part of the ship before in his life.

524 The Attorney-General:  
It was in answer to a question I put to him about that that he said that was further forward that he passed that to get to the place he used to get the stamps in. Evidently what he means is that there are some offices that he would pass on the left as he walked aft, and he was referring to one of those.

525 The Commissioner:  
Yes, because he told us he had never been in this part of the ship before in his life.

526 5889. (The Attorney-General.) In point of fact there is the Second class Purser's office, which would be very likely the office he was referring to. (To the Witness.) Now, I want to ask you about these watertight doors in the alleyway. Were they open?

- Yes, they were open.

527 5890. That is to say you walked through these three doors, and, so far as you know, was there any order given to close any

watertight doors?  
 - I cannot say up there.

528 5891. As far as you know, of course, the watertight doors closed down below would be closed from above, from the bridge, that we know?  
 - Yes, Sir, but them in the alleyway they were open, and they were open at the time that I left the alleyway.

529 The Commissioner:  
 It is obvious they were open. He could not have got along otherwise.

530 The Attorney-General:  
 That is obvious, of course. I think we shall call evidence showing that everything was open there.

531 Mr. Edwards:  
 There is one point, my Lord, in which there seems to be a little disparity between this Witness and Grainger. This Witness says that he was taken into boat 14. Grainger's evidence was that it was boat 4. It may save confusion hereafter if the point is at once cleared up.

532 The Commissioner:  
 Yes.

533 The Witness:  
 No. 4 boat I think it was.

534 5892. What was No. 4 boat?  
 - The boat I got into.

535 5893. (The Solicitor-General.) How do you know?  
 - I asked a sailor after I got on the "Carpathia" what the numbers of the boats were.

536 5894. The other boats had gone?  
 - This boat came back.

537 5895. (The Commissioner.) I thought I might have made a mistake about the number. I thought when he came up on the boat deck there were only two boats left?  
 - Yes.

538 The Commissioner:  
 And I thought they were Nos. 14 and 16.

539 The Attorney-General:  
 Yes, 14 and 16.

540 The Witness:  
 They were loaded away, Sir. We never got into those two boats.

541 The Commissioner:  
 Were the two boats that were left Nos. 14 and 16?

542 5896. (The Attorney-General.) I think we had better get it quite clear. (To the Witness.) When you got to the port side there were two boats?  
 - Two boats left.

543 5897. As I understand from all you said, the aftermost boats on the port side?  
 - Yes.

544 5898. You did not get into either of those?

- No.  
545 5899. Those were just going away?  
- No.  
546 5900. What happened?  
- I saw them rush to the ship's side from there. I went over to the  
starboard side again, and then we come back again.  
547 5901. You came back again to the starboard side?  
- We came back from the starboard side to the port side again.  
548 5902. When you came back to the starboard side there was  
nothing there, and you went back again to the port side?  
- Yes.  
549 5903. The boats had gone away?  
- Yes.  
550 5904. And then you found someone who called out that he  
wanted two more men?  
- Yes, right.  
551 5905. And then you climbed up the davits and got down?  
- Yes, and that boat was No. 4.  
552 5906. (The Commissioner.) Then you were pulled into No. 4  
boat?  
- Yes.  
553 The Commissioner:  
Yes, that is quite right, and that agrees with Grainger's evidence.  
Mr. Edwards was quite right to call attention to it; it has saved  
confusion.  
554 (The witness withdrew.)